

ROLL # 70216

CAMERA # 4

DATE FILMED 5-5-72

OPERATOR # E.V.

REDUCTION 26:1

0002

This document is made available through the declassification efforts
and research of John Greenewald, Jr., creator of:

The Black Vault



The Black Vault is the largest online Freedom of Information Act (FOIA)
document clearinghouse in the world. The research efforts here are
responsible for the declassification of hundreds of thousands of pages
released by the U.S. Government & Military.

Discover the Truth at: **<http://www.theblackvault.com>**

SECRET

HISTORY



USE and NO
S 18222 OF

305TH BOMBARDMENT WING (M)

(UNCLASSIFIED TITLE)

1 JAN 1953 thru 30 JUN 1953

SECRET

305-2-1322
N-3157

0004

SECRET

RSI Cont No
S 18222

SECRET

0005

3-4853-54

SECRET

SECRET

Auth: 305th B W

Date: 5 Sep 1956

By: Bleyer

(Unclassified)
History of the 305th Bombardment Wing (M)
1 June 1956 through 30 June 1956
(Unclassified)

MacDill Air Force Base, Florida

(6th Air Division)

(Second Air Force)

(Strategic Air Command)

Past Designation: 305th Bombardment Group (Heavy)
Army Air Forces

Units above Squadron level assigned: 305th Tactical Hospital
(USAF)

Prepared by: S/Sgt Belmont Baer, AF42275902
Historical Technician

Julian M Bleyer
JULIAN M BLEYER
Colonel, USAF
Commander

As of 30 June 1956

MacDill Air Force Base, Florida

SECRET

305-B-1332

0006

SECRET

-1-

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE NUMBER</u>
	Title Page	
	Table of Contents	1
ONE	ORGANIZATION AND ADMINISTRATION	2
TWO	PERSONNEL	4
THREE	OPERATIONS AND TRAINING	6
FOUR	MAINTENANCE, SUPPLY AND FACILITIES	12

***** APPENDIX *****

Exhibit 1....Photograph of Col Bleyer
 Exhibit 2....Roster of Key Personnel
 Exhibit 3....6th ADiv Gen Orders Number 11
 Exhibit 4....305th Bm Wg General Orders
 Exhibit 5....Col Bleyer's WD AGO Form 66
 Exhibit 6....Biographical Sketch of Col Bleyer
 Exhibit 7....Organizational Management Control Statement
 Exhibit 8....Minutes of Staff Meetings
 Exhibit 9....Minutes of Maintenance Meetings
 Exhibit 10....Minutes of NCO Council Meeting
 Exhibit 11....305th Bm Wg Crew Flimsies
 Exhibit 12....Report of Proceedings of Flyaway Kit Review Board
 Exhibit 13....Maintenance Summary
 Exhibit 14....Nut & Bolt
 Exhibit 15....Operations and Maintenance Plan
 Exhibit 16....305th Bm Wg PAM Number 102
 Exhibit 17....TWXs
 Exhibit 18....Air Training Report

Hq 305th Bomb Wg (M)	
364th Bomb Sq	305th Field Maint Sq
365th Bomb Sq	305th Periodic Maint Sq
366th Bomb Sq	305th Arm & Elect Maint Sq
305th Air Rflg Sq (M)	305th Tactical Hospital

Equipment: Boeing B-47E Stratojet
 Boeing KC-97E Tanker
 KC-97G Tanker

SECRET

0007

SECRET

-2-

CHAPTER ONE

Organization and Administration

The month of June 1956 was marked by an unusually large number of key personnel changes and an increase in flying hours, both programmed and actually flown.

(UNCLASSIFIED)

On 26 June 1956 Colonel Julian M. Bleyer assumed¹
command of the 305th Bombardment Wing, replacing Colonel²
Frank Kurtz, who was appointed Special Assistant to the³
Commander, Sixth Air Division. Colonel Kurtz had commanded⁴
the 305th since 14 February 1956. Colonel Bleyer had been⁵
the 305th Bombardment Wing's deputy commander since July
1954. He has had a long and distinguished military career,⁶
and has been a full colonel since 1950. (UNCLASSIFIED)

Colonel Frederick R. Ramputi returned from the 306th⁷
Bombardment Wing to become deputy commander of the 305th.⁸
Before his transfer to the 306th last February, he had been

-
- 1 - Photograph of Col Bleyer. Exhibit 1.
 - 2 - GO 13, Hq 305th Bm Wg, 26 Jun 56. Exhibit 4.
 - 3 - GO 11, Hq 6th ADiv, 25 Jun 56. Exhibit 3.
 - 4 - 305th Bm Wg history, Feb 56 thru Apr 56, Chapter 1.
 - 5 - Col Bleyer's WD AGO Form 86 and his biographical sketch, Exhibits 5 & 6, respectively.
 - 6 - Ibid.
 - 7 - 305th Bm Wg history, May 56, Chapter 2.
 - 8 - Roster of key personnel, Hq 305th Bm Wg, 1 Jul 56. Exhibit 2. Also Par 1, PAM 102, Hq 305th Bm Wg, 9 Jul 56. Exhibit 16. As Exhibit 2 indicates, Col Ramputi was already acting as Dep Wg Comdr during the last days of Jun.

SECRET

0008

-3-

9
the 305th Bombardment Wing's Director of Operations. Lieutenant Colonel Stanley J. Johnson, who had been filling in for Colonel Ramputi in the Directorate of Operations, took the top post in that directorate on a permanent basis. (UNCLASSIFIED)
10

On 1 June 1956, Major Robert F. Morgan was assigned duties as 305th Bombardment Wing Surgeon and Commander of the 305th Tactical Hospital, replacing Colonel Mathias F. Regner.
11

(UNCLASSIFIED)

On 4 June 1956, Major Dale D. Armentrout was assigned as 305th Bombardment Wing Adjutant, replacing Captain Forrest F. Kienzle. Captain Kienzle became the wing's Deputy Director of Personnel. (UNCLASSIFIED)
12

-
- 9 - 305th Bm Wg history, May 56, Chapter 2.
 - 10 - GO 12, Hq 305th Bm Wg, 6 Jun 56. Exhibit 4.
 - 11 - GO 10, Hq 305th Bm Wg, 1 Jun 56. Exhibit 4.
 - 12 - GO 11, Hq 305th Bm Wg, 4 Jun 56. Exhibit 4.

SECRET

0009

-4-

CHAPTER TWO

Personnel

As of 30 June 1956 the 305th Bombardment Wing had only 1,928 military personnel assigned, as against 1,989¹ required. Of this shortage of 61 people, 51 were officers.

(UNCLASSIFIED)

The 305th Tactical Hospital suffered a drastic reduction in authorized airmen strength during June when its required² manning figure was decreased from 95 airmen to 82. It had been known for some time that this decrease would take place, as it had been revealed in the June 1956 Table of Organization and confirmed in the March 1956 Unit Manning Document. It was the opinion of M/Sgt James W. Pruitt, First Sergeant of MacDill's combined hospital units, that the loss of these 13 slots would have no adverse effect on the overall capabilities of the 305th Tactical Hospital. The following slots were eliminated: six 90010s, two 60310s, two 60330s, one 60350, one 62010, and one 64131.³ Inasmuch as none of the lost slots was at the seven level and only one was at the five level, Sergeant Pruitt's optimism seemed adequately supported. (UNCLASSIFIED)

-
- 1 - Organizational Management Control Statement, 305th Bm Wg, 30 Jun 56. Exhibit 7.
 - 2 - Ibid. Also Organizational Management Control Statement, 305th Bm Wg, 31 May 56. Exhibit 10 in 305th Bm Wg history, May 56.
 - 3 - Interview by S/Sgt B. Baer, 305th Bm Wg Historical Technician, with M/Sgt J. W. Pruitt, Hosp 1st Sgt, 3 Aug 56.

SECRET

0010

SECRET

-5-

It was not expected that the new early release program⁴ would greatly affect the 305th Bombardment Wing. The Director of Personnel anticipated the involuntary release⁵ of only three or four airmen during July. (UNCLASSIFIED)

The Director of Operations complained at a wing staff meeting that many of his officers will lose leave this year because of the 30 June (end of fiscal year) cut-off date for personnel who have accumulated more than 60 days leave. The Deputy Wing Commander suggested that this need not happen again, provided the various sections schedule the leaves⁶ of their personnel sufficiently in advance. (UNCLASSIFIED)

-
- 4 - TWX, Hq SAC to COMDRADIV 6, STP 54027, 28 Jun 56.
Exhibit 17.
 - 5 - Minutes of Staff Meeting, Hq 305th Bm Wg, 28 Jun 56.
Exhibit 8.
 - 6 - Minutes of Staff Meeting, Hq 305th Bm Wg, 7 Jun 56.
Exhibit 8.

SECRET

0011

SECRET

-6-

CHAPTER THREE

Operations and Training

Aircraft of the 305th Bombardment Wing flew a total¹ of 2,307 hours during the month of June 1956. This was 107 hours more than had been programmed. Of the four squadrons possessing aircraft, only the 368th Bombardment Squadron failed to meet its programmed total, missing the mark by 22 hours and 40 minutes. The 365th, on the other hand, outdid itself, flying 54 hours and 10 minutes more² than programmed. (UNCLASSIFIED)

As of 30 June 1956 the 305th Bombardment Wing had 43 B-47 crews. Sixteen of these were select, 16 lead, one³ combat ready, and ten non-combat ready. Only seven non-⁴ready crews had existed at the beginning of the month, but the wing gained two aircraft commanders, two co-pilots, and two observers. A new crew, N-63, was formed 18 June 1956. Target dates were set for the upgrading to combat ready status of eight non-combat ready crews. Five of these crews were scheduled to

-
- 1 - Organizational Management Control Statement, 305th Bm Wg, 30 Jun 56. Exhibit 7. Item 8 of this statement contains an error. The figure "1608" should read "1617".
 - 2 - Ibid.
 - 3 - The section of the Air Training Report containing this information is filed in the Wing Comptroller's office.
 - 4 - Operations and Maintenance Plan, Hq 305th Bm Wg, Jun 56. Exhibit 15.

SECRET

0012

-7-

be combat ready by 31 July 1956, and by 30 November 1956⁵
all eight would be combat ready, it was planned.

(CONFIDENTIAL)

Higher headquarters had ordered a number of⁶
important missions for June, three of which were
spelled out in detail in the Monthly Operations Plan:
strategic evaluation, strategic evaluation support
flights, and Operation "Devilfish"⁷ for the period
18 through 22 June 1956. (CONFIDENTIAL)

The "Devilfish" operation required the 306th
Bombardment Wing to launch 20 aircraft. It was planned
to have a ground spare available on individual sorties.
The 364th and 365th Bombardment Squadrons had to furnish
ground spares with crews aboard, so that they could be
flown if they were not used as a spare. It was planned
that the first two days and last two days of the five-
day operation would see only individual sorties, with
16 aircraft to be launched on the third day, the 366th
Bombardment Squadron contributing six of them and the⁸
other two bomb squadrons five each. (UNCLASSIFIED)

-
- 5 - Part IV of Air Training Report, 305th Bm Wg, Wg
Comdr's Remarks, Jun 56. Exhibit 18.
 - 6 - Ibid.
 - 7 - Operations and Maintenance Plan, Hq 306th Bm Wg,
Jun 56. Exhibit 15.
 - 8 - Ibid.

SECRET

0013

-8-

This whole five-day operation was actually just one phase of a series of operations (all nicknamed "Devilfish" for security purposes) that had taken place through the spring of 1956 and had involved both the Second and Eighth Air Forces. The primary objective was to test the nation's defenses, with the Lincoln Laboratory of the Massachusetts Institute of Technology at Lexington, Massachusetts acting⁹ as Controller and Director of the series of operations.

(SECRET)

The 305th Bombardment Wing furnished only the bombers for the 18 through 22 June missions. The 303d Air Refueling Squadron supplied the tankers required, except for four of the 16 bombers involved in the big 20 June mission, which were scheduled to¹⁰ be refueled by the 2d Air Refueling Squadron. (CONFIDENTIAL)

The individual sorties were planned in great detail. Each bomber was scheduled to rendezvous precisely two hours and 27 minutes after take-off, and receive 45,000 pounds of¹¹ fuel. The first individual sortie was completed as briefed, but the second had to be replanned because of bad weather in the refueling area. The mission was completed as briefed,

-
- 9 - 2AF Operations Order 38-56 dtd 14 Feb 56 is filed in the office of the Director of Plans, 305th Bm Wg.
 10 - 305th Bm Wg crew films "Devilfish", 18-22 Jun 56. Exhibit 11.
 11 - Ibid.

SECRET

0014

SECRET

-9-

but without refueling. The B-47 involved in the third sortie was launched right on schedule, but the mission was aborted by the planner aircraft in the test area. The spare was used in the final individual sortie, and it too took off on time. This mission also aborted, this time because no tanker was available¹² in the refueling area. (CONFIDENTIAL)

The 16 aircraft required to participate in the 20 June mission had orders to form into four cells, each comprised of four aircraft. Within each cell one minute separation in take-off time between aircraft was allowed. It was desired that all 16 aircraft be air-borne 41 minutes after the first take-off. It was planned that cell formations should continue through mass air refueling to individual cell break-up points; after that each aircraft would operate individually. Of the 16 aircraft scheduled to fly, 13 completed the mission as briefed. Three aborted, one in the air and two on the ground. The air abort occurred before the aircraft arrived at the test area. It was necessitated by fuel fumes in the cockpit. The ground

-
- 12 - THX, COMRADIV 6 to CINC SAC, COMAF 2, COMAF 8, COMAREFW 4050, & COMADC, ZIPPO 047B 38-56/2AF/305BWM/DEVIL FISH, CONFIDENTIAL. Exhibit 17.
 13 - 305th Bm Wg crew flimsy "Devilfish", 18-22 Jun 56. Exhibit 11.

SECRET

0015

SECRET

-10-

aborts were caused by an inoperative altitude gyroscope on Flagpole 23 ("Flagpole" is the code name given all B-47s assigned to the 305th Bombardment Wing) and a number four engine failure on Flagpole 22. The average sortie time for the 20 June mission was nine hours and 15 minutes. (CONFIDENTIAL)

The 305th Air Refueling Squadron flew 690 hours during June, though only 650 hours had been programmed. Of the 690 hours flown, 223 hours and 50 minutes (nearly one third) were used performing missions ordered by higher headquarters. But the squadron's most critical problem continued to be crew upgrading. Although two new crews, M-77 and M-78, were formed on 1 June, and five aircraft commanders, eight co-pilots, one radio operator, and seven boom operators were gained during the month, the losses of personnel due to transfer and separation from the service were occurring at a rate that not only made dubious the likelihood of attaining 25 combat ready crews by 1 September 1956, but made it difficult to maintain the 20 combat crews already existing. Two aircraft commanders, one flight engineer, eight radio operators, and

- 14 - TWX, COMDRADIV 6 to CINC SAC, COMAF 2, COMAF 8, COMAREPW 4050, & COMADC, ZIPPO 047B 38-56/2AF/305BWM/DEVIL FISH, CONFIDENTIAL. Exhibit 17.
15 - Organizational Management Control Statement, 305th Bm Wg, 30 Jun 56. Exhibit 7.

SECRET

0016

SECRET

-11-

two boom operators were transferred (including one radio operator and one boom operator discharged) during June. It was the opinion of the wing commander that whether or not 25 combat ready crews could be attained by 1 September 1956 would depend upon personnel inputs. Although these exceeded projected losses, the projected losses exceeded the squadron's training capability, as the inputs were, and presumably will continue to be, untrained personnel. (CONFIDENTIAL)

16 - Part III of Air Training Report, 305th ARS, Squadron Comdr's Remarks, Jun 56. Exhibit 18.

SECRET

0017

KODAK SAFETY

SECRET

-12-

CHAPTER FOUR

Maintenance, Supply and Facilities

During the period 1 June 1956 through 30 June 1956 the hours that the 305th Bombardment Wing's aircraft (both bombers and tankers) were out of commission continued to increase but at a slower pace, which gave reason to hope that the trend would soon be reversed. As pointed out in the May history of this wing, aircraft that month were out of commission 11,378 hours, compared to 7,353 hours during April. The figure rose to 11,900 hours for June, an increase, but certainly a much milder increase. Maintenance was the main factor. During June the wing's aircraft were out of commission for maintenance 11,269 hours, for parts 631 hours. The latter figure compares very favorably with the 1,366 hours aircraft had been out of commission for parts in May. On the other hand, aircraft had been out of commission for maintenance 10,012 hours in May, or 1,257 fewer hours than in June. (UNCLASSIFIED)

There was a marked increase in the number of aborts during June. There were 29 B-47 aborts in June as compared to 20 in May, and 13 KC-97 aborts in June compared to only four in May. But malfunctions

SECRET

0018

SECRET

-13-

were reduced, very significantly reduced on B-47s, and slightly reduced on the tankers. The B-47 malfunction total went down from 37 in May to just 12 in June; on KC-97s from 26 in May to 24 in June. Thus were the unfavorable abort statistics partly compensated for. Add to this the fact that there were more hours flown in June than in May and it becomes apparent that the out-of-commission and abort totals tell only part of the story. Still another factor was the hot weather. It was blamed by maintenance personnel as the cause of a large number of fuel leaks on B-47s. Drag angle modification also contributed toward keeping a number of aircraft out of commission for maintenance. (UNCLASSIFIED)

Seven aircraft engines were changed during June, exactly half as many as were changed the month before. One of the seven engines changed was a J-47GE-25, two were R-4360-59B, and four were R-4360-35As and Cs. The J-47GE-25 engine had to be changed because of bearing failure. All seven engines required major overhaul.

-
- 1 - The above information is a summary of facts contained in the Organizational Management Control Statement, 305th Bm Wg, 30 Jun 56, Exhibit 7; the 305th Bm Wg Maintenance Summary for June, Exhibit 13; charts in various sections within the 305th Bm Wg Directorate of Materiel & subordinate units; & interviews & conversations the historian had with a number of maintenance personnel.
- 2 - Ibid.

SECRET

0019

SECRET

-14-

Of the six reciprocating engines changed, three were found to have metal in the sumps. The other three had miscellaneous defects. (UNCLASSIFIED)

During June 39 aircraft were inspected by the Quality Control Branch. This included eight B-47s and four KC-97s processed through periodic inspection. The discrepancy trend showed an increase of 0.8 per aircraft, but a decrease of 1.0 in safety of flight per aircraft. The 39 inspections also included 11 B-47s and four KC-97s that were inspected as required by Strategic Air Command Manual 66-12, Section VIII, Paragraph 22e(2). The overall discrepancy trend was 26.6 per aircraft (decrease of 2.2 per aircraft), with a decrease of 1.1 safety of flight per aircraft. In addition, a 100:00 hour postflight was accomplished on 11 B-47s and one KC-97. Here the overall discrepancy trend was 28.7 per aircraft (decrease of 1.1 per aircraft) with a 0.6 decrease in safety of flight per aircraft. The most prevalent discrepancies noted during these inspections were security of mounting, improper and/or lack of safety, technical orders not complied with properly, and broken, bent, and cracked items. (UNCLASSIFIED)

The Quality Control Branch also inspected 15 B-47

SECRET

0020

-15-

and four KC-97 jacket files, as required by Strategic Air Command Manual 66-12, Section VIII, Paragraph 24j(10). The average number of discrepancies was 17.0 per set of forms, compared to 16.8 for the month of May. (UNCLASSIFIED)

But perhaps the outstanding accomplishment, and the one which the Quality Control people seem most proud of, was the huge number of unsatisfactory reports (and reports closely related to it) that were submitted in June. The Quality Control Branch has been continually stressing the great importance of submitting these reports, and has achieved results that they are convinced have not been equalled by any other wing. In the month of June, the wing sent forward 166 unsatisfactory reports, 1,193 aircraft and engine reports, 13 engine deficiency reports, 11 support equipment reports, and 193 electronic reports. It received 73 answers from the Air Materiel Command to previously submitted unsatisfactory reports. In the first half of 1956, the wing submitted a total of 7,265 unsatisfactory and similar type reports, and received³ 337 answers. (UNCLASSIFIED)

What had started out as friendly competition

3 - The above information was obtained from a notebook belonging to M/Sgt Adolphus J. Tejera, NCOIC of the Quality Control Branch, and day-to-day statistics were posted on a board in the Maintenance Control Office.

SECRET

0021

SECRET

-16-

between the two wings stationed at MacDill Air Force Base was developing into a serious rivalry between their KC-97 maintenance personnel. It began with the March issue of "306th Flight Lines", which challenged the 305th to some friendly competition, the purpose of which was to improve maintenance in both wings. But when MacDill's newspaper "The Airman" printed a news story that the 306th Bombardment Wing had established a new record by operating an engine installed on a KC-97 for 1050:10 hours, personnel in the 305th were justifiably indignant. They quickly pointed out that the 305th Air Refueling Squadron had previously succeeded in running a KC-97 engine to a total of 1051:45 hours before changing it. They weren't appeased until the base newspaper printed a retraction of its story that the 306th had broken the record. (UNCLASSIFIED)

4 - Nut & Bolt, 305th Bm Wg, Jun 56. Exhibit 14.

SECRET

0022

SECRET

History of 305th Bombardment Wing (M)

1 June 1956 through 30 June 1956

A P P E N D I X

(Exhibits 1 through 18)

A P P E N D I X

SECRET

0023



HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

ROSTER OF KEY PERSONNEL
(1 July 1956)

<u>NAME</u>	<u>HOME ADDRESS</u>	<u>DUTY PHONE</u>	<u>HOME PHONE</u>
COLONEL JULIAN M BLEYER Wing Commander	8003 Bayshore Dr MacDill AFB	23-051	8-2241
COLONEL FREDERICK R RAMFUTI Deputy Wing Commander	37 Secord Drive MacDill AFB	33-051	8-3872
MAJOR DALE D ARMENTROUT Wing Adjutant	1023 Bay Blvd Indian Rocks Beach	33-051	91-4750
CAPT FORREST F KIENZLE Acting D/Personnel	3316 Pearl Ave Tampa	21-061	62-5983
MAJOR WILLIAM E MITCHELL Director of Comptroller	3901 Tacon St Tampa	37-331	62-5771
LT COL STANLEY J JOHNSON Director of Operations	30 Garden Dr MacDill AFB	35-321	8-2201
MAJOR LON B BERRY Chief of Intelligence	8103 Bayshore Dr MacDill AFB	23-831	8-2391
MAJOR FRANCIS M STONE Chief of Plans	6603 Bayshore Blvd Tampa	23-351	
MAJOR WALTER A CARTER JR Wing Training Officer	4208 Fair Oaks Ave Tampa	37-351	64-0764
LT COL CHARLES K TAYLOR JR Wing Inspector	800 394	33-161	28-211
MAJOR KAVE B KING JR Director of Safety Flying Safety Officer	33 Secord Dr MacDill AFB	36-461	8-3863
LT COL WILLIAM A UTLEY Director of Materiel	7 Bridges Loop MacDill AFB	32-091	8-2651
MAJOR NORMAN I RADIN Chief of Maintenance	25 Secord Dr MacDill AFB	32-561	8-2403
MAJOR ROBERT F MORGAN Wing Surgeon	45 Bridges Loop MacDill AFB	35-121	8-3233
MAJOR MACDONALD H WESTLAKE Wing Chaplain	4424 Euclid St Tampa	21-111	62-7463

EXHIBIT 2

NAME	HOME ADDRESS	DUTY PHONE	HOME PHONE
MAJOR AUDREY D TOLLEY Commander, Hq Squadron Wing Communications Officer	4324 South Hubert Tampa	28-051	62-7404
MAJOR JOHN E BEANLAND Wing Logistics Officer	8 Bridges Loop MacDill AFB	25-151	8-2754
LT COL ROBERT M MUNSON Commander, 305th AREFSM	24 Bridges Loop MacDill AFB	26-521	8-2872
MAJOR EDWARD M POTTER JR. 305th AREFS Ops Officer	4526 Vasconia St Tampa	34-781	61-5312
MAJOR R.A. SCHOOLCRAFT Commander, 305th Fld Maint Sq	4010 Rogers Ave Tampa	23-931	64-2694
MAJOR ALVIN V SMITH Comdr, 305th AWE Sq	8111 Bayshore Dr MacDill AFB	21-361	8-3202
MAJOR DEAN E HAYDEN Comdr, 305th Per Maint Sq	4411 Ballast Pt Tampa	38-311	61-5541
LT COL THOMAS GLASSBURNER Comdr, 364th Bomb Sq	8119 Bayshore Dr MacDill AFB	37-101	8-2582
MAJOR JAMES A GILES 364th Bomb Sq Ops Officer	3616 Gardenia Dr Tampa	26-051	64-9954
MAJOR JOHN H PULLEY Comdr, 365th Bomb Sq	1 Hillaborough Ln MacDill AFB	27-381	8-2064
MAJOR GEORGE E PORTER 365th Bomb Sq Ops Officer	10 Secord Dr MacDill AFB	36-801	8-3641
LT COL JOHN F SWOFFORD Comdr, 366th Bomb Sq	702 Bella Vista Tampa	33-791	73-2281
MAJOR NATHAN W MILLER 366th Bomb Sq Ops Officer	3910 Sevilla St Tampa	38-021	63-8055
MAJOR PAUL H EDWARDS Wing Security Officer Wing Ground Safety Officer	6213 Sanders Dr Tampa	36-461	63-5872

NOTE: Call Ext 26-361 or 25-561 for location of above named officers after duty hours.

DALE D ARMENTROUT
DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: S, Plus 10 Comdr 6th ADiv; 10 Comdr 809 ABG; 3 6th ADiv Ops; 3 809th DMat; 2 Base Postal Dir; 15 306 BW; 3 305th D/Pers; 5 Base ISO; 3 Wg Surgeon; 3 Base Chaplain; 50 Motor Pool; 3 Res Auditor; 3 Chief Switchboard Operator; 5 Provost Marshal; 3 Guard House; TOTAL 173 copies

HEADQUARTERS
6TH AIR DIVISION (SAC)
MacDill Air Force Base, Florida

GENERAL ORDERS)
NUMBER 11)

25 June 1956

STAFF ASSIGNMENT - COLONEL FRANK A KURTZ, 1808A, this headquarters,
's assigned Special Assistant to the Commander, 6th Air Division, effective
25 June 1956.

BY ORDER OF THE COMMANDER:

OFFICIAL:

F. A. MULLIGAN.
MAJOR, USAF
Adjutant

Leslie J. Walker
LESLIE J. WALKER
CWO, W-4, USAF
Asst Adjutant

DISTRIBUTION:

- "sg"
plus
5 - Indiv
10 - Base Pers, Off Recd Sec
1 - ADJ, Orders Sec
1 - Base Comdr
4 - Historian
2 - AF La Repr KCRC, 601 Hardesty Ave, Kansas City 1, Mo
3 - Hq SAC, Attn: DPM

EXHIBIT 3

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

GENERAL ORDERS)
NUMBER 10)

1 June 56

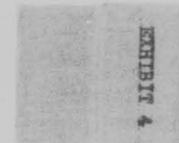
STAFF ASSIGNMENT - MAJOR ROBERT F MORGAN 20543A, USAF (MC), 305TH TAC HOSP, (SAC) this sta is assigned additional duties as Wing Surgeon 305TH BOMWOM this sta, Commander, 305th TAC HOSP this sta vice COLONEL MATTHIAS F REYNOLDS 19215A, 305th TAC HOSP is relieved effective this date.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Dale D. Armentrout
DALE D ARMENTROUT
MAJOR USAF
Adjutant

DALE D ARMENTROUT
MAJOR USAF
Adjutant



DISTRIBUTION: S

plus
5 - Wing Historian
2 - Wing Adjutant
6 - Hq 2AF
4 - Wg Personnel
1 - Comdr 6AD
1 - Base Personnel

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

GENERAL ORDERS)
NUMBER 11)

4 June 56

STAFF ASSIGNMENT - MAJOR DALE D ARMENTROUT AO 479393, this
headquarters is assigned as Adjutant, effective this date, vice CAPT
FORREST F KIENZLE AO 788036, this headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D ARMENTROUT
MAJOR USAF
Adjutant

Dale D ArmentROUT
DALE D ARMENTROUT
MAJOR USAF
Adjutant

DISTRIBUTION: S
PLUS
5 - Wing Historian
2 - Wing Adjutant
6 - Hq 2AF
4 Wg Personnel
1 - Comdr 6AD
1 - Base Personnel Officer

0029

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

GENERAL ORDERS)
NUMBER 12)

6 June 56

STAFF ASSIGNMENT - LIEUTENANT COLONEL STANLEY J JOHNSON
AO390106, this headquarters, is assigned as Director Of Operations,
effective 5 June 1956, vice COLONEL FREDERICK R RAMPUTI, 4591A
this headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D ARMENTROUT
Major, USAF
Adjutant

Dale D ArmentROUT
DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: 3
PLUS
5 - Wing Historian
2 - Wing Adjutant
6 - Hq 2AF
4 - Wing Personnel
1 - Commander 6AD
1 - Base Personnel Officer

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

GENERAL ORDERS)
NUMBER 13)

26 June 1956

ASSUMPTION OF COMMAND. - Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 305th Bombardment Wing (Medium), SAC, vice COLONEL FRANK KURTZ 120821, relieved, effective this date.

DISTRIBUTION
S, Plus

1 ea MR Clerk
2 Wg Adjutant
4 Wg Historian
6 Hq 2AF

Julian M. Bleyer
JULIAN M. BLEYER
Colonel, USAF
Commander

0031

FLYING SENIORITY				RATINGS, SPECIALTIES AND DESIGNATIONS			
SERIAL	DATE	REMARKS	RATING, SPECIALTY OR DESIGNATION	EFFECTIVE DATE	AUTHORITY		
WD PO 113, P 15	21 Jun 37		Pilot	21 Jun 37	P 15 PO 113, WD		
WD PO 190, P 3	15 Aug 39		Pilot	15 Aug 39	P 15 PO 190, WD		
			Acft Ober	1 Jul 41	P 63 PO 202, WD		
			Sr Acft Ober	21 Jan 43	P 15 PO 18, WD		
			Sr Pilot	21 Jan 43	P 6 PO 18, WD		
			Comd Pilot	19 Feb 52	P 3 PO 12 Hq 20AF		

AIRPLANE QUALIFICATIONS (A/Rberg)		FLYING HOURS		47. CIVILIAN FLYING EXPERIENCE (N/A, type equipment, no. hrs., last date flown, location)	
NO. OF COUNTRIES	TYPE OF PLANE	HOURS	MONTH AND YEAR		
1	B-18, B10, C47, C45, B25	500	Feb 37		
2	B17 B24	500	Jan 38		
3	B-17	1000	Nov 39		
4		2000	Jan 41		
5		3000	Mar 42		
6		3000	Sep 43		

48. COMBAT DATA (A/Rberg) 50 Combat Missions (STM), 304 Combat Hours, B-24, ETO; 21 Combat Missions (STM), 210 Combat Hours, B-29, Korea;

INTERNSHIP				PRIVATE PRACTICE		
HOSPITAL (Location)	TYPE	TOTAL MONTHS	YEAR COMPLETED	LOCATION AND TYPE	% OF TIME	FROM TO

RESIDENCES AND FELLOWSHIPS				POSTGRADUATE INSTRUCTION		
HOSPITAL (Location)	SERVICE	TOTAL MONTHS	YEAR COMPLETED	INSTITUTION	COURSE	YEAR COMPLETED

HOSPITAL AND TEACHING APPOINTMENTS				53. CERTIFIED BY AMERICAN BOARD OF	
HOSPITAL	TYPE	MOORE WEEKLY	DATES (From - to)	SUB SPECIALTY	YEAR

54. PROFESSIONAL AND EDUCATIONAL SOCIETIES (with degree of membership)				57. COLOR HAIR		58. COLOR EYES		59. PHOTO	
				Brown	Blue				
				Ruddy	A-Pos				
				68. SPECTACLES DATA					

69. AUTHENTICATING SIGNATURE, TYPED NAME, GRADE AND ARM OR SERVICE OF OFFICER AND DATE	
JULIAN M. MEYER, COL, USAF, 30 SEP 55.	

PAGE 4

0035

HEADQUARTERS
305TH BOMBARDMENT WING (MEDIUM)
MACDILL AIR FORCE BASE, FLORIDA

COLONEL JULIAN M. BLEYER, USAF

Colonel Bleyer was born in Dewey, Oklahoma, April 18, 1915. He was graduated from Oklahoma Military Academy, Claremore, Oklahoma in 1934, and attended Oklahoma University at Norman, Oklahoma the following year.

In February 1936, he entered the Air Corps as a Flying Cadet. He received his commission as a Second Lieutenant, Army Air Corps Reserve, in June 1937. He remained on active duty with the Army Air Corps as a Reserve Officer until August 1939, at which time a Regular Commission in the U. S. Army Air Corps was accepted.

He entered flying training in February 1936, completing the primary and basic phases at Randolph Field, Texas. After completing advanced flying training at Kelly Field, Texas, in February 1937, he was graduated a rated pilot and was assigned to the First Pursuit Group, Selfridge Field, Michigan as a flying cadet on active duty. In June 1937, he received his reserve commission as a Second Lieutenant.

In July 1938, Colonel Bleyer was assigned to Langley Field, Virginia as a Reconnaissance and Bombardment pilot flying B-18 and B-17 type aircraft. From September 1939 to September 1941 he was assigned to the 21st Reconnaissance Squadron on neutrality patrol, flying from Miami, Florida and Gander, Newfoundland. In September 1941, he was assigned to the 44th Bombardment Group at MacDill Air Force Base as a squadron operations officer. In January of 1942 he trained in B-24's at Barksdale Air Force Base, Louisiana. He joined the 98th Bombardment Group at Barksdale Air Force Base as the Group Operations Officer. The Group continued their training at Fort Myers and Lakeland, Florida.

In June 1942, he departed for an overseas assignment in the Middle East as Group Operations Officer of the 98th Bombardment Group. He remained with the 98th Bombardment Group as Squadron Commander, Group Operations Officer, Deputy Group Commander, and Group Commander until May 1944, during which time the Group had moved from Palestine to Italy, through Egypt and North Africa. During his tour overseas, Colonel Bleyer flew 50 combat missions, amassing 300 combat hours. He participated in the first Rome raid and the famous low level attack on the Ploesti oil fields in August 1943. The B-24 aircraft which Colonel Bleyer was piloting shot down nine enemy fighters on this raid. The formation which he was leading was under enemy fighter attack on three different occasions for a total time of about three hours. Colonel Bleyer also participated in the Korean conflict during 1952. He commanded the famous 19th Bombardment Wing and flew 21 combat missions, amassing 220 combat hours in B-29 type aircraft.

MORE

EXHIBIT 6

Page 2 - Colonel Bleyer (BIO)

After his return from overseas in May 1944, he was stationed with Second Air Force Headquarters at Colorado Springs, Colorado, as Director of Heavy Bombardment Training until July 1946. In July 1946, he was transferred to the Pentagon where he performed duties in the Legislative and Liaison Division and the Directorate of Public Relations.

Completing his assignment at Air Force Headquarters in 1949, he attended Armed Forces Staff College at Norfolk, Virginia. From there he was stationed at Travis Air Force Base, California as a Group Commander and Base Commander until January 1952. He went to Okinawa to command the 19th Bombardment Wing in January 1952, participating in the Korean conflict. Upon return to the states in July 1952, he was assigned to Smoky Hill Air Force Base, Kansas, as Division Director of Operations. In July 1953 he attended the Air War College at Maxwell Air Force Base, Alabama. In July 1954, after completing the Air War College course, he was assigned to MacDill Air Force Base, Florida as 305th Bombardment Wing Deputy Commander.

Colonel Bleyer assumed his present position as Commander of the 305th Bombardment Wing in June 1956.

Colonel Bleyer has received the following decorations: Distinguished Service Cross, Legion of Merit, Distinguished Flying Cross with Oak Leaf Cluster, Air Medal with 10 Oak Leaf Clusters, and Distinguished Unit Citation with Oak Leaf Cluster.

Colonel Bleyer is rated a Command Pilot and Combat Observer with approximately 4000 hours flying time.

His wife is the former Joyce Thompson of Baton Rouge, Louisiana. One child, Julian M. Bleyer Jr., will be 17 years of age on August 7, 1956.

Colonel Bleyer received his reserve commission as a Second Lieutenant on June 21, 1937. He was commissioned a Second Lieutenant (Regular) on August 15, 1939. He was promoted to First Lieutenant (Temporary) on September 9, 1940; to Captain (Temporary) on February 1, 1942; to Major (Temporary) on March 1, 1942; to First Lieutenant (Permanent) on August 15, 1942; to Lieutenant Colonel (Temporary) on March 1, 1943; to Lieutenant Colonel (Permanent) on July 1, 1948; to Colonel (Temporary) on June 22, 1950; to Colonel (Permanent) on July 5, 1955.

Up to date as of 3 July 1956.

SAC MIT CONTROL SYSTEM
SAC TECH PARAPHRASES 170-1, 170-4.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH BOMBARDMENT WING

305DCR

As of 30 June 1953

Page 1 of 1 Pages

Subject	Standard	Hq Sq	Fld/M	Per/A	A & E	364	365	366	ARS	T. Hosp	Wing Total
1. EFFECTIVE & BODY MANNING											
a. OFFICERS - Required		48	6	3	11	76	76	76	76	27	425
Assigned		42	3	2	5	65	66	63	66	23	372
Assigned in Req Spec		35	2	2	5	65	65	67	61	23	306
% Body Manning		85.7%	50%	66.7%	45.5%	85.5%	86.8%	83.5%	87%	85.2%	87.2%
% MRS		71.4%	33.3%	66.7%	45.5%	85.5%	85.5%	84.2%	85%	85.2%	86.5%
b. AIRMEN - Direct Support											
Required		30	249	90	266	76	76	76	167	1	1031
Assigned		37	218	93	312	60	69	60	173	1	1041
Assigned in Req Spec		23	183	78	230	66	67	68	139	1	881
% Body Manning		130%	87.6%	103.3%	117%	82.5%	90.8%	89.5%	104%	100	101%
% MRS		76.7%	73.5%	86.5%	86.5%	82.5%	88.2%	87.5%	83.2%	100	85.5%
c. AIRMEN - Indirect Support											
Required		27	167	16	59	20	20	20	53	1	336
Assigned		106	155	16	51	17	17	16	47	20	515
Assigned in Req Spec		66	132	10	47	13	12	12	35	71	415
% Body Manning		109.3%	71.7%	100%	86.4%	85%	85%	80%	88.7%	111%	96.3%
% MRS		68%	78%	62.5%	79.7%	65%	60%	60%	66%	87.7%	77.6%
2. ANNUAL RATE FOR LONG PERSON	245	N O	A W O C		D U R T I N G						
3. REENLISTMENTS											
Discharges		5	1	0	4	0	-	2	3	1	48
Rate	50%	3	11	3	8	1	-	2	3	4	14
		60%	9%	0	50%	0	-	100%	33.3%	25%	32.5%
4. TRAFFIC VIOLATIONS											
Major Violations		1	7	2	5	2	1	3	4	0	21
Minor Violations (Parking)		2	2	0	2	2	1	0	2	0	21
Total		3	12	2	10	4	2	3	6	0	42
5. AW-15 and Courts Martial											
a. AW - 15					2			1			1
b. Courts Martial								1			1

4. AIRMEN

0038

SAC MGT CONTROL SYSTEM
SAC TECH PAMPHLETS 170-1, 170-4.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH BOMBARDMENT WING

305DCR

		As of 30 June 1955					Page 2 of 3 Pages				
Subject	Standard	Hq Sq	Fld/M	Per/A	A & E	364	365	366	ARC	T. Hosp	Wing Total
	B-17/KC										B-17/KC
6. GROUND SAFETY											
a. Disabling Injuries				1			1				2
b. Ground Safety Index				25.2			22.1				3.39
c. Accident Cost Index				2.27			1.32				.252
d. Percent of Max Score	100%			25%			30%				100%
7. FLYING SAFETY/ Accidents per 25,000 hrs	3	N O		FLYING			ACCIDENTS				0
8. FLYING HOURS VS REQUIRED											
Programmed Flow						571	460	519	650		1550/650
% Accomplishment	100%					606:30	514:10	496:20	670		1605/650
						106%	112%	96%	106%		104%/106%
9. ACFT FLOW AS SCHEDULED	100%					81%	88%	69%	79%		77%/79%
10. CREW INTEGRITY FLYING	100%					82%	77%	80%	71%		80%/71%
11. MAINTENANCE STATISTICS											
a. In Commission Rate	73%/76%					74%	80%	71%	73%		76%/73%
b. ACCM Rate	25.5%/21%					25.9%	20.5%	25%	23.1%		23.7%
c. ACCP Rate	1.5%/2.5%					.57%	0	.84%	3.6%		.46/3.6
d. ANFE Rate						.03	0	.02	.027		.018
e. Total Hrs Flown						619:55	514:10	496:20	716:05		71630:25
f. Sorties Flown						99	81	84	106		264
g. Average Acft Possessed						15.6	17	15.7	18.2		16.3
h. Avg Hrs Flw Per Acft	30/30.5					32:45	30:15	31:35	39:20		33:45

0039

SAC MGT CONTROL SYSTEM
SAC TECH PAMPHLETS 170-1, 170-4.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH BOMBARDMENT WING

305DCR

As of: 30 June 1956

Page 3 of 3 Pages

Subject	Standard	Hq Sq	Fld/M	Per/N	A & E	364	365	366	ARS	T. Hosp	Wing Total
MAINTENANCE MANHOUR UTILIZATION											
1. The machine listed reports, SAC-U22, of maintenance manhours have been consistently in error. Although the evaluation within the SAC Management Control System has indicated a passing score, extractions of facts from reports have indicated gross errors within the structure of the Wing Maintenance Organizations and Statistical Services Machine Processing.											
2. Evaluation of Maintenance Manhour Utilization under the SAC Management Control System has been discontinued during the period May thru December 1956. Evaluations will resume with the January - March 1957 training quarter. (Reference: 2AF MSG DCRM 1362, 10 July 1956).											
3. Reasons for this period of discontinuance, as outlined by the SAC Maintenance Survey Board, are:											
a. "To give Commanders time to insure accuracy in preparation of basic time cards.											
b. Permit redesign and simplification of accounting system in order that the capabilities of EAM and using agencies can coordinate on a timely basis.											
c. To furnish accurate data required for evaluation, management controls and planning factors.											
d. To permit testing of standards and controls now published using data resulting from command actions to improve accuracy of basic data and machine processing".											
4. This temporary evaluation discontinuance in no way affects current daily maintenance manhour manning and report requirements.											
5. Commanders and supervisors at all echelons should make extended effort to accomplish the outlined actions stated herein through strict compliance with SAC Manual 66-14, Chapter 5. Special attention is invited to paragraph 4d of this manual.											

0040

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
1030 hours, 7 June 1956

Presiding: Colonel Kurtz

CONTROLLER

State of Discipline: (1-6 Jun) The wing has had 2 civilian arrests, 6 traffic violations off base (5 of which were major), 1 AW 15, and 2 First-aid injuries.

OPERATIONS

Bombing Competition. Lt. Col. Johnson advised that operations-wise a special effort is being expended towards the SAC Bombing Competition in August. We received word this morning that the 301st Bomb Wing has figured a way to get 100,000' offsets out of the K-system. Capt. Cherry will send a good A&E Crew Chief to the 301st to check to see if this would be worthwhile for our bombing competition aircraft.

Personnel Shortages. The D/O announced that he has a 1416 vacancy for a Lt. Col. in a Category 1 slot, and will shortly be losing a 1525 Major in a Category 1 slot.

Leave. Lt. Col. Johnson reported that many of the officers in his Directorate will lose leave this year. This morale problem isn't due to poor planning, but rather because the men hesitate to burden the remaining staff with their work, plus the fact that they would prefer to take leave after school closes when their families can be with them. This unfortunate situation is costing each man an average of \$300-500, and the D/O doesn't feel any of our deserving people should be so penalized. He requested the status of a proposal to change the end of the leave year from 30 June to September.

DEPUTY COMMANDER

Leave. In order to preclude personnel from losing leave during the next fiscal year, Col. Bleyer advised that it was recommended at the last Division Staff Meeting that the time to start planning is right now. It is realized that this will be difficult to do for crews, but it can be done with staff people six months or so in advance.

OPERATIONS

Survival School. The D/O announced that the last two contingents to this school, headed by Lt. Cols. Newenham and Staples, have received outstanding grades. Only 7% of the people who attend this course fall in the outstanding category, and all of the people in these contingents received outstanding grades.

MATERIEL

Clean-up Program. Lt. Col. Utley requested that all organizations who are using or contemplate using the old compass rose to park equipment on, determine that the items are tied down and that proper preservation procedures are followed -- in view of impending hurricane weather. Crating will rot if put directly on the ground and will have to be placed on the hardstand itself.

SAFETY

Speaker. Maj. King announced that Florida State Highway Patrolman Randy Robertson will talk on traffic violations at Commander's Call on Monday.

Safety Plaque. The criteria governing the award of the Ground Safety Plaque will be revised. By 11 June there should be firmly established ground rules. Maj. King will submit written recommendations to Division this afternoon.

366TH BOMB SQ

Engineering Office. A more desirable location for the 366th Engineering Office was discussed. The 366th proposed that when the 305th Engine Build-up moves out of Hangar 2, Base be requested to trade the space lost out of this hangar for an equal amount of space in the Base Hangar. This location would be directly in line with the new parking plan, and would place the 366th Engineering Section right in front of their aircraft.

Lt. Col. Utley advised that due to permanently installed Battery Shop, etc., and other permanently installed facilities -- air, water, etc. -- this would not be feasible. He recommended that space in the 366th Operations Building be allocated to the 366th Engineering Office and tool crib.

ADJUTANT

Administrative Controls. Maj. Armentrout advised that, as of 5 June, he has established controls in Wing Headquarters on action correspondence going to the staff sections and squadrons. His personnel are placing fan-folds on FW's and correspondence and these items are being signed for on a log sheet. The Adjutant will publish an Administrative SOP. Maj. Armentrout desires to eliminate many of the pick-ups squadrons are now making, thereby reducing the extra manhours expended on runners, and control distribution at one point. Under this plan, squadron runners will pick up the mail at designated times. The Adjutant will visit the staff sections to discuss this plan and any administrative problems.

DEPUTY COMMANDER

Bond Drive. Col. Bleyer stated that the 364th and Field Maintenance Squadrons seem to be the only squadrons who have been working on this project. He directed Squadron Commanders to insure that their Bond Drive Officers submit their weekly reports to Captain Kienzle, Wing Project Officer, not later than 1200 each Monday, and to impress upon the Bond Drive Officers that reports must be accurate.

364TH BOMB SQ

Incentive Awards Program. Lt. Col. Glassburner briefed the staff on the latest developments in the wing program; i.e., a "Wing NCO of the Month" has been added to the list, and will receive a \$25.00 bond the same as the "Wing Maintenance Man" and "Wing Airman" of the month. Plans are being formulated for dinners, motels on the beach, etc., for the winners. Also, there will be a permanent type "Hall of Fame" in the Wing Briefing Room, with pictures of past Bombing Competition winners, officers who are deceased, etc.

CHAPLAIN

Finances. Maj. Westlake invited attention to his article in this week's "Airman" on finances. He urged Squadron Commanders and First Sergeants to read and make use of it, if they deem it of value, when pointing out to their personnel the seriousness of over-obligating themselves. He stated this is an increasing problem.

COMMANDER

T-bird Drive. Col. Kurtz advised that the program is lagging. Methods of promoting sales in the last push tomorrow were discussed.

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
1030 hours, 14 June 1956

Presiding: Colonel Kurtz

COMPTROLLER

State of Discipline: (1-14 Jun) The wing has had 1 military arrest, 2 civilian arrests, 1 major traffic violation and 9 minor traffic violations on base, 10 major traffic violations and 1 minor traffic violations off base, 3 AW 15, 1 VD case, 3 First-Aid cases, and 1 Morning Report error.

Maj. Mitchell pointed out that we averaged 57-58 traffic violations in April and May, whereas the norm used to be 25. If the last half of the month is like the first half, we will run as high in June as we did in the previous two months. Most of the off-base violations have been for reckless driving, those on base have been largely for parking.

SAC Management Control System. The Wing Comptroller briefed on the wing standings in all areas.

With respect to the wing cost per flying hour, Maj. Mitchell advised that certain items need refinement. For example, bombs and ammo are charged against A&E, and the Bomb Squadrons use them. This places A&E way up in cost in this area and the tactical squadrons are low.

Compared to the SAC average, the 305th Wing is running a little high on cost per flying hour per B-47, and is a little below in KC-97's.

U-22 Report. Maj. Mitchell briefed on this report.

V-2 Report. The quarterly V-2 meeting will be held on Monday, 28 June, time to be announced later.

COMMANDER

Vehicle Accidents. MacDill has the dubious honor of having the second highest motor vehicle accident rate (14%) in Second Air Force. Considering our assigned strength, this is all out of proportion.

OPERATIONS

SAC Reg 20-10. Lt. Col. Johnson announced that this regulation covers the organizational functions of a tactical wing Directorate of Operations. It will not change the actual operations of the directorate to any great extent. We are expecting additional implementing information from Second Air Force in the near future.

EMP Practice. The Director of Operations advised that the practice expected next week will not, according to latest information, involve any flying. Our presently scheduled flying will not be affected. There will be maximum realism in loading of cargo and personnel during this exercise.

Drag Angle Cracks. Lt. Col. Johnson advised that we have picked up 4 or 5 double drag angle cracks that affect about 23 sorties and 135 flying hours. If we expect to meet our flying prog, we will have to make some major revisions in the flying schedule for the remainder of June.

Management Control System. Lt. Col. Johnson reported that the latest change to this rating system (dated in May) deletes points for utilization and adds a tremendous number of points for non-combat ready crew upgrading and non-combat ready crew flying time. In quoting the maximum possible scores for different areas, Lt. Col. Johnson emphasized that the primary stress is on non-combat ready crew work.

CHIEF OF MAINTENANCE

263 Equipment. Maj. Radin advised Commanders that we are getting back into the aircraft transfer program, and that good aggressive action now can eliminate the generation of the 263 problems that are usually encountered. He urged Squadron Commanders to start now to inventory this equipment and to make up any shortages. Responsibility for this equipment rests with Squadron Commanders and Squadron Maintenance Officers. Shortages can result in Reports of Survey.

SAFETY

High Speed Indoctrination. Maj. King advised that he has a TWX from Second Air Force that changes the rules on the high-speed indoctrination test and that he will discuss it at this afternoon's scheduling meeting. Indoctrination is mandatory.

Safety Awards. The Director of Safety has been advised that at a meeting of the Base Central Welfare Fund Council this past week a third safety plaque (in the amount of \$50) was made available to this wing. These will be in addition to the proposed Wing trophy.

HQ SQ

Special Grants. Lt. O'Connell advised that Headquarters USAF allows so much money to each major command each year for special grants, and that Squadron Commanders are not making use of these grants. Headquarters Squadron applied for a \$2,000 grant to refurbish its Day Room and the request is now at Second Air Force for review.

COMMANDER

Special Grants. Col. Kurtz directed the Wing Adjutant to furnish full particulars, in chart form, at the next Staff Meeting, on special grants.

ARS

Alert. Lt. Col. Munson discussed Flyaway Kit problems anticipated on the forthcoming alert. The Flyaway Kits have been reduced 10,000-12,000 pounds, but no one knows what items can be reduced. Some 15-20% may have to be simulated.

364TH

Wing Incentive Program. Lt. Col. Glassburner advised that the Chamber of Commerce and the Motel Owners Association on Treasure Island have agreed to furnish 3 days at various motels for our seven award winners for May. We must furnish the Chamber of Commerce with the following information: The man's marital status, number and ages of children, and religion.

COMMANDER

Savings Bonds. Col. Kurtz reminded Squadron Commanders that they must submit the names of their "Outstanding Airman" and "Outstanding NCO" for the six month period ending 30 June. Each will receive a bond to be purchased out of squadron funds.

364TH

Flight Surgeon. Lt. Col. Glassburner announced that the T/O calls for a doctor to be assigned to his organization to conduct Sick Call, etc.

DEPUTY COMMANDER

Crew Boards. Col. Bleyer reminded Squadron Commanders that they are expected to check the crew boards in Division to insure that they are current not later than 19 June.

Short Suspenses. Col. Bleyer stated that he has always heard complaints from Squadron Commanders that they receive short suspenses on personnel nominations. This is being corrected in so far as possible - Second Air Force, 6th Air Division and our own Wing Personnel are working hard on this problem. However, it cannot be avoided completely because higher headquarters occasionally gives short suspenses to Division. The Wing Director of Personnel has been sending out Disposition Forms in plenty of time to the squadrons, and giving a suspense date for their return to his office one day before he is to submit them to Division, which barely gives him time to double-check the individual's qualifications. The squadrons are not meeting the suspense dates to Lt. Col. Schwartztrauber. Col. Bleyer advised that if there are no typists available in the squadrons to type the Disposition Form, they can be hand-written.

COMMANDER

Traffic Violations. Col. Kurtz advised that if the trepd line doesn't go down within a week he plans to hold Saturday morning Traffic Review Board sessions. The Base Commander's Staff has been charged with formulating a new set of ground rules. There will be a meeting on this subject a week from tomorrow in the Base Ground Safety Office, and Col. Kurtz solicited suggestions from the Squadron Commanders, in writing, on what action they are taking to reduce traffic violations, in preparation for a meeting in the Wing Conference Room on Tuesday, 19 June, at 1600. We must take decisive action at once.

Transfer of Officer. Col. Kurtz announced that Maj. Werner will succeed Maj. Anderson as Division Chief of Plans, effective 1 July.

Col. Snider. The Wing Commander announced that Col. Snider will be air evacuated to Maxwell today at about 1210 for physio-therapy treatment not available at MacDill.

PLANS

Briefing. (Classified) Maj. Werner presented a briefing on the forthcoming alert involving the Air Refueling Squadron and Task Forces personnel.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
1030 hours, 22 July 1956

Presiding: Colonel Kurtz

OPERATIONS

Crews on Alert. Lt. Col. Johnson advised that a memo on the ground rules for crews to go on alert status will be published shortly.

Target Study. The EWP target study roster is slipping, with the result that the Target Study Section seldom knows who is supposed to be at target study. The roster should be submitted each Friday.

"Spot" Promotions. Lt. Col. Johnson would like to have each Aircraft Commander and his crew submit their ideas, in writing, on how crews eligible for spot promotions should be determined within the wing. The recommendations will be screened by the staff and ideas extracted and formulated into a wing policy. These recommendations should be submitted not later than 30 June.

PERSONNEL

OIO's. Lt. Col. Schwartztrauber announced that he was notified yesterday that the Air Base Group will transfer back, for administrative purposes, the OIO's assigned to the Periodic Maintenance Squadron. This move is based on appropriate personnel actions that require that these people be assigned to their proper jobs. The men will be assigned to the Installations Squadron and placed immediately on DS to the dock squadron. This will improve our manning in required specialties.

Military Leave Accounts. Officers records will be screened back as far as 1952 and airman's records will be verified as far back as the current tour of service in an effort to balance up leave on 30 June. If it is impossible to check an officer's records as far back as 1952, he will be requested to sign a certificate attesting to exact periods of leave taken from then to date.

UCF Drive. This drive will be conducted on MacDill from 1 August to 1 October. Lt. Col. Schwartztrauber stated that although the ground rules are not out yet, he is reasonably certain that each individual will be required to contribute a day's pay. Squadron Commanders should start to plan now on who their representative will be on the Wing Campaign Committee.

INSPECTOR

Scheduled Inspections. Lt. Col. Taylor announced that he would like to change the inspection system presently prescribed by the Wing Regulation. He feels it imposes too great a workload on the people furnishing inspecting personnel to perform all the inspections within a two-week period. The Wing Inspector propose starting the inspections on 24 July and inspecting one organization a week - on Tuesday, Wednesday and Thursday - beginning with the four tactical squadrons. This will be discussed fully at a later date.

SAFETY

Ground Accident. Maj. King briefed on the ground accident that occurred this morning when a fire truck hit one of our Field Maintenance trucks.

HQ SQ

D/R's. Lt. O'Connell advised that Delinquency Reports are arriving in his squadron late. He is aware of some civilian offenses that occurred on Monday, but as yet he hasn't received anything in writing.

The Wing Adjutant will send a letter to the Base on this subject.

366TH SQ

Polio Shots. Lt. Col. Swofford complained of the lateness of the notice from Base on the second round of polio shots. He received a notice today for shots being given tomorrow.

Major Armentrout reported that the notice was dated the 18th and received in his office on the 21st. He will send a D/F to Base on this subject.

ADJUTANT

PX Council. Maj. Armentrout requested that, as a continuing program, anyone with a complaint, recommendation or suggestion concerning any Base Exchange activities see him, so that he can bring them up at council meetings.

Special Grants. Maj. Armentrout briefed on special grants through higher headquarters, as outlined in SAC Reg. 176-7. He has been appointed chairman of a panel of officers and/or NCO's to survey all squadrons to determine Day Room needs, etc., for the preparation of a consolidated wing request for a special grant.

COMPTROLLER

State of Discipline: (As of 22 Jun) The wing had 1 AP arrest off base, 10 civilian arrests off base, 1 major traffic violation on base, 12 minor traffic violations on base, 17 major traffic violations off base, 1 minor traffic violation off base, 1 Court-Martial, 3 AW 15, 1 VD case, 1 disabling injury, 5 First-Aid cases, and 1 Morning Report error.

COMMANDER

Alert. Col. Kurtz cautioned the staff against being over-confident over yesterday's alert, pointing out that it wasn't realistic - inasmuch as a typical alert would not have started at 0730 but would have been sounded at, perhaps, 0200. This would necessarily have put us 1½-2 hours behind where we were yesterday at 0730. The forthcoming alert, the one before the Second Air Force Inspectors arrive, will be a "NO NOTICE" type alert.

Commander's Call. Will be held on 9 July. Col. Kurtz asked the A&E Squadron Commander to invite all the Tech Reps to attend and feel a part of the wing. This month the award winners will receive their bonds, scrolls, etc., on the theatre stage.

SAFETY

Commander's Call. Maj. King suggested that, instead of the Flying Safety portion of the call being presented last on the program, and running past 1130-1200, the Flying Safety Lecture be held from 0815-0915 on the second Monday of each month, in the Wing Briefing Room.

After much discussion, it was decided to have a tighter schedule at the theatre, and include the Flying Safety portion. The Wing Commander and Intelligence will give up some of their time. The Chaplain pointed out that his Character Guidance Lecture is supposed to last for a non-interrupted 30 minutes. Lt. Col. Schwartztrauber and Maj. Armentrout will submit a new schedule for Commander's Call to Col. Kurtz for his approval.

COMMANDER

Squadron Incentive Program. Col. Kurtz invited the staff and key NCO's to view Maj. Smith's incentive program set-up in the A&E Squadron. He also stated that Maj. Smith presents a B-47 ashtray to his winners in the wing awards program.

Salvage Sale. Col. Kurtz desires that Squadron Commanders accompany him to the next sale in the Salvage Yard.

60-2 Requirements. Col. Kurtz directed that every rated officer meet his 60-2 requirements by 30 June.

Arrests. The Wing Commander pointed out that out of 21 people picked up for drunken driving and other offenses yesterday, the 305th had 13. The majority of the offenders were young airmen under 25 years of age.

Loan Shark Racket. Col. Kurtz briefed on how this racket operated and directed Squadron Commanders to caution their people against becoming involved. He also requested that, if any of their airmen have already become involved in this racket, they collect the facts.

Wherry Housing File. Col. Kurtz requested that this file keep circulating through the squadrons and be returned to the Wing Adjutant by the established suspense date.

Hospital Visits. It is the Wing Commander's desire that Squadron Commanders visit members of their units who are hospitalized.

On Line. Col. Kurtz desires that Squadron Commanders get out on the flight line more often.

Personnel Losses. Col. Kurtz advised that he doesn't want to hear that work will fall down because we are losing Staff and Tech Sergeant maintenance personnel. He desires that the wing resign itself to losing these people and gear operations toward a night-by-night in-commission rate per squadron, rather than having a poor deviation record, a high cancellation rate, etc., the next morning. He is certain we have back-up people, who are long on "know-how", who can assume the responsibility when these other men leave, and we can upgrade them, if necessary.

Bond Drive. Col. Kurtz particularly commended the 364th Bomb Squadron for its outstanding record in this drive. He advised that they are in line for the "Minute Man" award.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
1030 hours, 28 June 1956

Presiding: Colonel Bleyer

COMPTROLLER

State of Discipline: (As of 28 Jun) The wing has had 1 military arrest off base, 9 civilian arrests off base, 2 major traffic violations on base, 12 minor traffic violations on base, 20 major traffic violations off base, 1 minor traffic violation off base, 1 Court-Martial, 3 AW 15, 1 VD case, 2 disabling injuries, 7 First-Aid injuries, and 1 Morning Report error.

PERSONNEL

Early Releases. Lt. Col. Schwartztrauber invited attention to a Disposition Form forwarded to all squadrons setting forth criteria for early releases of A/3C and A/2C who have not progressed above a certain skill level. This is another means of helping people out of the service who don't really want to stay in. Three or four airmen will be released involuntarily in July. Airmen's records will be screened in Wing Personnel and Squadron Commanders will be advised of those men who are eligible for early release.

CHIEF OF MAINTENANCE

Maintenance Briefing. Lt. Col. Utley announced that there will be a Maintenance Briefing, conducted by Majors Werner and Radin, at 1300, 29 June, in the A&E Building, at which time the 40 and 55 Plans (problems and procedures to be used) will be discussed in detail. All maintenance personnel from the Crew Chief level up should attend the meeting, consistent with the flying schedule. Shop Chiefs in Field Maintenance and A&E should also attend. The D/M invited any Squadron Commanders or staff people who would like to attend. The briefing will be held in conjunction with the regularly scheduled Maintenance Meeting.

A&E

Barracks Program. Maj. Smith requested that action be taken to step up the slow-moving program of painting barracks and installing fans, in order to get the 305th barracks completed before late summer.

ADJUTANT

Pictures of Commander. The Adjutant advised that there will be an announcement by the Base ISO shortly in the Daily Bulletin reference organizations picking up pictures of Colonel Bleyer.

COMMANDER

Policing Ramp. Col. Bleyer requested that everyone take a little more pride in the organization and keep the line area clean. Only a few minutes daily are required to keep it in good shape.

Barracks/Dining Halls. Col. Bleyer desires that Squadron Commanders, Aircraft Commanders, and other officers in the units, make tours of the barracks and eat in the dining halls occasionally. He pointed out that the wing has received such wonderful cooperation from the Base on the dining halls that, at the recommendation of the Wing Food Council, the council meetings were discontinued.

Key Personnel Changes. Col. Bleyer briefed on several key personnel changes that will take place within the wing.

ADJUTANT

Awards Program. Maj. Armentrout briefed on the way the wing awards program will work in the future. Effective immediately, the "Wing Maintenance Man", "Wing NCO" and "Wing Airman" selected each month will receive a \$25.00 bond. The men selected semi-annually as the Outstanding NCO and "Outstanding Airman" will also be presented with a \$25.00 bond.

Special Grants. Maj. Armentrout announced that the Headquarters Squadron's request for a special grant of \$2,200 to refurbish the Day Room was returned disapproved from SAC Headquarters, with the recommendation that a system be worked out through the Central Base Fund.

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

MINUTES OF MAINTENANCE MEETING
1300 hours 5 June

Major Radin presiding.

PRESENT:

364th	M/Sgt Barlow	Q/C	Major Green
365th	Major Lester	D/M	Lt Col Utley
366th	M/Sgt Holland	MSB	M/Sgt Kendall
PMS	M/Sgt Wigington	M/C	CWO Evans
FMS	Maj Schoolcraft, CWO Blose	C/M	T/Sgt Landrum
A&E	Lt Southerland	S/L	M/Sgt Akers
ARS	Lt Brady, M/Sgt Creel		

CHIEF OF MAINTENANCE

Hangar 5. Squadrons will check Hangar 5 for stands in their areas. If excess to requirements, the stands will be turned in. Hangar 5 will be cleaned up as soon as possible as we may have to store built up 4360 FAK engines in this area.

Action: 364th, 365th, 366th.

Trip Tickets. The 366th Bomb Squadron and Periodic Maintenance Squadron are continued offenders on changing trip tickets. The deadline in the flight line motor pool is 0900. Several calls have been received from the flight line motor pool concerning tugs and pickups not having the trip tickets changed on time. All squadrons are guilty at one time or another, but the 366th and PMS are the worst offenders.

Action: All squadrons.

Foreign Object Damage. In reviewing the figures since the beginning of this year, January was the high month for foreign object damage. We will strive for a zero foreign object damage month in June. The Chief of Maintenance will be notified personally of any incidents that occur due to foreign objects.

A suggestion was offered that some recognition be awarded as an incentive toward this program. The Maintenance Standardization Branch will check into this and will publicize appropriate information.

Action: MSB, 364th, 365th, 366th.

KC-97 Practice Alert. 6 June will be the day for 100% KC's in commission. This will have Priority 1. A&E and FMS will give complete support. "Big Sweat" mission is scheduled for the same time. Everyone should start preparing immediately for this mission. Eight KCs and six B-47s are required.

Action: All squadrons.

Maint Meeting, 5 Jun 56

Washing of Aircraft. Every squadron should adhere to the schedule for washing of aircraft. Any deviation will create a problem. By the same token, the schedule can be flexible to the extent that if an aircraft has a good reason for being late and the slight delay will not interfere with subsequent schedules, the crews should go ahead with washing the aircraft rather than be idle.

Action: 364th, 365th, 366th, ARS, FMS.

Visitors to Maintenance Control. Each squadron is requested to send two or three people once a week, for approximately half a day, to Maintenance Control to observe the functions of this section. This will improve relations and procedures between Maintenance Control and the flight line activities. The flight chiefs will be among the first. Personnel will be sent when they can be spared. They will observe the radio procedures, recording, and other functions within the Maintenance Control section. This program will become effective the week of 11 June.

Action: All squadrons.

Stock Numbers for Parts. Too frequently, parts for an aircraft are ordered under the wrong stock number. When these parts are received, it is necessary to re-order them under the correct stock number, resulting in an AOCP. The importance of ordering properly and correctly should be brought up at the squadron meetings. Everyone will make sure that the orders are correct, and will double-check, if necessary. We are AOCP now because of ordering under the wrong stock numbers.

Action: All squadrons.

Take-off Times. This item was brought up at Stand-Up Briefing. The take-off times as scheduled must be adhered to. A drive will be initiated for the rest of the week on punctual take-offs. This information will be disseminated to squadron personnel. Most of the flights have been lost between the preflights and the actual take-offs.

In connection with take-offs, the new specialist concept is complex and requires the cooperation of all. The primary source of trouble is reporting. Maintenance Control should be called for assistance, but a good many are not doing this. When Maintenance Control learns of the trouble it is too late to do anything about it. One solution is to look ahead. Daily meetings have been held to bring up these problems, and it may be necessary to again schedule them if this situation doesn't improve.

Action: All squadrons.

Night Standby. Much confusion has arisen on the night work. Maintenance Control is unable to contact anyone. Specialists and crew chiefs are not around. This situation must be corrected.

Action: All squadrons.

Transportation for Specialists. Field Maintenance will check into the matter of specialists having transportation to their work areas. We

Maint Meeting, 5 Jun 56

don't want people waiting around for transportation. This again brings up the problem of getting trucks in commission. Every assurance should be made that we utilize what we have. A&E will also check into their specialist dispatch to make sure they have transportation. This condition will be reflected in the manhour cards. If there are any delays, we want to know about them.

Squadrons will prepare a list of required repairs on their vehicles and submit to the Chief of Maintenance for action.

Action: FMS, A&E, C/M.

VRC-19 Radio Sets. Second Air Force message DM4 0320, 2 June, advises that information from Rome AFD indicates availability of radio sets AN/VRC-19 in sufficient quantity to satisfy SAC requirements for Net "A" and "B" in accordance with SAC Manual 66-12, and that action is being taken to expedite shipment to all units.

Inverters - Anticipated AOCP Requisitions. Squadrons will continue to order inverters on anticipated AOCP requisitions. These inverters are pre-issue items, but are not being filled and the situation is beyond our control. We are trying to help ourselves by going out of the normal routine. When a requirement is anticipated, it falls back on the squadrons. Rather than order over the radio any items which are in short supply, squadrons will send a representative to Supply Liaison with necessary data and Supply Liaison will complete the order. The only way we can help ourselves is to anticipate supply service. AOCP requirements doubled in May. This was included in the T-12 report, and was called to the attention of the Wing Commander and 6th Air Division.

Action: All squadrons.

Fuel Leaks. A surge of fuel leaks has developed within the past few weeks. Maintenance Standardization Branch will conduct an investigation as to the reasons for this condition.

Action: MSB.

DIRECTOR OF MATERIEL

Fire Extinguishers. The matter of maintenance, shortages, etc. of fire extinguishers has been brought up at the NCO Council Meetings, Stand-Up Briefing, etc. The explanation offered by the A-4 Section for this unsatisfactory condition apparently did not suffice. The fire extinguishers are necessary, and repairs to the carriages within the capability of the Wing will be accomplished by the welding and sheet metal shops of Field Maintenance. The only limitation is that Field Maintenance cannot order parts. If the bottles are in need of repair, they will be taken to the Fire Department. A blanket work order will be furnished to Field Maintenance for the accomplishment of the repairs to the carriages.

A study is being made of equitable distribution of fire extinguishers, CO₂ wheel type, among the base activities, and to improve the overall situation pertaining to fire extinguishers.

Action: All squadrons.

Maint Meeting, 5 Jun 56

AIR REFUELING SQ

Painting Ruddevators. ARS reported that paint is available for painting the ruddevators.

Instructions were issued that ARS will utilize personnel within the squadron to accomplish this painting.

Action: ARS.

PERIODIC MAINTENANCE SQ

Boresighting "K" Sets. PMS suggested that the boresighting of "K" sets be accomplished in the air rather than on the ground.

This was discussed and a decision rendered that Lt Southerland would make a further study to determine if feasible, and will coordinate with PMS.

Action: A&E, PMS.

JOB CONTROL

Preplanned Maintenance. Certain information apparently is not getting down to the crew chiefs on the new scheduling procedure. In a large number of cases, we are not receiving the SAC Form 322's made out with the individual maintenance plan. Crew chiefs should have a work order for each job they are requesting. If they submit a request during the day for a specialist and that specialist does not show up or is unable to complete a job, the original work order number will be entered on the back of the individual maintenance plan. There are occasions when a crew chief calls Job Control wanting to know where a specialist is. Investigation reveals that no specific work order had been submitted; the difficulty was only reported during the status reporting. Job Control requires a specific work order request for specialists. For some aircraft individual maintenance plans are not received, but early the following morning requests are received for specialist support. These discrepancies will continue to be brought up and should be called to the attention of all personnel, down to the crew chief. Any changes that are made by Job Control on the specialist requests will be indicated in red pencil.

Action: 364th, 365th, 366th, ARS.

Norman I. Radin
NORMAN I. RADIN
Major, USAF
Chief of Maintenance

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

MINUTES OF MAINTENANCE MEETING
1600 hours 12 June

Major Radin presiding.

PRESENT:

364th	M/Sgt Barlow	C/M	T/Sgt Landrum
365th	M/Sgt Reed	M/C	CWO Evans
366th	M/Sgt Holland, M/Sgt Lemley	Q/C	M/Sgt Tejera
A&E	Lt Southerland, M/Sgt Murray	MSB	M/Sgt Kendall
ARS	Lt Brady, M/Sgt Creel		M/Sgt Wyant
FMS	CWO Blose		
FMS	Major Hayden, M/Sgt Wigington		

CHIEF OF MAINTENANCE

KC-97 Alert. The overall effort on this alert was fair; however, the proper priority was not followed to support this type of mission. Priority 1 is established straight through. During the lunch hour it was noted that work practically ceased. When this alert is in effect, each section concerned, particularly FMS and A&E, will provide complete support. Shifts will be split and work performed around the clock. These alerts will continue, and it is to be clearly understood that Priority 1 will govern. The utmost effort will be expended until all aircraft are in commission. This will involve hardships and hard work, but it must be done. Every section will be informed what is expected during these alerts, and it is hoped that these discrepancies will not recur.

Action: ARS, FMS, A&E.

"Night Light" Mission. This mass night air refueling mission is scheduled for 14 June, and will involve a heavy workload on the KC's. Twelve KC's will be in the air, and 12 B-47's. Two items are stressed: (1) the air support required, and (2) due to ATRC traffic control difficulties in obtaining clearance, one hour will be added to the take-off time for those aircraft involved in this mission. This will be an overall extra effort as far as the KC's are involved, and all activities will watch this schedule. On aircraft still out of commission, split shifts will be organized to get them ready.

Action: All squadrons.

Cowling lost in Flight. Attention of the B-47 squadrons was called to OCAMA message OCMTAA1-6-54-E, 5 Jun 56, in answer to Emergency UR 305BW 56-680, 1 Jun 56, of a cowling lost in flight. The TWX states the dash 2 handbook cites a minimum of 15 lbs pressure applied one inch from the end of the latch handle will be required to close the latches on the outboard cowlings. Squadrons will assure that all personnel are advised of this and that we are complying.

Action: 364th, 365th, 366th, FMS.

Maint Meeting, 12 Jun 56

Anticipated Parts - B-47s. B-47 squadrons will compile a list of anticipated parts needed within the next 30 days. The stock numbers and nomenclatures of items are required. Items that are back-ordered and those frequently used will be included in this list, also items that are critically short. This list will be submitted to Base Supply for action to AMC. If items are pre-issued and the responsibility of FMS and A&E for ordering, the squadrons will also order them. Duplicate requests will assure more aggressive action.

Action: All squadrons.

Alert Aircraft. On the weekly schedule for 11-17 June, several "alert" aircraft are indicated. All personnel should have a complete understanding of what this means. After 1 July, these alert aircraft will be needed on a mandatory basis. Up to that date, we are experimenting. The squadrons' requirements are to have three aircraft per day per squadron. The aircraft included on the 11-17 June schedule were not coordinated to the fullest extent. Actually six aircraft are required for the Wing, but nine are designated to allow for fuel leaks, etc. without making substitutions. These aircraft should be considered as flying aircraft as far as priority is concerned. In the next week's schedule, the bomb bay configuration will also be listed. This will be monitored by the maintenance people who will assure that chaff and ammo are readily available. Water alcohol will also be listed, including the 366th Bomb Squadron. Instead of showing the fuel as 92,000 or 95,000 the term "maximum internal load" (up to the primary shut-off valve) will be used. The three tactical squadrons will work closely with the operations officers on the weekly schedules. Next week an alert aircraft will be designated for ARS.

Action: 364th, 365th, 366th, ARS.

In Commission Aircraft. We are directed by 6th Air Division to have 15 KC-97 aircraft in commission, broken down to 8 in commission at all times with 7 in commission within a 4-hour period, but we are going along with the concept of 13 and an added two within four hours. This will create an extremely heavy workload on ARS and FMS, but these squadrons will have to make whatever arrangements they can with people and assets available. It is anticipated that the periodic workload will decrease in a week or ten days as far as the KC's are concerned, and it may be possible to utilize those people. Also, there will be a marked reduction in periodic work on the B-47s as we go into the IRAN program. This will be another source of extra personnel. Brief your people on this requirement - eight aircraft in commission at all times with seven in commission within a 4-hour period.

Action: ARS, FMS.

A&E Preplanned Maintenance Board. This board is operated unsatisfactorily. The board is not kept current identical to the Maintenance Control; close-outs on work orders are not being reported; and, in general, the program is not getting supervisory backing. Lt Southerland was directed to place personal attention on straightening out this matter by the last of the week. The Field Maintenance board is in excellent shape.

Action: A&E.

Maint Meeting, 12 Jun 56

Carburetor Pre-Soaking. Field Maintenance Sq was given a suspense of Monday, 18 June, to complete the pre-soaking of carburetors.

Action: FMS.

Specialist Dispatch. The Wing Commander has noticed that specialists are walking to their work areas with their test equipment instead of using vehicles. The problem of inadequate transportation is recognized; however, every assurance will be made that all available transportation is used. Section supervisors will be briefed on this. Information indicates that A&E and FMS will receive radio vehicles in the not too distant future.

Action: All squadrons.

Engine Conditioning Team. The Engine Conditioning program is not progressing satisfactorily. There doesn't seem to be adequate control over the team by the NCOIC. Field Maintenance and Air Refueling will coordinate this matter and straighten out the discrepancies by the end of this week.

Action: FMS, ARS.

364TH BS

W/A Servicing. Inquiry was made as to the reason that water alcohol is serviced only to 300 gallons per tank instead of 331 gallons, the full capacity.

The policy in the past has been to service only to 300 gallons because the base servicing truck can service three complete aircraft by servicing this amount. If 331 gallons were serviced, only two aircraft and a portion of a third could be serviced per truck load.

Action: 364th, 365th, 366th.

FMS

C-21 Cables. The cooperation of all personnel was requested in keeping the power cables off the ground, which results in damage by dragging. Make sure they are placed on the power unit before moving it.

Action: All squadrons.

Gremcos. Ground Power people have found Gremcos running with no fire guard and no power being used from the Gremco line. The last person using the Gremco is responsible for shutting it down.

Action: All squadrons.

Batteries. Batteries continue to be received in the battery shop with indication of not being properly serviced with water by flight line personnel.

Action: All squadrons.

Maint Meeting, 12 Jun 56

JOB CONTROL

Preplanned Maintenance. Crew chiefs are not making out the individual maintenance plan in the evening for all maintenance, as too many work orders are received by Job Control in the morning. Unless we have the information the evening before, the work cannot be scheduled.

All crews chiefs apparently are not aware of the fact that the 322's are to be submitted with the individual maintenance plan.

Complaints have been received from specialists that crew chiefs are not at the aircraft when work is scheduled.

Difficulty is still being encountered in work orders being called in as completed when they are temporarily cancelled for a parts delay or some other reason. Do not call these work orders in as being completed. We look at the status and find the same items are still in need of work.

More effort should be expended in some shops in accomplishing Priority 3 work. Too much work is being left until the day of the flight. Even though an aircraft flies late, the work should be accomplished.

Action: All squadrons

366TH BS

Access Paneling. An incident was reported of an aircraft losing an access paneling of the engine inboard strut fairing.

Major Radin recommended that this item be UR'd. (305BW 56-774, 18 Jun 56, forwarded)

Action: 366th.

A&E

Radio Net. Inquiry was made if A&E will continue calling in work orders to Maintenance Control on the radio, as information had been received that this procedure would not be followed.

M/Sgt Murray was advised that work orders can, and will be, reported to Maintenance Control through the radio net. The Chief of Maintenance will be informed of anyone failing to cooperate in this procedure.

Action: A&E.

NORMAN I. RADIN
Major, USAF
Chief of Maintenance

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF WING NCO COUNCIL MEETING
1300 hours, 12 June 1956

EXHIBIT 10

Present: Colonel Julian M. Bleyer, Headquarters 305th Bomb Wing, Chairman
Major Dale D. Armentrout, Headquarters 305th Bomb Wing, Moderator
M/Sgt. Eugene F. Moseley, 305th A&E Maintenance Sq, President
M/Sgt. William L. Haley, Headquarters 305th Bomb Wing, Member
M/Sgt. William F. Lewis, Headquarters 305th Bomb Wing, Member
M/Sgt. Charles S. Tidwell, Headquarters 305th Bomb Wing, Member
M/Sgt. C. F. Rambert, 305th Air Refueling Squadron, Member
M/Sgt. Louis O. Ellison, 305th A&E Maintenance Squadron, Member
M/Sgt. Harold E. Headley, 305th Field Maintenance Squadron, Member
M/Sgt. William E. Repko, 305th Periodic Maintenance Squadron, Member
M/Sgt. Gless Estridge, 365th Bombardment Squadron, Member
M/Sgt. Vernon Miller, 366th Bombardment Squadron, Member
M/Sgt. Robert E. Sauits, 364th Bombardment Squadron, Member
Major Morgan, 305th Wing Surgeon, also sat in on this meeting.

1. Old business.

a. Doctor Morgan furnished the following information relative to problems pertaining to the hospital discussed at the 15 May Council Meeting:

- (1) Medical Prescriptions. Dr. Morgan advised that a new Medical Bulletin issued recently states the American Council for Hospital Accreditation recommends that automatic stop orders be written on medical prescriptions for antibiotics, hypnotics, barbiturates, etc., for the patient's own protection. Doctors realize it is an inconvenience for the patient to go back to see the doctor for a renewal, but it gives the doctor an opportunity to see the patient again in person and to reevaluate his physical condition. If the medicine prescribed has relieved the man in a month's time, it would be foolish to continue with drugs for another month. Dr. Morgan feels that the inconvenience of having to go back to see the doctor is worth the effort in the long run.

In addition, there is a funding limitation on prescriptions in the service. Only so much money is allotted to a unit at a time to purchase drugs. To make the drugs stretch to include retired personnel and dependents, there must be some kind of control per period of time.

Further, Dr. Morgan advised that if a medicine is not in supply at the hospital, and if it can be purchased, an in-patient will get it at Government cost. If an out-patient requires a non-standard medication, the hospital can sometimes furnish a limited supply. If a person requires a large supply of a non-standard drug, there is usually some drug that can be substituted at the hospital. It might have to be taken more frequently, or might not taste as good, but it would be as beneficial.

Dr. Morgan added that it is Col. McKaig's desire to keep the base personnel healthy and happy. The hospital will make a greater effort to be of service. Dr. Morgan requested that if there is any complaint about the service, he be advised.

- (2) Riding the Sick Book. As soon as a doctor realizes that a man appears on Sick Call excessively, he records enough in the medical history to back up this knowledge. The size of the medical record and the statement of findings soon show whether a man is overdoing his complaints. The doctor either calls the respective Squadron Commander or tries to shake the individual up.
- (3) Hospital Treatment for NCO's. (At other than Sick Call) Dr. Morgan advised that the hospital wants very much to be of service when an NCO comes to the hospital at any hour of the day. In fact, Colonel McKaig discussed this subject at a meeting of the hospital staff yesterday. If an NCO arrives at the hospital with a problem that cannot be solved, he is to contact either Colonel McKaig or Major Morgan.
- (4) Out-Patient Clinic. In the past, appointments to the Out-Patient Clinic were made by telephone only. Within a day or so this system is expected to be changed. Either the doctor who first sees the man can make the appointment, or the individual can go to the clinic himself and make an appointment at the desk.
- (5) Emergencies. Hospital personnel are fairly well trained to cope with emergencies and know when a person is dying or can die as a result of his illness. They know what type of illness is present - from fever, amount of pain - whether or not the patient is in shock, coma, bleeding, what his blood pressure is, etc. The hospital doesn't have enough doctors to be able to have one waiting in the emergency room for emergency cases to come in. The corpsman cannot diagnose or prescribe; he can only tell his findings to the doctor. He telephones the doctor and the doctor can determine from the corpsman's report whether the patient requires immediate care, or whether the person he is tending when the phone rings needs him more. Dr. Morgan advised that it may sometimes appear to the layman that people are wantonly ignored, but this is not the case.

Dr. Morgan stressed that the hospital will do all in its power not to have people wait, be inconvenienced, or be in pain unduly.

b. Major Edwards, Wing Ground Safety Officer, furnished the following information to the Wing Adjutant relative to problems discussed at the 15 May Council Meeting:

- (1) Sitting on Ramp. D/R's will be issued by Air Police for sitting on the ramp in such a manner as to be vulnerable to injury from moving vehicles.
- (2) East Tampa Blvd/Admin Loop. Major Edwards, in conjunction with the Air Police, surveyed this intersection. It was determined that further signs would be of no value. Violations referred to in the previous Council Minutes are at a minimum, according to AF records.
- (3) Reserved Parking. The new reserved parking signs are in the process of being fabricated. They will specify, by position title, the person for whom the spot is reserved. These base-wide signs will be under the jurisdiction of the Base Provost Marshal. The plan does not include unit parking areas, such as the one between Wing Headquarters and the Operations Directorate.
- (4) Access Rosters. A new system (classified at the present time) which will soon be in effect does away with access rosters.

c. Lt. Colonel Utley, Wing Director of Materiel, furnished the following information to the Wing Adjutant relative to problems discussed at the 15 May Council Meeting:

- (1) Fire Extinguishers. The 305th Field Maintenance Squadron will repair all fire extinguisher carts within their maintenance capabilities. Maintenance on carts requiring replacement parts will be accomplished by the Base Fire Department.
- (2) Coleman Radiators. Radiator cleaner and rust inhibitor are available at the QM Service Station. Procedures to be followed by Coleman operators in using the cleaner and inhibitor are:
 - (a) Take the Coleman to the 3d Echelon Shop across the street from the service station, where he will be assisted in flushing the radiator and refilling with clean water.
 - (b) Add the radiator cleaner and operate the vehicle for 2-3 days, after which time the radiator should be drained and refilled with clean water, and the rust inhibitor added.

The steps listed above can be accomplished in a few minutes, and are considered to be driver responsibility. However, if this action is unsatisfactory, the Coleman should be turned in to the 3d Echelon Shop for steam cleaning or replacement of the radiator.

- (3) Coleman Tires. The current policy for changing Coleman tires is in accordance with Air Force Manual 77-1, paragraph 34, which states that the Base Motor Pool will be responsible for tire repair.

The Tire Shop of the Base Motor Pool will draw the tires through the Local Purchase Store and make the physical change. At present there are 6 new tires on hand and 3 being recapped. Built-up wheels have been requisitioned, and many of the components have been received. Follow-up action is being taken by the Motor Vehicle Squadron to expedite these components.

d. Security Fence. Colonel Bleyer advised that the drawing for the proposed move of the flight line fence is presently in our Directorate of Materiel for coordination. Because of the amount of money involved, the plan must be forwarded to SAC Headquarters for approval.

e. Coleman Trip Ticket. Colonel Bleyer advised that three names can be listed on the trip ticket, provided all three men are qualified Coleman operators. However, only the first man on the list can check the Coleman out. Any of the three can turn it back in.

2. New business on the agenda.

a. Base Laundry. Complaints are being received regarding deviation from former prices (prices are approximately the same as those charged by civilian laundry establishments), and receiving unstarched fatigues after paying to have them starched.

Action to be taken: A Disposition Form has been forwarded to Base on this subject, with a request for a reply by 2 July.

b. Commissary Parking. Parking at the Commissary is becoming more of a problem. Some of the people who work in the Commissary, and personnel from the AGE and Field Maintenance Squadrons, frequently use this lot to park in all day. It was recommended that this matter be discussed with the various agencies concerned so that the problem may be better resolved. It was also suggested that plans for a new Commissary be pushed and that the building be located in a less congested area.

Action to be taken: Major Edwards has advised that the parking in the Commissary lot is currently limited to patrons only, and that the Base Provost Marshal is issuing traffic tickets to violators.

Colonel Bleyer stated that there will be no new Commissary in the near future. SAC has received word from Hq USAF that the new construction has been deferred until FY 1958 due to new bases having priority on the amount of money appropriated for this type of construction.

c. Wing Runner. It was suggested that the feasibility of a wing runner be considered. Much time is wasted by having all eight squadrons send personnel to pick up distribution when one runner could make two scheduled trips a day with a minimum loss of time. This, it was felt, is good management. As it is now, distribution is unscheduled because the squadrons can't always get hold of a man to pick up distribution.

Action to be taken: The Wing Adjutant advised that it is not a function of his office to deliver correspondence to squadrons and directorates. It is the squadron and/or staff section's responsibility to pick up distribution at designated times.

Major Armentrout further stated that he does not consider it practical at this time to set up one individual to deliver mail within the wing. He has never seen a system like this in operation unless the Adjutant had plenty of people, and that is certainly not the case in this wing.

SAC Manual 20-1 requires that the Air Base Group deliver mail to tactical units, as part of its primary mission in the support of tactical units.

d. Prophylactics. The Post Exchange does not have prophylactics for sale. This is considered undesirable in view of the ever-present fight against venereal disease.

Action to be taken: The Base Exchange Officer advises that prophylactics are available in all dispensers (men's room in BX, men's room in service station, etc.)

e. Change in Duty Hours. It was recommended that duty hours in the wing be changed from 0730-1630 to 0700-1600, as they have been for the past five or more years.

Action to be taken: Colonel Bleyer advised that the 809th and 306th are satisfied with the present working hours.

The Council then recommended, to ease the early morning and late afternoon traffic congestion, that the 305th stagger with the 306th 15 minutes one way or the other. Colonel Bleyer will discuss this at the next Division Staff Meeting.

f. Clothing Sales Store. It was brought up that the Base Clothing Sales Store is often out of fast-moving uniforms in different sizes. Also, the new khaki uniforms sold by the Clothing Sales do not meet the requirements for personnel attending the Second Air Force NCO Academy. Two-piece fatigues are not available at Clothing Sales, but can be purchased at the Base Exchange for a higher price.

Action to be taken: The Deputy Wing Commander stated that the Base has done everything possible to support us in this matter. The fatigue shirts are now in stock at the Clothing Sales Store, and the pants are due in about the middle of June.

3. The following matters were also discussed:

a. Widening Walkway. The 364th advised that the Work Order submitted for the widening of the walkway between Hangar 5 and Building P-55 was reviewed without action by the Priority Economics Review Board.

Action to be taken: This matter was referred to Captain Everingham, Wing Supply Officer, for additional information. He advised that the Work Order was not routed to the IEO through proper channels, i.e., his office, for control and follow-up. Therefore, he had no record of it.

b. Parking at Theatre. It was recommended that the one hour parking limitation on the street in front of the Base Theatre (Florida Avenue) be suspended when long meetings like Commander's Call are scheduled.

Action to be taken: The Wing Ground Safety Officer reports that the parking limit on Florida Avenue was imposed by direction of the Division Commander upon the recommendation of the Division Safety Committee, and was concurred in by both Wing Commanders and the Base Commander. Adequate parking is available in the lot adjacent to the flagpole.

c. Laundry Pick-up Station. A Council member stated that the laundry pick-up sign at the Base Base Station will be moved. It presents a traffic hazard because it blocks the view of drivers passing the bus station.

d. Lifeguards. On or about 5 June a little boy almost drowned in the pool. The man sitting on the lifeguard chair was not the regular guard. The latter was talking to some girls instead of attending to business.

Action to be taken: This matter was referred to the Base Special Services Officer, who advised that supervision of the lifeguards is now the responsibility of A/IC John E. Winters. There should be no more incidents of this type in the future.

e. Drinking Water. M/Sgt. Haley announced that there is no drinking water available in the Directorate of Personnel. Personnel in this section must cross the street to Wing Headquarters to obtain a drink of water, and this results in many lost manhours. Work Orders have been submitted through the proper channels but they have all been disapproved because the building housing this directorate is scheduled for destruction in FY 57. Sgt. Haley contacted the Base Veterinarian when IEO kept disapproving Work Order Requests for the installation of lights in this building, but would like to avoid such drastic measures this time. Sgt. Haley further advises that the only type portable water cooler available on the base requires pipes and there are no pipes under this building.

Action to be taken: Sgt. Haley was advised to discuss this problem with the Headquarters Squadron Supply Officer.

f. Alert. Referring to the alert due within the next two weeks, M/Sgt. Haley reported that Wing Personnel must set up a personnel processing line. Each individual involved (those on mobility teams and their alternates) in the alert must go through five different stations to have dog tags, pay cards, Geneva Convention Cards, etc., checked. Any deficiency found will be corrected on the spot, but the Squadron Commander will be informed that the man came through the line without the proper equipment. If necessary, shots

will be given individuals as they go through the line.

Sgt. Haley requested that First Sergeants be notified to cross-check their personnel. Personnel will go through the line two hours prior to scheduled take-off time, which doesn't allow much time for correcting deficiencies. Each squadron is aware of the requirements for individuals.

g. It was announced that if an airman wants to take a girl to the Base Theatre, he must obtain written permission in advance from his Squadron Commander. The same applies if an officer or airman has house guests that he would like to take to a base movie. It was stated that a man can take up to two guests to the Base Theatre at Barksdale without first obtaining advance permission.

Action to be taken: This matter was referred to the Base Personnel Services Officer, who advised that plans have been made to have blank Theatre Passes available at the CQ's desk at 809th Air Base Group Headquarters.

h. Traffic Spotters. Council members suggested that, in addition to being used to apprehend bad drivers, they give recognition to good and courteous drivers, and perhaps print the good ones opposite the bad ones in "The Airman".

Action to be taken: This matter will be referred to Major King, Wing Director of Safety, to bring up at the next Division Safety Meeting.

i. Council Meetings. The Wing Sergeant Major requested that minutes of the Squadron NCO Councils reach him sooner. Today he got a couple of squadrons' minutes just fifteen minutes before the Wing NCO Council Meeting was due to start, giving him barely enough time to screen the minutes and get the items on the agenda.

j. Dissemination of Information. The Wing Sergeant Major also requested that, when First Sergeants receive important information from the Wing Adjutant or Sergeant Major, they pass the word on immediately to everyone concerned. There have been recent instances where information has not been received by personnel concerned.

4. Old Council Minutes will be removed from bulletin boards, and these Minutes will be posted.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

305TH BOMB WING

STREAM MISSION

CREW FLIMSY

"BIG SWEAT"

6 JUNE 56

FLY ——— SAFELY

0069

BIG SWEAT * 6 June 1956

GENERAL INFORMATION:

1. REFUELING, FORMATION AND COMMUNICATIONS WILL BE IN ACCORDANCE WITH SAC MANUAL 100-1, AS AMENDED AND SAC TACTICAL DOCTRINE 55-5, AS AMENDED.
2. ALL B-47 RECEIVER AIRCRAFT WILL REFUEL TO A MINIMUM GROSS WEIGHT OF 200000#.
3. UPON COMPLETION OF REFUELING, KC-97 AIRCRAFT WILL TURN LEFT 45° AND WHEN RECEIVERS HAVE CLEARED AREA WILL THEN TURN ON COURSE TO BATON ROUGE VOR AND WILL DEPART BATON ROUGE ON A NIGHT CELESTIAL LEG BACK TO TAMPA.
4. UPON COMPLETION OF REFUELING, B-47 AIRCRAFT WILL PROCEED IN CELL FORMATION AT 15000' TO BROWNSVILLE VOR. UPON DEPARTING BROWNSVILLE VOR FOR ALICE, TEXAS, CELL WILL THEN GO INTO TRAIL FORMATION.

NUMBER ONE AIRCRAFT WILL CLIMB TO 20000'

NUMBER TWO AIRCRAFT WILL CLIMB TO 21000'

NUMBER THREE AIRCRAFT WILL CLIMB TO 22000'

NUMBER FOUR AIRCRAFT WILL CLIMB TO 23000'

NUMBER FIVE AIRCRAFT WILL CLIMB TO 24000'

NUMBER SIX AIRCRAFT WILL CLIMB TO 25000'

UPON ARRIVAL AT ALICE, FORMATION WILL TURN ON COURSE TO PALACIOS VOR AND EACH AIRCRAFT WILL TURN AT INDIVIDUAL TURNING POINTS. #1: 2810N/9721W, #2: 2820N/9704W, #3: 2828N/9650W, #4: 2836N/9635W, #5: 2842N/9625W, #6: 2847N/9615W. INDIVIDUAL TURNING POINTS TO LEESBURG, FLA VIA 2430N/9300W.

5. ALTIMETERS WILL BE CHECKED WHILE AIRCRAFT ARE IN FORMATION.

B-47 -- BIG SWEAT -- 6 JUNE 1956									
LINE NO.	FLAGPOLE NO.	TAIL NO.	A/C	LOAD SITE	CONFIG	PRE T/O BRIEF	T/O	CEL LEG ALTITUDE	DURATION TAMPA VOR
1	59	499	JOYCE	#1	21	1630	1905E	20M	5/37
2	63	321	ARNOLD	#2	15		1906E	21M	5/38
3	44	494	LINDLEY	#3	6		1907E	22M	5/40
4	45	185	ZIMMERMAN	#4	15		1908E	23M	5/41
5	11	493	BALL	#5	6		1909E	24 M	5/43
6	18	360	MacMULLIN	#6	6		1910E	25M	5/45

KC-97 BIG SWEAT 6 Jun 56										
LITE NO.	DRAPER NO.	TAIL NO.	A/C	PRE T/O BRIEF	T/O	DURATION	ORBIT TIME	RDZ POINT	RDZ TIME	OFF LOAD
1	26	1194	JENKINSON	1530E	1810E	6 / 45	1859	2600N/8225W	1943E	35M
2	19	2837	JONES		1811E	6 / 45				35M
3	27	1231	GODWIN		1812E	6 / 45	ORBIT POINT			35M
4	23	1203	STAMATIS		1813E	6 / 45	2600N/8145W	END RR	END AR	35M
5	10	7270	LANSDALE		1814E	6 / 45		2600N/8455W	TIME	35M
6	11	7271	PARSONS		1815E	6 / 45			2014E	35M
7	14	2840	RICHARDS		1816	6 / 45	AIR SPARE			
8	17	2838	McKAY				GROUND SPARE			

BIG SWEAT REFUELING INFORMATION 6 Jun 56									
DRAPER NO.	TAIL NO.	A/C	FLAG POLE	TAIL NO	A/C	RDZ TIME	RDZ ALTITUDE	APN 12	APN 76
26	1194	JENKINSON	59	499	JOYCE	1943E	15000	RX-8	TX-8
19	2837	JONES	63	321	ARNOLD		15500	TX-8	RX-8
27	1231	GODWIN	44	494	LINDLEY		16000	FREQ	CODE
23	1203	STAMATIS	45	185	ZIMMERMAN		16500	256.0	1-2-1
10	7270	LANSDALE	11	493	BALL		17000		
11	7271	PARSONS	18	360	MacMULLIN		17500		
14	2840	RICHARDS	AIR SPARE						
17	2838	McKAY	GROUND SPARE						

[illegible]

COMMUNICATIONS

BIG SWEAT
BIG SWEAT/ALFA

6 June 56

1. CALL SIGNS:

- a. Air/Ground - "BIG SWEAT" / FLAGPOLE / (2 digit Nr.)
- b. Air/Ground - "BIG SWEAT ALFA" / DRAFTER / (2 digit Nr.)
- c. Air/Air - "BIG SWEAT" / (Stream Position Nr.)
- d. Air/Air - "BIG SWEAT ALFA" / (Stream Position Nr.)

2. AUTHENTICATION/IDENTIFICATION:

- a. AFSAL 5101 (KO) to 062400Z
(KA) 070001Z
- b. IFF Operate Mode 2 - Normal

3. REPORTING PROCEDURES:

- a. Reporting Aircraft - 1st and last only.
- b. Procedure - ALFA (CAA)

4. SPECIAL FREQUENCY ASSIGNMENTS:

- a. Interplane - 321.0 Mcs
- b. Refueling Frequency - 256.0 Mcs

5. RECALL CODE WORD: - "ROSE PETAL"

305TH BOMB WING

STREAM MISSION

CREW FLIMSY

" **BLUE SKY** "

7 JUNE 56

FLY———SAFELY

0078

BLUE SKY									
7 JUNE 1956									
WING	WINGPOLE NUMBER	TAIL NUMBER	A/C	PRE T/O BRIEF	T/O	C/P HOLLY SPRINGS	BOMBING ALTITUDE - MSL		
							LITTLE ROCK	OKLA CITY	AMARILLO
1	30	359	ANDREWS	1445	1717	1850	34.0	34.0	36.0
2	36	505	NICHOLS		1732	1905	34.5	34.5	36.0
3	42	191	RUST		1747	1920	34.0	34.0	36.0
4	43	330	VITKO	1530	1802	1935	34.5	34.5	36.0
5	56	333	ANGLEY		1817	1950	34.0	34.0	36.0
6	67	436	TERRELL		1832	2005	34.5	34.5	36.0
7	52	345	KELLER	1615	1847	2020	34.0	34.0	36.0
8	20	341	BAKER		1902	2035	34.5	34.5	36.0
9	13	355	COX		1917	2050	34.0	34.0	36.0
10	19	343	HUNTER	1700	1932	2105	34.5	34.5	36.0
11	22	502	PROUT		1947	2120	34.0	34.0	36.0
12					2002	2135	34.5	34.5	36.0
13					2017	2150	34.0	34.0	36.0

GENERAL BRIEFING: 1230 6 June 1956 in Wing Briefing Room

FUEL LOAD: 87000#

RESERVE: 19800#

DISTANCE: 2653

DURATION: 6 1/2 (w/:05 Pad)

TAS enroute and on RBS: 430 kts

REQUIREMENTS: FLY SAFELY! 3 RBS 2 CAMERA ATTACKS 1 GCA

1 NIGHT CELESTIAL OR GRID CELESTIAL LEG

MISSION FLIGHT PLAN		G. O. AND NICKNAME		UNIT	TYPE A/C	WAVE	CELL CALL SIGN	REMARKS
								BLUE SKY/5 Jun 56
AIRCRAFT BASIC WEIGHT	82000	F U E L		BOMBS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		PRESSURE ALT. LENGTH AIR TEMP.
CREW WEIGHT	1075			AMMO WEIGHT		NUMBER OF ATO BOTTLES EMPTY		SL 10000' 85°
OIL WEIGHT	425			WATER AUG WEIGHT				CRITICAL FIELD LENGTH CRITICAL AIR TEMP.
ATO WEIGHT				INITIAL GROSS WEIGHT	172100	ADJUSTED TAKE-OFF WEIGHT		5400'
RACK WEIGHT				START ENGINES AND TAXI FUEL ALLOWANCE	2600	ADJUSTED TAKE-OFF DISTANCE		TAKE-OFF
EXT. TANKS WEIGHT (EMPTY)	1600							DISTANCE SPEED
MISCELLANEOUS								2500' 194Kts
OPERATING WEIGHT	85100		TOTAL FUEL	87000	TAKE-OFF GROSS WEIGHT	169500	ATO FIRING SPEED	CRITICAL WIND COMPONENT
PRE-FLIGHT PLAN								
FROM:	MacDill AFB, FLA	FLT. COND.	T. C.	WIND COMP FOR -	T. H.	VAR.	M. H.	TEMP.
ROUTE				DRIFT				ALT.
S/T/TO/ACC								MACH. T. A. S. G. S.
Perry L/O	337		285/10					GRD DIS ACC. GRD DIS
Albany (Camera)	340		290/20					TIME ACC. TIME
Alexander City	311							AIR DIS ACC. AIR DIS
Birmingham (Camera)	310							ETA
PIP Holly Springs	299							FUEL FLIGHT PLAN
IP Forrest City	283							PRED. FUEL REMAINING
TOT Little Rock "H"	259							GROSS WEIGHT
PIP Hugo	253							
IP Ada	308							
TOT Okla City "A"	314							
IP Woodward	302							

7AP FORM 124
NOV 55

AIR FORCE - 3AP GANESDALE NOV 55

0080

[illegible]

COMMUNICATIONS

BLUE SKY

7 June 56

1. CALL SIGNS:

- a. Air/Ground - "BLUE SKY" / FLAGPOLE / (2 digit Nr.)
- b. Air/Air - "BLUE SKY" / (Stream Position Nr.)

2. AUTHENTICATION/IDENTIFICATION:

- a. AFSAL 5104 (HR)
- b. IFF - Operate Mode 2 - Normal

3. REPORTING PROCEDURES:

- a. Reporting Aircraft - 1st and last only.
- b. Procedure - ALPHA (CALL)

4. HF STRIKE REPORT:

- a. Target - Little Rock
- b. Control Stations - Loring Awys (P)
March Awys (S)
- c. Addressee - Metaphor Alfa.

5. SPECIAL FREQUENCY ASSIGNMENTS:

- a. Interplane - 321.0 Mcs
- b. RES: - LITTLE ROCK OKLAHOMA CITY AMARILLO
251.0 (P) 273.4 (P) 263.8 (P)

6. RECALL CODE WORD: "ROSE PETAL"

- 7. First Aircraft call MacDill Tower upon entering Sarasota Gunnery Range and last aircraft call MacDill Tower upon departing Sarasota Gunnery Range.

305TH BOMB WING

STREAM MISSION

CREW FLIMSY

"RED EYE"

12 JUNE 1956

FLY SAFELY

0083

JOE NUMBER	FLIGHT NUMBER	TAIL NUMBER	A/C	RED EYE		12 JUNE 56			
				PRE T/O BRIEF	T/O	CP #1 EVANS- VILLE	BOMBING ALTITUDE MSL		
							ST LOUIS	KANSAS CITY	OMAHA
1	59	499	Joyce	1040	1110	1500	35.0	35.0	35.0
2	58	501	Kleine		1325	1515	35.5	35.5	35.5
3	61	346	Clerk		1340	1530	35.0	35.0	35.0
4	14	492	Beatty	1125	1355	1545	35.5	35.5	35.5
5	12	364	Dahl		1410	1600	35.0	35.0	35.0
6	17	504	Wells		1425	1615	35.5	35.5	35.5
7	20	342	Baker	1210	1440	1630	35.0	35.0	35.0
8	44	494	Lindley		1455	1645	35.5	35.5	35.5
9	45	185	Zimmerman		1510	1700	35.0	35.0	35.0
10	42	191	Rust		1525	1715	35.5	35.5	35.5
11					1540	1730	35.0	35.0	35.0
12					1555	1745	35.5	35.5	35.5

GENERAL BRIEFING: 1230 11 June 56 in Wing Briefing Room

FUEL LOAD: 81000#

Reserve: 16,500

DISTANCE: 2502

Duration: 64 14 (w/05 Pad)

TAS Enroute and on RBS: 430 Kts

REQUIREMENTS: FLY SAFELY!

1 RADAR GRID or DAY CELESTIAL

1 GCA

1 Gunnery if Required

3 RBS 3 CAMERA ATTACKS

[illegible]

COMMUNICATIONSRED EYE

12 June 1956

1. CALL SIGNS:

- a. Air/Ground - RED EYE / Flagpole / (2 digit Nr.)
- b. Air/Air - RED EYE / (Stream Position Nr.)

2. AUTHENTICATION/IDENTIFICATION:

- a. AFSAL 5104(KR) ending 122400Z
(KS) beginning 130001Z
- b. IFF - Operate Mode 2 - Normal

3. REPORTING PROCEDURES:

- a. Reporting Aircraft - 1st and last only.
- b. Procedure - ALFA (CAA)

4. HF STRIKE REPORT:

- a. Target - St. Louis
- b. Control Stations - MacDill Awys (P)
March Awys (S)
- c. Addressee - Metaphor Alfa

5. SPECIAL FREQUENCY ASSIGNMENTS:

- a. Interplane - 321.0 Mcs
- | | | | |
|-----------|-----------------|--------------------|--------------|
| b. RPS: - | <u>ST LOUIS</u> | <u>KANSAS CITY</u> | <u>OMAHA</u> |
| | 384.6 (P) | 356.8 | 258.2 (P) |
| | 258.2 (S) | | 240.6 (S) |

6. RECALL CODE WORD: " ROSE PETAL"

305TH BOMB WING

NIGHT MASS
REFUELING

CREW FLIMSY

"NIGHT LIGHT"

14 JUNE 1956

FLY SAFELY

0088

305TH BOMB WING "NIGHT LIGHT" 14 JUNE 1966

GENERAL INFORMATION:

1. REFUELING, FORMATION AND COMMUNICATIONS WILL BE IN ACCORDANCE WITH SAC MANUAL 100-1, AS AMENDED, AND SAC TACTICAL DOCTRINE 35-5 AS AMENDED.
2. ALL B-47 RECEIVER AIRCRAFT WILL ON-LOAD 40000# OF FUEL AND WILL REMAIN IN THE REFUELING POSITION A MINIMUM OF 30 MINUTES.
3. UPON COMPLETION OF REFUELING, K099 AIRCRAFT WILL TURN LEFT 45° UNTIL RECEIVERS HAVE CLEARED THE AREA. THEY WILL THEN PROCEED ON COURSE TO TURNING POINTS AS INDICATED IN THE FLIGHT PLAN. INDIVIDUAL CREWS WILL ACCOMPLISH NAVIGATION LEGS AS SCHEDULED.
4. UPON COMPLETION OF REFUELING, B-47 AIRCRAFT WILL DESCEND TO 10000' AND FLY FORMATION AT 10000' TO START CLIMB POINTS. CONTINUE FORMATION TO CELL BREAK-UP POINTS. B-47 AIRCRAFT WILL THEN BREAK UP AND FLY INDIVIDUAL ROUTES BACK TO MACDILL ACCOMPLISHING NIGHT CELESTIAL OR GRID CELESTIAL LEG AS REQUIRED.
5. K099 AIRCRAFT COMMANDERS WILL FILE INDIVIDUAL FORMS 175 INDICATING THE APPROPRIATE "NIGHT LIGHT" ROUTE (CHARLIE OR DELTA).
6. B-47 AIRCRAFT COMMANDERS WILL FILE INDIVIDUAL FORMS 175 INDICATING APPROPRIATE "NIGHT LIGHT" ROUTE (ALPHA OR BRAVO) TO CELL BREAK-UP POINT AND INDIVIDUAL ROUTE BACK TO MACDILL AFB, FLORIDA.

305TH BOMB WING "NIGHT LIGHT" 14 June 1956

NIGHT I T DELTA CELLNIGHT LIGHT BRAV CELL

CELL NUMBER	DRAPER	TAIL NO	A/C	PRE-T/O BRIEF	T/O	OFF LOAD	CELL NO.	FLAGPOLE NO.	TAIL NO.	A/C	PRE-T/O BRIEF	T/O	REFUEL ALT
DELTA #1	26	1194	JENKINSON	1630E	1909E	40000	BRAVO 1	45	185	ZIMMERMAN	1700	1930	15.0
DELTA #2	21	1199	STAMATIS		1910E	40000	BRAVO 2	36	505	BEEGIE		1931	15.5
DELTA #3	10	7270	LANSDALE		1911E	40000	BRAVO 3	30	359	ANDREWS		1932	16.0
DELTA #4	12	1201	McDOWELL		1912E	40000	BRAVO 4	34	312	NICHOLS		1933	16.5
DELTA #5	16	1184	RICHARDS		1913E	40000	BRAVO 5	58	501	KLEINE		1934	17.0
DELTA #6	31	2642	SMARTS		1914E	40000	BRAVO 6	61	346	CLARK		1935	17.5

ORBIT POINT 2600N/8418W ORBIT TIME: 2003E

RDZ PT CORA 2600N/8525W RDZ TIME: 2049E

APN 12 SETTINGS RX-4 TX-6 FREQ 279.8

APN 76 SETTINGS RX-6 TX-4 CODE 1-2

NIGHT LIGHT CHARLIE CELLNIGHT LIGHT ALPHA CELL

CELL NUMBER	DRAPER	TAIL NO	A/C	PRE-T/O BRIEF	T/O	OFF LOAD	CELL NO.	FLAGPOLE NO.	TAIL NO.	A/C	PRE-T/O BRIEF	T/O	REFUEL ALT
CHARLIE #1	28	1183	ADAIR	1630E	1916E	40000	ALPHA #1	12	364	DAHL	1700E	1950	15.0
CHARLIE #2	19	2837	CULLEY		1917E	40000	ALPHA #2	14	492	BEATY		1951	15.5
CHARLIE #3	13	1205	LANE		1918E	40000	ALPHA #3	18	360	MacMULLIN		1952	16.0
CHARLIE #4	23	1203	HARTLEY		1919E	40000	ALPHA #4	17	504	WELLS		1953	16.5
CHARLIE #5	18	1242	CARROLL		1920E	40000	ALPHA #5	59	499	JOYCE		1954	17.0
CHARLIE #6	17	2838	McKAY		1921E	40000	ALPHA #6	63	321	ARNOLD		1955	17.5

ORBIT POINT 2700N/8418W ORBIT TIME: 2000E

RDZ PT ANN 2700N/8525W RDZ TIME: 2049E

APN 12 SETTINGS: RX-6 TX-8 FREQ 256.0

APN 76 SETTINGS: RX-8 TX-6 CODE: 1-2-1

GENERAL BRIEFING: 1230E 13 JUNE 1956 WING BRIEFING ROOM.

REQUIREMENTS: 1 NIGHT MASS AIR REFUELING - 40000# ON LOAD. 1 ELECT RDZ CELL LEADER 1 NIGHT CELL TACTICS

1 HR FORMATION BELOW 10000' 1 - 51-11 NAVIGATION LEG AS REQUIRED

AIR FORCE - BAF CLANDESTINE USE/POS.

MISSION FLIGHT PLAN				O. D. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL	REMARKS					
AIRCRAFT BASIC WEIGHT	82000	FUEL		BOMBS WEIGHT				NUMBER OF ATO BOTTLES REQUIRED FULL		MISSION 1-10000 BRAVO 14 JUNE 1956 RUNWAY PRESSURE ALT. 31 LENGTH 1500 AIR TEMP. 85 CRITICAL FIELD LENGTH 2000 TAKE-OFF DISTANCE 3000 SPEED 140 CRITICAL WIND COMPONENT 1ST LEG 2ND LEG 3D LEG					
CREW WEIGHT	1075			AMMO WEIGHT				NUMBER OF ATO BOTTLES EMPTY							
OIL WEIGHT	125			WATER AUG WEIGHT											
ATO WEIGHT				INITIAL GROSS WEIGHT	266100			ADJUSTED TAKE-OFF WEIGHT							
BACK WEIGHT				START ENGINES AND TAXI				ADJUSTED TAKE-OFF DISTANCE							
EXT. TANKS WEIGHT (EMPTY)	1500			FUEL ALLOWANCE	2500										
MISCELLANEOUS															
OPERATING WEIGHT	85100		TOTAL FUEL	61000	TAKEOFF GROSS WEIGHT	327100	ATO FIRING SPEED								
PRE-FLIGHT PLAN															
FROM: MARDELL AFB, FLA.	FLT. COND.	T. C.	WIND COMP FOR -	T. H.	VAR.	M. H.	TEMP.	MACH.	T. A. S.	G. S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
ROUTE			DRIFT				ALT.				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PRED. FUEL REMAINING GROSS WEIGHT
3E/T/10/400															85000 366100
2634N															4500 4500
L/O 8032W	126	270/20					-7				130	1:04			76400 161300
2619N							33.2		400	420	130	1:02			8000 8000
T/P 8013W	126	270/30					-10				150	1:02			68400 132500
2600N							33.3	74	430	370	150	1:05			600 600
T/P 8013W	270										20	1:05			47000 150000
2600N							33.5			270	120	1:05			2000 2000
TANMER ORBIT 8411W	010										220	1:04			66000 151000
2600N							74.4			300	401	2:05			6300 6300
RDZ 8345W	270										30	1:05			67000 145000
2600N							33.1			250	401	1:07			700 700
END AR 8747W	270	270/30									120	1:05			59000 140000
2600N							-7				120	1:05			9000 9000
ON LOAD							13.4		370	250	120	1:05			50000 135100
2600N							13.1								40000 40000
9411W START CLIMB	270	135/07					40				260	1:50			90000 173100
2600N							10 M		400	405	341	2:38			14000 14000
LO 9630W	270	005/10					-7				120	1:18			76000 161100
2600N							33.8		415	405	1061	2:36			4200 4200
BROWNVILLE VOR	270	120/08					-11				50	1:07			71800 156900
							33.3	74	430	438	1111	3:03			1400 1400
															70400 155500
CAN FLY 6:00 MORE TO 120000 FUEL RESERVE															

ZAF FORM 124

1 NOV 55

AIR FORCE - 3DP BARRSDALE NOV 55

0092

2AF FORM 124

DELTA - 6 ACFT

MISSION FLIGHT PLAN				UNIT		TYPE ACFT		WAVE		CELL CALL		REMARKS	
O. G. AND NICKNAME				054125						NIGHT LIGHT		ETA ROUTE 14 Jun 56	
AIRCRAFT BASIC WEIGHT				BOMBS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL							
CREW WEIGHT				AMMO WEIGHT		NUMBER OF ATO BOTTLES EMPTY							
OIL WEIGHT				WATER AUG WEIGHT									
ATO WEIGHT				INITIAL GROSS WEIGHT		ADJUSTED TAKE-OFF WEIGHT							
RACK WEIGHT				START ENGINES AND TAXI FUEL ALLOWANCE		ADJUSTED TAKE-OFF DISTANCE							
EXT. TANKS WEIGHT (EMPTY)													
MISCELLANEOUS													
OPERATING WEIGHT				TOTAL FUEL		TAKEOFF GROSS WEIGHT							

PRE-FLIGHT PLAN														
FROM:	FLY. COND.	T. C.	WIND COMP FOR -	T. H.	VAR.	M. H.	TEMP.	T. A. S.	G. S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
MACDILL AFB FLA			DRIFT				ALTITUDE			ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PRED. FUEL REMAINING
SE/T/TO/ACC											02:05			
L/O		221			-2			206		122	1:35			
DELTA ORBIT 2600N 8418W		221			-3		18.0 15.5	232		120	1:42			
ORBIT 2600N 8418W		270			-3		18.0 15.5	232		28	1:07			
DELTA RDZ 2600N 8525W		270			-4		17.5 15.0	232		116	1:30			
END AR. 2600N 8537W		270			-4		17.5 15.0	212		60	1:16			
TP 2600N 8600W		257			-5		17.5 15.0	215		100	1:24			
FT MEYER'S RAD		090			-4		17.5 15.0	215		142	2:02			
MACDILL AFB		237			-2		17.5 15.0	212		107	1:30			
										551	2:32			
										433	3:55			
										294	4:27			
										66	1:24			
										1010	4:51			

2AF FORM 124
1 NOV 55

AIR FORCE - SAN BARCELONA NOV 55

0094

ENGINEER'S FLIGHT PLAN				DATE OF MISSION 14 June 1956		TYPE(S) OF MISSION					
WING 305th Bomb Wing		SQUADRON 305th AEFBN		AIRCRAFT KC-97G							
FIRST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)							
1. WEIGHT COMPUTATIONS				2. DENSITY (Lbs) 5.8# per Gal		3. TAKE-OFF DATA Temp: 87° F (4010) DP: 63° F BHP: 3340 EQGRWT: 173000# T/O Dist: 6100' Acc to Stop: 8650'					
a. ACFT BASIC WT				b. TOTAL LOAD (Lbs)							
b. OIL, ENG (On Ldg)				c. REQUIRED (Lbs)							
c. OIL, JET				d. RESERVE (Lbs)							
d. CREW				e. ON-LOAD (Lbs)							
e. AMMO (50%)				4. REMARKS							
f. CARGO				50 BHP additional to end of refueling Flt Plan applicable to KC-97E acft. Temp as predicted.							
g. MISC											
h. FUEL RESERVE											
i. MIN LANDING WT											
j. OFF-LOAD FUEL											
k. AMMO (50%)											
l. BOMBS											
m. CHAFF											
n. OIL USED											
o. FUEL EXPENDABLE											
p. TAKE-OFF GROSS WT											
				NO WIND PLAN							
				WIND PLAN							
A	B	C	D	E	F	G	H	I	J	K	L
CONDI- TION	Mp OAT	BHP RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS Vt (K)	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
JAT %	Vg	ENG F/F		TOTAL	TOTAL USED		GS	TOTAL	TOTAL	TOTAL USED	TOTAL
1. RTTO	220	3340	R 80P	40	+ 1620	- 1620	--	--		+	
	231	2700	J --				--	--			
	--	80P	T 80P	+02	1620	160675	--	--			
2. Form UP	--	2650	R 7500	+05	+ 625	- 625	--	--		+	
	--	2550	J --	+07	2245	160050	--	--			
	--	1875	T 7500				--	--			
3. CLI	12171	2650	R 7500	+35	+ 4260	- 4360	193	120		+	
	1.2524	1875	T 7500	+42	6005	155690	205	230			
	18000	2100	R 4960				--	--			
4. CRI	-10	2370	J --	+07	+ 580	- 580	197	25		+	
	1.2518	1240	T 4960	+49	7185	155110	232	148			
	18000	2100	R 4960				--	--			
5. CRB	-10	2370	J --	+30	+ 2480	- 2480	197	116		+	
	1.2518	1240	T 4960	1:19	9665	152630	232	264			
	17500	2100	R 4960				--	--			
6. RENDZ	-9	2370	J --	+16	+ 1330	- 1330	197	60		+	
	1.2400	1240	T 4960	1:25	10995	151300	232	324			
	17500	2650	R 7500	+27	+ 3380	- 3380	232	120		+	
7. AR	-9	2550	J --				270				
	1.2400	1875	T 7500	2:02	14375	147920	--	144			
	--	--	R --	--	+ --	- 40000	--	--		+	
8. Off-L	--	--	J --	2:02	14375	107920	--	144			
	--	--	T --				--	--			
	17500	2340	R 2380				--	--			
9. CR2	-9	1900	J --	2:00	+ 4760	- 4760	185	430		+	
	1.2400	595	T 2380	4:02	19135	103160	215	874			
	17500	1280	R 2280	+50	+ 1900	- 1900	282	175		+	
10. CR3	-9	1900	J --				212				
	1.2400	570	T 2280	4:52	21035	101260	--	1050			

2AF FORM 26 APR 55 83 TEMP OVER BASE FUEL RESERVE: 1365 GALS

0095

COMMUNICATIONS

NIGHT LIGHT

14 June 1956

1. CALL SIGNS:

- a. Air/Ground - "NIGHT LIGHT/ALFA" / FLAGPOLE / (2 digit Nr.)
"NIGHT LIGHT/BRAVO" / FLAGPOLE / (2 digit Nr.) .
"NIGHT LIGHT/COCA" / FLAGPOLE / (2 digit Nr.) .
"NIGHT LIGHT/DELTA" / FLAGPOLE / (2 digit Nr.) .
- b. Air/Air - "NIGHT LIGHT/ALFA" / FLAGPOLE / (Stream Position Nr.)
"NIGHT LIGHT/BRAVO" / FLAGPOLE / (Stream Position Nr.)
"NIGHT LIGHT/COCA" / FLAGPOLE / (Stream Position Nr.)
"NIGHT LIGHT/DELTA" / FLAGPOLE / (Stream Position Nr.)

2. AUTHENTICATION/IDENTIFICATION:

- a. AFSAL 5104 (KS)
- b. IFF Operate Mode 2 - Normal

3. REPORTING PROCEDURES:

- a. Reporting Aircraft - 1st and last only
- b. Procedure -ALFA (CMA)

4. SPECIAL FREQUENCY ASSIGNMENTS:

- a. Interplane - 321.0 Mcs.

5. RECALL CODE WORD: " ROSE PETAL "

CONFIDENTIAL

305TH BOMB WING

CREW FLIMSY

DEVILFISH

18-22 JUNE 1956

FLY SAFELY

CONFIDENTIAL

0097

CONFIDENTIAL

DEVIL FISH

A. Mission:

SPECIAL INSTRUCTIONS

1. On 18, 19, 21 and 22 June 1956, single B-47 aircraft from the 305th Bomb Wing will take off from MacDill AFB, Florida on Devil Fish Test Missions as follows:

DATE	FLAGPOLE#	TAIL #	A/C	T/O	RDZ PT	RDZ TIME	ON LOAD
Jun	43	330	RUST	1021Z	ANN	1248Z	45000#
	32	186	SPARE				
19 Jun	52	345	KELPER	0946Z	ANN	1213Z	45000#
	61	346	SPARE				
21 Jun	25	503	KENEY	0958Z	ANN	1225Z	45000#
	20	341	BAKER (SPARE)				
22 Jun	44	494	RUST	0946Z	ANN	1213Z	45000#
	39	347	SPARE				
DATE	MISSION	CONTROL TIME	PLAN	CONTROL CALL SIGN	ALTITUDE	FREQ	
18 Jun	AEW I	1400Z	106F	PLANNER 4	32-40000	295.0 (P) 356.6 (S) 358.4 LabCommon	
19 Jun	NET II	1400Z	TRAIN 22-2-12A MAIL-12		30	259.6 (P) 286.6 (S) 358.4 LabCommon	
21 Jun	AEW III	1400Z	304	PLANNER 13	32-40000	295.0 (P) 356.6 (S) 358.4 LabCommon	
22 Jun	NET II	1400Z	TRAIN 22-2-12A MAIL-12		30	259.6 (P) 286.6 (S) 358.4 LabCommon	

2. Sixteen B-47 aircraft from the 305th Bomb Wing will take off from MacDill AFB, Florida on 20 June 1956, forming into four cells. Alpha Cell - 4 B-47 aircraft, Bravo Cell - 4 B-47 aircraft, Charlie Cell - 4 B-47 aircraft and Delta Cell - 4 B-47 aircraft. One minute separation in take-off time between aircraft within each cell. Cell Leader Take-off Times are as follows: Alpha Cell: 0708Z, Bravo Cell: 0640Z, Charlie Cell: 0659Z, Delta Cell: 0630Z. Cell join up and cell formations will be in accordance with current SAC Tactical Doctrine.

CONFIDENTIAL

0098

CONFIDENTIAL

3. Cell formations will continue through mass air refueling to individual cell break-up points and individual aircraft will proceed to individual control points. Aircraft will fly individual routes while in test area and will return to MacDill AFB individually.

4. Penetration of ADIZ while enroute to or from the Boston area will be in accordance with AFR 60-22. Headquarters AFRCG, through Lincoln Laboratory Devil Fish Controller or other expedient means, will arrange for ADIZ clearances, as necessary during test operations in the test area.

5. The provisions of SAC Regulation 55-13 will apply to all missions overflying Canada.

6. Enter "Operations Devil Fish" in remarks column of Form 175. Call direction center after take-off and identify as part of "Operation Devil Fish".

B. Mass Refueling

1. Rendezvous and refueling will be conducted in accordance with current SAC Manual 100-1 and SAC Tactical Doctrine.

2. Primary Refueling Areas are as follows:

	TANKER ORBIT	RDZ POINT	RDZ TIME	SETTINGS APN 76	CODE	FREQ
ANN	3300N	3400N	0940Z	TX-6	1-2-1	337.6
	6700W	6700W		RX-8		
BETTY	3300N	3400N	0919Z	TX-5	1-3	271.9
	6623W	6623W		RX-7		
CORA	3300N	3400N	0924Z	TX-4	1-2	375.4
	6736W	6736W		RX-6		
D. 3	3300N	3400N	0916Z	TX-7	2-2	379.8
	6546W	6546W		RX-5		

COMMON: 311.0
HF BACK-UP: 3023.5

RDZ Times are for 20 June mission

Refueling Track: 360°. Alpha, Bravo and Delta cells onload 45000#. Charlie cell onload 40000#. Base Altitude: 15000'

CONFIDENTIAL

0099

CONFIDENTIAL

TANKER CALL SIGNS: 303d AREFS: Cow Bell

2d AREFS: Gun Drop

3. All Flagpole aircraft will be refueled by 303d AREFS Tankers except Charlie cell which will be refueled by 2d AREFS Tankers on 20 June 1956.

C. TEST PROCEDURES:

1. Control times will be made good. Succeeding runs will be made at 45 kts TAS.
2. Aircraft turn right upon reaching first target release line and return to CP #2
3. Altitudes in test area will be made at pressure setting at 29.92. When leaving test area return to station setting.

4. During mission aircraft will record and report if requested, true course, ground speed, and absolute altitude at control points, and 68th meridian. Target Bomber Log, Flight Plan and Navigation maps will be completed and turned in to Flag Pole Control with mission reports.

5. Safety provisions during fighter interception will be in accordance with SAC Regulation 51-6.

Channel M	260.2	SAC Fighter Common (Secondary)
Channel M	295.8	SAC Fighter Common (Primary)
Channel M	351.0	SAC Fighter/Bomber Liaison

6. "Texas Tower" is located at 41 41 N -- 67 45W

7. Test Area is bounded by the following coordinates:

- | | | |
|------------------|------------------|------------------|
| 1. 40 30N 71 30W | 4. 45 00N 65 00W | 7. 43 40N 63 30W |
| 2. 44 00N 71 30W | 5. 45 00N 64 30W | 8. 40 00N 63 00W |
| 3. 44 50N 68 50W | 6. 44 00N 64 30W | |

CONFIDENTIAL

CONFIDENTIAL
DEVIL FISH TEST AREA RECAP

ACFT COMMANDER	PLOT "E"					ACFT COMMANDER	PLOT "E"				
		CP #1	TP #1	TP #2	TGT			CP #2	TP #1	TP #2	TGT
ANGLEY	TRACK #1	4430N 6500W	--	--	4345N 7100W	ANGLEY	TRACK #1	4330N 6430W	4330N 6700W	--	4256N 7100W
JOYCE	TRACK #2	4423N 6500W	4406N 6700W	--	4330N 7100W	JOYCE	TRACK #2	4310N 6430W	4310N 6700W	4310N 6800W	4240N 7100W
RUST	TRACK #3	4410N 6500W	--	--	4242N 7100W	RUST	TRACK #3	4310N 6430W	4310N 6700W	4303N 6800W	4233N 7100W
PROUT	TRACK #4	4345N 6430W	4328N 6700W	--	4220N 7100W	PROUT	TRACK #4	4215N 6430W	--	--	4220N 7100W
HYNDS	TRACK #5	4335N 6430W	4318N 6700W	--	4210N 7100W	HYNDS	TRACK #5	4200N 6430W	--	--	4200N 7100W
CROWE	TRACK #6	4042N 6430W	4107N 6800W	--	4200N 7100W	CROWE	TRACK #6	4120N 6430W	4100N 6700W	4106N 6800W	4200N 7100W
ARNOLD	TRACK #7	4035N 6430W	4100N 6800W	4106N 6900W	4146N 7100W	ARNOLD	TRACK #7	4100N 6430W	4100N 6700W	4106N 6800W	4137N 7100W
HOWARD	TRACK #8	4035N 6430W	4100N 6800W	4106N 6900W	4131N 7100W	HOWARD	TRACK #8	4040N 6430W	4100N 6700W	4106N 6800W	4119N 7100W
PLOT "C"						PLOT "G"					
IMTLER	TRACK #1	4355N 6430W	--	--	4355N 7100W	IMTLER	TRACK #1	4400N 6500W	--	--	4234N 7100W
BEEGIE	TRACK #2	4317N 6430W	4313N 6630W	4309N 6824W	4348N 7100W	BEEGIE	TRACK #2	4400N 6500W	--	--	4234N 7100W
ANDREWS	TRACK #3	4317N 6430W	4313N 6630W	4305N 6700W	4253N 7100W	ANDREWS	TRACK #3	4330N 6430W	4250N 6800W	4240N 6900W	4234N 7100W
BALL	TRACK #4	4302N 6430W	--	--	4246N 7100W	BALL	TRACK #4	4300N 6430W	4250N 6800W	4240N 6900W	4220N 7100W
RYAN	TRACK #5	4150N 6430W	4210N 6800W	--	4220N 7100W	RYAN	TRACK #5	4230N 6430W	4250N 6800W	4240N 6900W	4210N 7100W
NALER	TRACK #6	4150N 6430W	4210N 6800W	--	4150N 7100W	NALER	TRACK #6	4230N 6430W	4200N 6800W	4118N 7010W	4106N 7100W
WELLS	TRACK #7	4130N 6430W	--	--	4140N 7100W	WELLS	TRACK #7	4200N 6430W	4200N 6800W	4118N 7010W	4106N 7100W
ROBERTSON	TRACK #8	4045N 6430W	--	--	4118N 7100W	ROBERTSON	TRACK #8	4130N 6430W	4200N 6800W	4118N 7010W	4106N 7100W

CONFIDENTIAL

Confidential

DEVIL FISH TIMING RECAP SET 20 June 1956

F. P. NO	TAIL NO	ACFT COMDR	CELL NUMBER	T/O	RDZ POINT	TIME CURTAIN	CONTROL #1	TIME # 2	FIRST TRACK	ALT	SECOND TRACK	ALT	ALT NORWICH VOR
65	506	ROBERTSON	Alpha #1	0708Z	Ann	116	1100Z	1240Z	G-8	27.0	G-8	25.0	37.5
51	184	CROME	Alpha #2	0709Z	Ann	106	1100Z	1240Z	F-6	29.0	E-6	29.0	38.5
63	321	ARNOLD	Alpha #3	0710Z	Ann	107	1100Z	1240Z	F-7	31.0	E-7	30.0	36.5
67	436	HOWARD	Alpha #4	0711Z	Ann	108	1100Z	1240Z	F-8	31.0	E-8	31.0	35.5
22	502	PROUT	Bravo #1	0640Z	Betty	104	1100Z	1230Z	F-4	29.0	E-4	29.0	37M
26	495	HYNDS	Bravo #2	0641Z	Betty	105	1100Z	1230Z	F-5	31.0	E-5	31.0	36M
11	493	BALL	Bravo #3	0642Z	Betty	112	1107Z	1250Z	G-4	25.0	G-4	25.0	37M
17	504	WELLS	Bravo #4	0643Z	Betty	115	1100Z	1240Z	G-7	25.0	G-7	23.0	40.5
36	505	BERGLE	Charlie #1	0659Z	Cora	110	1107Z	1240Z	C-2	25.0	G-2	25.0	39.5
30	359	ANDREWS	Charlie #2	0700Z	Cora	111	1107Z	1250Z	C-3	27.0	G-3	27.0	38M
31	498	RYAN	Charlie #3	0701Z	Cora	113	1107Z	1250Z	C-5	27.0	G-5	23.0	36M
47	193	NALER	Charlie #4	0702Z	Cora	114	1107Z	1250Z	C-6	27.0	G-6	27.0	35M
56	333	ANGIEY	Delta #1	0630Z	Doris	101	1100Z	1230Z	F-1	31.0	E-1	30.0	40M
59	499	JOYCE	Delta #2	0631Z	Doris	102	1100Z	1230Z	F-2	29.0	E-2	29.0	39M
39	347	RUST	Delta #3	0632Z	Doris	103	1100Z	1230Z	F-3	31.0	E-3	31.0	38M
16	438	IMPLER	Delta #4	0633Z	Doris	109	1100Z	1230Z	C-1	27.0	G-1	27.0	35M

GENERAL BRIEFING: 0730Z 18 Jun 56 in Wing Briefing Room.

PRE TAKEOFF BRIEFING: 0400Z 20 Jun 56 in Wing Briefing Room.

FUEL LOAD:	90500#	DISTANCE	DURATION	RESERVE
ALPHA CELL	3773 NM	94:05	26800#	
BRAVO CELL	3940 NM	94:28	23800#	
CHARLIE CELL	3885 NM	94:20	21700#	
DELTA CELL	3995 NM	94:37	22300#	

364th Flagpole #24 Tail #189 A/C Tedrowe Ground Spare
 365th Flagpole #45 Tail #185 A/C Zimmerman Ground Spare

Confidential

0102

[illegible]

2AF FORM 124A
1 NOV 55

[illegible]

MISSION FLIGHT PLAN		O. D. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																										
AIRCRAFT BASIC WEIGHT	02000	FUEL		BOMBS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL																																																																																																																																																																																																																																																																																																																																																																																																																																																											
CREW WEIGHT	1075			AMMO WEIGHT		NUMBER OF ATO BOTTLES EMPTY																																																																																																																																																																																																																																																																																																																																																																																																																																																											
OIL WEIGHT	425			WATER AUG WEIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																													
ATO WEIGHT				INITIAL GROSS WEIGHT	173600	ADJUSTED TAKE-OFF WEIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																											
RACK WEIGHT				START ENGINES AND TAXI FUEL ALLOWANCE	2600	ADJUSTED TAKE-OFF DISTANCE																																																																																																																																																																																																																																																																																																																																																																																																																																																											
EXT. TANKS WEIGHT (EMPTY)	1600		TOTAL FUEL	90500	TAKEOFF GROSS WEIGHT	173000	ATO FIRING SPEED																																																																																																																																																																																																																																																																																																																																																																																																																																																										
MISCELLANEOUS																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
OPERATING WEIGHT	85100																																																																																																																																																																																																																																																																																																																																																																																																																																																																
<div style="text-align: center;">PRE-FLIGHT PLAN</div> <table border="1"> <thead> <tr> <th>FROM:</th> <th>FLT. COND.</th> <th>T. C.</th> <th>WIND COMP + OR -</th> <th>T. H.</th> <th>VAR.</th> <th>M. H.</th> <th>TEMP.</th> <th>MACH.</th> <th>T. A. S.</th> <th>G. S.</th> <th>GRD DIS</th> <th>TIME</th> <th>AIR DIS</th> <th>ETA</th> <th colspan="2">FUEL FLIGHT PLAN</th> </tr> <tr> <th>ROUTE</th> <th></th> <th></th> <th>DIFTY</th> <th></th> <th></th> <th></th> <th>ALT.</th> <th></th> <th></th> <th></th> <th>ACC. GRD DIS</th> <th>ACC. TIME</th> <th>ACC. AIR DIS</th> <th></th> <th>PRED. FUEL REMAINING</th> <th>GROSS WEIGHT</th> </tr> </thead> <tbody> <tr> <td>SE/T/TO/ACC</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-7</td> <td></td> <td></td> <td></td> <td></td> <td>:04</td> <td></td> <td></td> <td>4600</td> <td>4600</td> </tr> <tr> <td>DAYTONA VOR</td> <td></td> <td>042</td> <td>285/10</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>400</td> <td>405</td> <td>106</td> <td>:16</td> <td></td> <td></td> <td>5900</td> <td>5900</td> </tr> <tr> <td>29 54N AT20M</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>106</td> <td>:20</td> <td></td> <td></td> <td>80000</td> <td>165100</td> </tr> <tr> <td>ST. AUGUSTINE I/O</td> <td></td> <td>350</td> <td></td> <td></td> <td></td> <td></td> <td>32.1</td> <td></td> <td>400</td> <td>398</td> <td>44</td> <td>:07</td> <td></td> <td></td> <td>2500</td> <td>2500</td> </tr> <tr> <td></td> <td></td> <td></td> <td>270/25</td> <td></td> <td></td> <td></td> <td>-35</td> <td></td> <td></td> <td></td> <td>150</td> <td>:27</td> <td></td> <td></td> <td>77500</td> <td>162600</td> </tr> <tr> <td>MAYPORT ALE</td> <td></td> <td>350</td> <td></td> <td></td> <td></td> <td></td> <td>32.2</td> <td></td> <td>430</td> <td>425</td> <td>32</td> <td>:05</td> <td></td> <td></td> <td>900</td> <td>900</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>182</td> <td>:32</td> <td></td> <td></td> <td>76600</td> <td>161700</td> </tr> <tr> <td>30 21N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>32.8</td> <td></td> <td></td> <td></td> <td>178</td> <td>:23</td> <td></td> <td></td> <td>4500</td> <td>4500</td> </tr> <tr> <td>E. TROUT INT. 478 00M</td> <td></td> <td>091</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>455</td> <td>360</td> <td>:55</td> <td></td> <td></td> <td>72100</td> <td>157200</td> </tr> <tr> <td>32 00N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>574</td> <td>1:16</td> <td></td> <td></td> <td>14100</td> <td>14100</td> </tr> <tr> <td>67 00 W</td> <td></td> <td>000</td> <td></td> <td></td> <td></td> <td></td> <td>34.7</td> <td></td> <td></td> <td>455</td> <td>934</td> <td>2:11</td> <td></td> <td></td> <td>58000</td> <td>123100</td> </tr> <tr> <td>33 00 N TANIER</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>60</td> <td>:08</td> <td></td> <td></td> <td>1300</td> <td>1300</td> </tr> <tr> <td>67 00 I ORBIT</td> <td></td> <td>360</td> <td></td> <td></td> <td></td> <td></td> <td>34.9</td> <td></td> <td></td> <td>430</td> <td>994</td> <td>2:19</td> <td></td> <td></td> <td>56700</td> <td>121800</td> </tr> <tr> <td>34 00 N AMT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>60</td> <td>:08</td> <td></td> <td></td> <td>700</td> <td>700</td> </tr> <tr> <td>67 00 I RDZ</td> <td></td> <td>360</td> <td></td> <td></td> <td></td> <td></td> <td>35.0</td> <td></td> <td></td> <td>430</td> <td>1054</td> <td>2:27</td> <td></td> <td></td> <td>56000</td> <td>141100</td> </tr> <tr> <td>36 20 N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>140</td> <td>:31</td> <td></td> <td></td> <td>9600</td> <td>9600</td> </tr> <tr> <td>67 00 M END A/R</td> <td></td> <td>360</td> <td>270/15</td> <td></td> <td></td> <td></td> <td>15.0</td> <td></td> <td>270</td> <td>270</td> <td>1194</td> <td>2:58</td> <td></td> <td></td> <td>45000</td> <td>131500</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>45000</td> <td>45000</td> </tr> <tr> <td>ON LOAD</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>91200</td> <td>176500</td> </tr> <tr> <td>37 13N</td> <td></td> <td></td> <td>270/25</td> <td></td> <td></td> <td></td> <td>-35</td> <td></td> <td></td> <td></td> <td></td> <td>:12</td> <td></td> <td></td> <td>4200</td> <td>4200</td> </tr> <tr> <td>67 30N L/O</td> <td></td> <td>336</td> <td></td> <td></td> <td></td> <td></td> <td>30.9</td> <td></td> <td>430</td> <td>425</td> <td>1278</td> <td>3:10</td> <td></td> <td></td> <td>87200</td> <td>172300</td> </tr> <tr> <td>GAPS AMT 42 36N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>329</td> <td>:47</td> <td></td> <td></td> <td>9400</td> <td>9400</td> </tr> <tr> <td>70 36N</td> <td></td> <td>336</td> <td>270/43</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>420</td> <td>1607</td> <td>3:57</td> <td></td> <td></td> <td>77500</td> <td>162900</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>32.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								FROM:	FLT. COND.	T. C.	WIND COMP + OR -	T. H.	VAR.	M. H.	TEMP.	MACH.	T. A. S.	G. S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		ROUTE			DIFTY				ALT.				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PRED. FUEL REMAINING	GROSS WEIGHT	SE/T/TO/ACC							-7					:04			4600	4600	DAYTONA VOR		042	285/10						400	405	106	:16			5900	5900	29 54N AT20M											106	:20			80000	165100	ST. AUGUSTINE I/O		350					32.1		400	398	44	:07			2500	2500				270/25				-35				150	:27			77500	162600	MAYPORT ALE		350					32.2		430	425	32	:05			900	900												182	:32			76600	161700	30 21N							32.8				178	:23			4500	4500	E. TROUT INT. 478 00M		091								455	360	:55			72100	157200	32 00N											574	1:16			14100	14100	67 00 W		000					34.7			455	934	2:11			58000	123100	33 00 N TANIER											60	:08			1300	1300	67 00 I ORBIT		360					34.9			430	994	2:19			56700	121800	34 00 N AMT											60	:08			700	700	67 00 I RDZ		360					35.0			430	1054	2:27			56000	141100	36 20 N							0				140	:31			9600	9600	67 00 M END A/R		360	270/15				15.0		270	270	1194	2:58			45000	131500																45000	45000	ON LOAD															91200	176500	37 13N			270/25				-35					:12			4200	4200	67 30N L/O		336					30.9		430	425	1278	3:10			87200	172300	GAPS AMT 42 36N											329	:47			9400	9400	70 36N		336	270/43							420	1607	3:57			77500	162900								32.1									
FROM:	FLT. COND.	T. C.	WIND COMP + OR -	T. H.	VAR.	M. H.	TEMP.	MACH.	T. A. S.	G. S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN																																																																																																																																																																																																																																																																																																																																																																																																																																																		
ROUTE			DIFTY				ALT.				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PRED. FUEL REMAINING	GROSS WEIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																	
SE/T/TO/ACC							-7					:04			4600	4600																																																																																																																																																																																																																																																																																																																																																																																																																																																	
DAYTONA VOR		042	285/10						400	405	106	:16			5900	5900																																																																																																																																																																																																																																																																																																																																																																																																																																																	
29 54N AT20M											106	:20			80000	165100																																																																																																																																																																																																																																																																																																																																																																																																																																																	
ST. AUGUSTINE I/O		350					32.1		400	398	44	:07			2500	2500																																																																																																																																																																																																																																																																																																																																																																																																																																																	
			270/25				-35				150	:27			77500	162600																																																																																																																																																																																																																																																																																																																																																																																																																																																	
MAYPORT ALE		350					32.2		430	425	32	:05			900	900																																																																																																																																																																																																																																																																																																																																																																																																																																																	
											182	:32			76600	161700																																																																																																																																																																																																																																																																																																																																																																																																																																																	
30 21N							32.8				178	:23			4500	4500																																																																																																																																																																																																																																																																																																																																																																																																																																																	
E. TROUT INT. 478 00M		091								455	360	:55			72100	157200																																																																																																																																																																																																																																																																																																																																																																																																																																																	
32 00N											574	1:16			14100	14100																																																																																																																																																																																																																																																																																																																																																																																																																																																	
67 00 W		000					34.7			455	934	2:11			58000	123100																																																																																																																																																																																																																																																																																																																																																																																																																																																	
33 00 N TANIER											60	:08			1300	1300																																																																																																																																																																																																																																																																																																																																																																																																																																																	
67 00 I ORBIT		360					34.9			430	994	2:19			56700	121800																																																																																																																																																																																																																																																																																																																																																																																																																																																	
34 00 N AMT											60	:08			700	700																																																																																																																																																																																																																																																																																																																																																																																																																																																	
67 00 I RDZ		360					35.0			430	1054	2:27			56000	141100																																																																																																																																																																																																																																																																																																																																																																																																																																																	
36 20 N							0				140	:31			9600	9600																																																																																																																																																																																																																																																																																																																																																																																																																																																	
67 00 M END A/R		360	270/15				15.0		270	270	1194	2:58			45000	131500																																																																																																																																																																																																																																																																																																																																																																																																																																																	
															45000	45000																																																																																																																																																																																																																																																																																																																																																																																																																																																	
ON LOAD															91200	176500																																																																																																																																																																																																																																																																																																																																																																																																																																																	
37 13N			270/25				-35					:12			4200	4200																																																																																																																																																																																																																																																																																																																																																																																																																																																	
67 30N L/O		336					30.9		430	425	1278	3:10			87200	172300																																																																																																																																																																																																																																																																																																																																																																																																																																																	
GAPS AMT 42 36N											329	:47			9400	9400																																																																																																																																																																																																																																																																																																																																																																																																																																																	
70 36N		336	270/43							420	1607	3:57			77500	162900																																																																																																																																																																																																																																																																																																																																																																																																																																																	
							32.1																																																																																																																																																																																																																																																																																																																																																																																																																																																										

FROM:		FLT COND.	T.C	WIND COMP + OR -		T.H.	VAR.	M.H.	TEMP.	MACH	T.A.S	G.S.	GRD DIS		TIME		DIS		ETA	FUEL FLIGHT PLAN	
ROUTE				DRIFT	ALT.				ACC GRD DIS				ACC TIME	ACC AIR DIS	PRED FUEL	GROSS WEIGHT					
T.P.	4236N 6455W		090					32.9				475	250	1:36					7700	162900	
CAPE ANN	4236N 7036W		270					34.1				385	250	1:43					7000	7000	
T.P.	4236N 6455W		090					34.9				475	250	1:36					7000	155900	
CAPE ANN	4236N 7036W		270					36.2				385	250	1:43					8100	8100	
I.P.	4236N 6455W		090					36.9				475	250	1:36					62700	147800	
CAPE ANN	4236N 7036W		270					37.9				385	250	1:39					6300	6300	
NORWICH VOR			231					38.3				400	250	1:14					56400	141500	
NEW YORK			242	280/40				-56				405	250	1:16					7300	7300	
PHILADELPHIA			230					38.8				405	3303	8:20					49100	134200	
BALTIMORE			228					39.1				410	70	1:10					6100	6100	
ASHVILLE N. C.			231					39.3				408	3373	8:30					31600	116700	
TAMPA VOR			182					40.7				410	77	1:11					1600	1600	
												408	3450	8:41					30000	115100	
												410	362	1:58					7600	7600	
												432	3312	9:39					22400	107500	
													462	1:04					7800	7800	
													4274	10:43					14600	99700	

2AF FORM 124A
1 NOV 55

0108

2AF FORM 124
JUN 63

SAS INSTITUTE • SAS CAMPUS BOX 2400 • CARY, NC 27513

2AF FORM 124A
1 NOV 66

2AF FORM 124
1 NOV 63

FROM:	FLT	T.C	WIND COMP + OR -	T.H.	VAR.	M.H.	TEMP	MACH	T.A.S	Q.S	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE	COND		DRIFT								ACC GRD DIS	ACC TIME	A AIR DIS		PRED. FUEL REMAINING	GROSS WEIGHT
							ALT. 25.0									
							25.0				1220	2:20			29000	29000
HONOLULU							25.0				2000	4:41			18000	18000
NEW YORK		242					25.0				2000	4:41			2500	2500
PHILADELPHIA		230					37.0				410	2:20	6:57		1500	1500
BALTIMORE		231					37.3				410	2:20	7:10		1700	1700
ASHVILLE, N.C.		231					38.0				410	2:20	7:10		3000	3000
ATLANTA		182					40.1				432	2:20	9:20		21700	21700

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL	REMARKS
AIRCRAFT BASIC WEIGHT		82000		BOMBS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		RUNWAY PRES: S/L 10000' AIR TEMP. 80 FIELD LENGTH 10000' CRITICAL AIR TEMP.
CREW WEIGHT		1075		AMMO WEIGHT		NUMBER OF ATO BOTTLES EMPTY		
OIL WEIGHT		425		WATER AUG WEIGHT				
ATO WEIGHT				INITIAL GROSS WEIGHT		ADJUSTED TAKE-OFF WEIGHT		
RACK WEIGHT						2600		ADJUSTED TAKE-OFF DISTANCE
EXT. TANKS WEIGHT (EMPTY)		1600		TOTAL FUEL		90500		TAKE-OFF GROSS WEIGHT
MISCELLANEOUS						173000		ATO FIRING SPEED
OPERATING WEIGHT		85100						CRITICAL WIND COMPONENT
								1ST LEG 2ND LEG 3D LEG
PRE-FLIGHT PLAN								
FROM:	FLY. COND.	T. C.	WIND COMP FOR -	T. H.	VAR.	M. H.	TEMP.	MACH.
MacMill AFB			DRIFT				ALT.	
ROUTE								
SE/T/TO/ACC								
DAYTONA VOR	042						-7	400 405
2954 N 8120 W							32.1	400 398
ST. AUGUSTINE I/O	350						-35	430 425
MAY PORT AFB	350						32.2	430 425
3021 N							32.8	455
TROUT INT. 7800 W	091						32.8	455
3100 N							34.9	455
6546 W	086						35.4	430
3300 N TANKER							35.4	430
6546 W ORBIT	360						35.6	430
3400 N DORIS							35.6	430
6546 W RIZ	360						35.4	270 270
3620 N END							35.4	270 270
6546 W Air	330						35.4	270 270
ON LOAD								
3717 N							30.5	430 430
6546 W I/O	360						30.5	430 430
4400 N CELL							32.0	440
6435 W BREAK-UP	007						32.0	440

2AF FORM 124 NOV 55

AIR FORCE - DAY DARKSCALE NOV 55

0115

FROM		FLT COND	T.C	WIND COMP + OR -		T.H	VAR.	M.H.	TEMP ALT.	MACH	T.A.S	G.S	GRD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE	COND			DRIFT	DRIFT												PRED FUEL REMAINING	GROSS WEIGHT
FLY INDIVIDUAL ROUTES AS SHOWN IN ATTACHED																		
NOVAH VOR								36.2					1115	2:40			27000	27000
NEW YORK	242		280/30					-56					2919	6:50			14700	129000
PHILADELPHIA	230							36.6		430	105		105	:16			2400	2400
BAITIMORE	230							36.8		410	3024		70	:10			42300	127400
ASHVILLE, N.C.	231							37.0		400	77		3171	7:35			1600	1600
TAMPA VOR	102							38.6		410	352		3533	:50			1700	1700
								40.2		432	462		3995	9:37			39000	121100
																	8400	8400
																	30600	115700
																	8300	8300
																	22300	107400

2AF FORM 124A
1 NOV 58

AIR FORCE - 307 BARRELLS - 307 M

0116

CONFIDENTIALCOMMUNICATIONS

A. DEVIL FISH "NET" II (June 19th & June 21st)

1. CALL SIGNS & FREQS:

<u>STATION</u>	<u>CALL SIGN</u>	<u>CHANNEL</u>	<u>FREQ</u>
B-47 A/G	DEVILFISH, FLAG. CLE + (2 digit Nr.)	-	-
B-47 A/R	Same as above	-	-
KC-97	CO. BELL + Rendezvous point designator.	12	337.6
LINCOLN LAB OPS	STRONGARM	9	358.4
CONTROL SITE	TRAIN MAIL TWELVE	7	259.6 (p)
		8	286.6 (S)

2. REPORTING PROCEDURES:

- To and from operating area - Procedure ALPHA (CAA).
- When within radio range of operating area (Bedford or vicinity) contact "STRONGARM" channel 9, 358.4 mcs, take all instructions from "STRONGARM" .
- Left May also be contacted by "TRAIN MAIL TWELVE" when arriving over various check points, "STRONGARM" will advise when to "GO" to "TRAIN MAIL TWELVE" freqs.
- When last flight path (Or in the event of a non distress abort) has been completed, aircraft will report "END OF MISSION" to "STRONGARM" .

3. CHANNELIZATION:

- UHF - Current flip card, dtd 3 Feb 56, with exceptions noted in 1 above .
- HF - Current flip card, dtd 3 Feb 56, with the exception that the ARC-21, channel 15 will be changed to 8364.0 - International Distress .

4. AUTH & IDEN:

- Current applicable AFS-L 5104 series.
- IFF - Operate "MODE 2" .

5. RECALL WORD: "KING TUT"6. AIR REFUELING PROCEDURES:

- LAW SM 100-1 - CR Plan "LAW"

CONFIDENTIAL

CONFIDENTIAL

B. DEVIL FISH - AEW I & III (18 June & 21 June)

1. CALL SIGNS & FREQS:

<u>STATION</u>	<u>CALL SIGN</u>	<u>CHANNEL</u>	<u>FREQ</u>
B-47 A/G	DEVIL FISH FLAGPOLE / (2 digit Br.)	-	-
B-47 A/R	Same as above	-	-
KC-97	COMBELL / Rds point designator	12	337.6
LINCOLN LAB	STRONGARM	9	358.4
(Control Site for AEW-1)	PLANNER 4	7 8	295.0 (P) 356.6 (S)
(Control Site for AEW-3)	PLANNER 13	7 8	295.0 (P) 356.6 (S)

2. REPORTING PROCEDURES:

- To and from Operating Area - Procedure ALPA (CAA)
- When within radio range of operating area B-47 aircraft will establish contact with "STRONGARM" on 9/358.4. After contact B-47 aircraft will be turned over to Controlling station (PLANNER 4 or PLANNER 13) on 7/295.0
- Airt will monitor Control Site freqs & follow all instructions from control site.
- When airt is notified " SECURE EXERCISE " by control site, airt will advise "STRONGARM" END OF OPERATIONS.

3. CHANNELIZATION:

- UHF - Current flip card, dtd 3 Feb 56, with the exception noted in 1 above.
- HF - Current flip card, dtd 3 feb 56 with the exception that the ARC-21, channel 15 will be changed to 8364.0 - International Distress.

CONFIDENTIAL

CONFIDENTIAL

4. COMMUNICATIONS FAILURE:

AEW-1 Aft will proceed until 60 mins have elapsed from time of departure from control point, then reverse course and return to control point.

AEW-3 Aft will proceed until 30 mins have elapsed from control point. At the end of this time "PLANNER 13" will reverse course. Aft will orbit 360° two complete times and then continue through to come out on-course for control point.

5. AUTHENTICATION/IDENTIFICATION:

a. Current applicable AFSAL 5104 series.

b. IFF - Operate "MODE 2"

6. RECALL CODE WORD: "KING TUT"

7. AIR REFUELING PROCEDURES:

a. IAW SM 100-1 - C/R Plan "AENE"

CONFIDENTIAL

CONFIDENTIAL

C. DEVIL FISH - SGT (Jun 20th)

1. CALL SIGNS & FREQS:

STATION	CALL SIGN	CHANNEL	FREQ
B-47 A/G (To & from)	DEVILFISH, FLAGPOLE + (2 digit Nr.)	-	-
B-47 A/R	Same as above	-	-
B-47 A/G (In test area)	TIME CURTAIN + 3 digit suffix (101 thru 116)	8	286.6
CAPE COD COMBAT	WAVE HEAT	8	286.6
LINCOLN LAB OPS	STRONG ARM	9	358.4

2. REPORTING PROCEDURES:

- To and from operating area - Procedure ALPHA (CAA) - 1st and last aircraft will make all CAA reports. Interplane freq 321.0 mcs.
- When within radio range of the Test area contact "STRONG ARM" channel 9, 358.4 mcs. Report present position and ETA to Control Point. "STRONG ARM" will then advise the acft to "QCY" to "WAVE HEAT" freq.
- If "STRONG ARM" cannot be contacted, acft will proceed on schedule. Aircraft will contact "WAVE HEAT" ASAP after leaving CP on approach to target.
- Acft will report on contacting Waveheat position & ETA at Control Point.
- On completion of 1st scheduled attack - acft will report "END OF MISSION" to "WAVE HEAT".

3. INFLIGHT INFORMATION:

- During the mission aircraft will record and report if requested True Course, Ground Speed, and absolute altitude at Control Points and 68th Meridian.
- "WAVE HEAT" will if possible, advise the acft of their positions when requested to do so.
- It is required that all IFF equipment should be placed on stand-by during the operation of these missions. It should be operative for employment of Mode 3, on request by "WAVE HEAT".

CONFIDENTIAL

0120

CONFIDENTIAL

4. CHANNELIZATION:

- a. UHF - Current flip card, dtd 3 Feb 56, with exceptions noted in 1 above. .
- b. HF- Current flip card, dtd 3 Feb 56 , with the exception that the ARC-21, channel 15 will be changed to 8364.0 - International Distress.

5. AUTHENTICATION/IDENTIFICATION:

- a. Current applicable AFSAL 5104 series.
- b. IFF - Operate "MODE 2"

6. RECALL WORD: "KING TUT"

7. AIR REFUELING PROCEDURES:

- a. IOW SM 100-1 - C/R Plan "LHM"

305TH BOMB WING

CREW FLIMSY

"FLY BALL"

26 JUNE 56

FLY SAFELY

0122

FLY BALL

26 JUNE 1956

LINE NO	FLAG POLE NO	TAIL NO	ACFT COMMANDER	PRE T/O		CP #1 EVANSVILLE	BOMBING ALTITUDE - MSL		
				BRIEF	T/O		ST LOUIS	KANSAS CITY	TAMPA
1	43	330	LEITZEL	0920	1150	1454	34.5	34.5	36.0
2	34	312	NICHOLS		1202	1506	35.0	35.0	36.5
3	22	502	PROUT		1214	1518	34.5	34.5	36.0
4	17	504	WELLS		1226	1530	35.0	35.0	36.5
5	47	193	NALER	1020	1238	1542	34.5	34.5	36.0
6	23	334	IMMLER		1250	1554	35.0	35.0	36.5
7	58	501	KLEINE		1302	1606	34.5	34.5	36.0
8	59	499	JOYCE		1314	1618	35.0	35.0	36.5
					1326	1630	34.5	34.5	36.0
					1338	1642	35.0	35.0	36.5

GENERAL BRIEFING: 1230E 25 Jun 56 in the Wing Briefing Room

FUEL LOAD: 85000#

RESERVE: 16600#

DISTANCE: 2719 NM

DURATION: 6 / 29 (w/:05 pad)

TAS ENROUTE AND ON RBS: 430 Kts

REQUIREMENTS: FLY SAFELY - 3 RBS - 2 CAMERA ATTACKS - 1 DAY CELESTIAL IEG

1 GCA

MISSION FLIGHT PLAN		D. O. AND NICKNAME		UNIT	TYPE	WAVE	CELL CALL SIGN	REMARKS								
AIRCRAFT BASIC WEIGHT		82500		BOMBS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		FLY BALL 26 June 1956								
CREW WEIGHT		1075		AMMO WEIGHT		NUMBER OF ATO BOTTLES EMPTY		PRESSURE ALT. LENGTH AIR TEMP.								
OIL WEIGHT		425		WATER AVG WEIGHT				S/L 10M 95°								
ATO WEIGHT				INITIAL GROSS WEIGHT		170100		CRITICAL FIELD LENGTH 10000'								
BACK WEIGHT				START ENGINES AND TAXI FUEL ALLOWANCE		2600		CRITICAL AIR TEMP.								
EXT. TANKS WEIGHT (EMPTY)		1600		TAKEOFF GROSS WEIGHT		167500		TAKE-OFF								
MISCELLANEOUS				TOTAL FUEL		85000		DISTANCE SPEED								
OPERATING WEIGHT		85100						8900' 149 kts								
								CRITICAL WIND COMPONENT								
								1ST LEG 2ND LEG 3RD LEG								
PRE-FLIGHT PLAN																
FROM	FLY. COND.	T. C.	WIND COMP + OR -	T. H.	VAR.	M. H.	TEMP.	MACH.	T. A. S.	G. S.	GRD DS	TIME	AIR DS	ETA	FUEL FLIGHT PLAN	
MacDill AFB, Fla			DRIFT				ALT.				ACC. GRD DS	ACC. TIME	ACC. AIR DS		PRED. FUEL REMAINING	GROSS WEIGHT
ROUTE																
SE/T/TO/ACC												:04			85000	170100
2612N			285/10				-7				118	:17			4600	4600
8122W	148							400	405		118	:21			80400	166500
L/O 2558N											30	:04			6650	6650
Cape Romero 8145W	TURN									420	178	:25			73750	159850
2600N			120/08				-44				338	:47			1550	1550
8800W	270						33.8	430	438		486	1:12			72200	158300
Vicksburg	338		120/08								407	:56			8800	8800
			293/20				-45			438	893	2:08			63400	149500
Paducah	023						36.4			430	1198	2:51			9800	9800
Cont Point											60	:08			53600	139700
Evansville FIP	040						36.6			435	1258	2:59			7000	7000
Mt Vernon IP	288										72	:11			48600	132700
St Louis "D"	288						36.8			410	1288	3:10			1300	1300
3800N							37.0			410	1352	3:19			1800	1800
PIP 9248W	253						37.5			415	128	:18			43500	129600
Clinton IP	295										52	:07			1400	1400
Kansas City "F"	319						37.6			420	1532	3:44			39300	125400
							37.8			412	58	:08			1000	1000
											1590	3:52			38300	124400
															1400	1400
															36900	123000

2AF FORM 124
1 NOV 55

AIR FORCE - 2AF BARRISDALE NOV 55

FROM		FLT. COND.	T.C	WIND COMP + OR -		T.H.	VAR.	M.H.	AP		MACH	T.A.S	G.S.	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN	
ROUTE				DRIFT	ALT.				ACC GRD DIS	ACC TIME				ACC AIR DIS	PRED. FUEL REMAINING	GROSS WEIGHT						
Kansas City "F"														68	4:10					36900	123000	
Emporia			241		38.1							418	1658	4:02						1400	1400	
IP 3624N													228	4:30						35500	121600	
921W			122		38.9							450	1886	4:32						4200	4200	
Memphis (Camera)			124										133	4:18						31300	117400	
					39.4							450	2019	4:50						2600	2600	
																				28700	114800	
Hamilton (IP)			121										117	4:16						2300	2300	
					39.7							450	2136	5:06						26800	112500	
Birmingham (Camera)			121										70	4:09						1100	1100	
					39.9							450	2206	5:15						25300	111400	
Gainesville PIP			134		41.0								328	4:44						5600	5600	
				120/08									2534	5:59						19700	105800	
St Cloud IP			145		41								100	4:14						1700	1700	
					41.4							422	2634	6:13						18000	104100	
Tampa "F"			253										64	4:08						900	900	
					41.6							435	2698	6:21						17100	103200	
Tampa VOR			253										21	4:03						500	500	
					41.7							435	2719	6:24						16800	102700	

2AF FORM 124A

0125

COMMUNICATIONSFLY BALL

20 TONE AL

1. CALL SIGNS:

a. Air/Ground - FLY BALL / Flagpole / _____
(2 digit Nr.)

b. Air/Air - FLY BALL / _____
(Stream Position Nr.)

2. AUTHENTICATION/IDENTIFICATION:

a. AFSAL 5104 (KU)

b. IFF - Operate Mode 2 - Normal

3. REPORTING PROCEDURES:

a. Reporting Aircraft - 1st and last only.

b. Procedure - ALFA (CAA)

4. HF STRIKE REPORT:

a. Target - St. Louis

b. Control Stations - MacDill AWYS (P)

March AWYS (S)

c. Addressee - Metaphor Alfa.

5. SPECIAL FREQUENCY ASSIGNMENTS:

a. Interplane - 321.0 mcs

b. RES:-	<u>St Louis</u>	<u>Kansas City</u>	<u>Tampa</u>
	384.6 (P)	356.8	258.2 (P)
	258.2 (S)		240.6 (S)

6. RECALL WORD: "ROSE PETAL"

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

REPORT OF PROCEEDINGS OF
FLYAWAY KIT REVIEW BOARD

Proceedings of a meeting of the Flyaway Kit Review Board which convened under the provision of Letter Order 276, Hq 6th Air Division, 15 May 56.

The board met pursuant to the foregoing orders at 1400 hours, 19 June 1956.

The following were present:

Major Radin	Chief of Maintenance
Major Beanland	Wing Logistics Officer
Captain Krueger	Base Supply
Major Lester	Maint Officer, 365th BS
M/Sgt Barlow	364th Bomb Squadron
M/Sgt Thompson	366th Bomb Squadron
M/Sgt Kraus	809th FAK Section
M/Sgt Creel	Air Refueling Squadron
M/Sgt Usher	305th A&E Squadron
T/Sgt Frazer	Wing Supply (Recorder)

1. FAK Percentages. Percentages as of 15 June 56 are:

	<u>Prestrike</u>	<u>Poststrike</u>	<u>Base</u>
364th BS	81.1	88.2	64.7
365th BS	83.9	85.7	60.7
366th BS	75.3	79.9	60.1
ARS			76.4

2. Rebinning. Rebinning will be completed on 22 June 56.

3. The 305th Bomb Wing (M) furnished five (5) men to the FAK Section to assist in expediting the handling of excesses. All critical excesses have been processed.

4. More emphasis was placed on inspection of TOC items in Flyaway Kits.

5. Difficulty is being encountered in determining the breakdown of items in KC sub-division kits (Nucleus, 10,000 lb; Backup, 12,000 lb; deployment route, 3000 lb; residue, 15,000 lb). Present breakdown into sub-division kits by weight only has low EWP value. Second Air Force and SAC are aware of this condition, and SAC intends to publish listing of sub-division kit breakdown by component.

6. No FAK officer is assigned to the FAK Section as a primary duty.

EXHIBIT 12

FAK Meeting, 19 Jun 56 (contd)

7. Remarking of KC kits is being accomplished.

Albert R. Everingham
ALBERT R. EVERINGHAM
Captain, USAF
Wing Supply Officer

DISTRIBUTION:

- 1 - Ea Bd Member
- 1 - 6AD D/M
- 1 - Base D/M
- 1 - Ea Staff Sect 305BW
- 1 - 2AF, Attn: IM2A
- 4 - Wg Adj

MAINTENANCE
SUMMARY
FOR
JUNE

EXHIBIT 13

0129

NONPRODUCTIVE INDIRECT

	<u>HQ SQ</u>	<u>364TH</u>	<u>365TH</u>	<u>366TH</u>	<u>ARS</u>	<u>A&E</u>	<u>FMS</u>	<u>FMS</u>
LAG TIME PARTS	-	-	-	-	-	.6	.3	.3
LAG TIME EQUIP/TOOLS	-	-	-	-	-	.8	.1	-
LAG TRANS TO JOB	.1	-	-	-	-	.9	.6	-
LAG TRANS FROM JOB	.1	-	-	-	-	.9	.3	-
LAG WORK ASSGN/INST	-	-	-	-	-	10.2	1.6	.5
LAG AWAIT ASSISTANCE	-	-	-	.1	-	.2	.2	-
LAG POWER ON/OFF	-	-	-	-	-	.4	-	-
LAG SEC BASE ALERT	-	-	-	-	-	-	-	-
LAG WEATHER	-	-	-	-	-	1.3	.1	-

ABSENT

LEAVE	2.2	5.2	4.9	2.7	9.0	31.1	20.3	9.0
PASS WRITTEN	.8	.3	1.4	.6	.7	5.4	3.6	1.0
EXCUSED FROM DUTY	.7	1.3	1.5	1.2	1.1	20.9	12.2	16.9
SODN DUTY	1.3	4.2	2.5	3.0	3.7	18.2	17.3	6.6
MEDICAL OUTPATIENT	.1	-	-	.1	-	.4	1.3	.3
HOSPITAL CONFINEMENT	.2	.7	.7	.5	1.6	.2	2.5	.1
MEDICAL (OTHER)	.1	-	.2	.2	.1	.9	1.6	.3
TDY (MINT SCH OFF BAS)	.6	1.9	2.7	1.1	.3	3.3	1.3	1.5
ANOL (CONFINED)	-	-	-	.5	.1	1.0	.6	-
MILITARY TRAINING	1.6	.4	.8	.8	.7	2.8	5.5	1.1
LOANED NON RPT ACTY	.4	.6	1.0	-	.6	2.1	1.2	1.0
COMPENSATORY TIME OFF	.3	1.0	-	1.4	-	4.8	10.9	3.1

Supervisors desiring additional information regarding Maintenance Personnel Utilization, or who may require a special study concerning Personnel Utilization problems within their activity, should feel free to contact the Production Analysis Section at any time

PRODUCTIVE INDIRECT, NONPRODUCTIVE INDIRECT AND ABSENT MEN FOR JUNE 1956

(305th Bombardment Wing (Medium))

The following breakdown is presented to aid supervisors to more capably monitor the assignment of maintenance personnel. Figures represent average men per day, eight hours per day, 21 work days per month. Where manhours expenditures average less than 0.1 (1/10) man per day per month figure is omitted as negligible.

PRODUCTIVE INDIRECT

	<u>HQ SQ</u>	<u>364TH</u>	<u>365TH</u>	<u>366TH</u>	<u>APS</u>	<u>A&E</u>	<u>FMS</u>	<u>PMS</u>
SUPERVISION	6.9	7.1	9.2	10.3	10.5	21.8	25.8	6.8
CLERICAL	12.2	1.2	1.9	1.6	1.7	16.8	12.4	1.9
STOCK CHASING	1.6	.1	-	-	2.7	10.7	5.8	2.5
TOOL SUPPLY 263	-	2.5	1.2	2.2	.8	11.0	2.4	1.6
VEH & EQUIP OPE	.1	2.2	1.7	1.1	8.2	4.3	6.2	1.9
QUAL CONTROL INST	2.0	-	-	-	-	-	-	-
AC QUAL CONT INSP	7.4	-	-	-	-	-	-	-
AMSB OPERATION	3.8	-	-	-	-	-	-	-
CLEANING & POLICING	-	.5	1.0	.5	.3	.5	5.1	4.5
PACK CRATE, NOT ACFT	-	-	-	-	-	.2	2.7	-
MOBILITY	.7	1.0	.3	.3	2.2	2.0	5.2	.2
MAINT/SFT MEET	-	-	-	.4	.5	1.4	.3	.1
ACFT SECURITY GUARD	-	-	-	-	-	-	-	-
STANDBY ALERT	-	1.7	.2	1.4	.5	7.8	11.7	.5
FLT & EQUIP	-	-	-	-	.1	.8	10.4	1.0
TRAINING OUT	2.4	.9	.8	.2	.6	16.0	13.2	4.7

QUALITY CONTROL DISCREPANCY REPORT

(All figures are averages)

<u>A&E SHOPS</u>	<u>DOCKS</u>	<u>FLIGHT LINE</u>
Auto-pilot	0.1	0.6
Camera	0.1	0.2
Gunnery	0.1	1.9
K-System	0.8	1.9
Radar	0.5	0.9
Radio	1.3	3.4
Weapons	0.2	1.3
ECM	0.2	0.6
Average	0.4	Average 1.4

PERIODIC INSPECTIONS (APG and Engines)

<u>DOCKS</u>	<u>AVERAGE</u>	<u>SAFETY OF FLIGHT</u>
#1	16.0	0.0
#2	15.0	2.0
#3	10.5	0.5
<u>FMS SHOP</u>	<u>AVERAGE</u>	<u>SAFETY OF FLIGHT</u>
Electric	3.6	0.0
Hydraulic	2.6	0.0
Instrument	1.4	0.0
IFR	0.2	0.0
Sheet Metal	0.0	0.0
Miscellaneous	1.8	0.0
Average	1.6	Average 0.0

FLIGHT LINE INSPECTIONS

<u>ORGANIZATION</u>	<u>AVERAGE</u>	<u>SAFETY OF FLIGHT</u>
364th Bomb Sq	29.0	0.5
365th Bomb Sq	23.7	2.7
366th Bomb Sq	27.0	1.4
Air Refueling Sq	33.0	1.3
Average	28.2	Average 1.5

TIME OFF vs OVERTIME

<u>ORGANIZATION</u>	<u>OVERTIME</u>	<u>TIME OFF</u>
Headquarters	987.7	4422.6
364th Bomb Sq	3286.7	4669.2
365th Bomb Sq	3448.2	4394.3
366th Bomb Sq	3016.3	5239.4
A & E	8347.5	33759.8
Air Refueling Sq	8064.3	3388.5
FMS	15214.6	25321.7
FMS	4214.6	15330.1

The above figures were compiled from statistics covering the period January to May 1956.

Time off covers leaves, passes, compensatory time off, and excused from duty.

DISCREPANCY TREND

<u>SHOP</u>	<u>FLIGHT LINE</u>		<u>DOCKS</u>		<u>SAFETY OF FLIGHT</u>	
	May	June	May	June	May	June
Auto-pilot	0.4	0.5	0.0	0.2	0.0	0.0
Camera	0.3	0.2	0.1	0.1	0.0	0.0
Gunnery	1.2	1.5	0.4	0.2	0.0	0.0
K System	2.9	2.7	0.8	1.3	0.1	0.0
Radar	1.1	1.1	0.3	0.9	0.0	0.0
Radio	3.4	3.2	1.6	2.3	0.0	0.0
Weapons	1.5	1.2	0.5	0.3	0.0	0.0
Electrical			3.4	3.8	0.0	0.0
Hydraulics			2.8	3.8	0.0	0.3
IFR			0.6	0.8	0.0	0.0
Instruments			2.2	2.1	0.2	0.2
Sheet Metal			0.0	0.0	0.0	0.0
Props & miscellaneous			1.9	1.9	0.0	0.1

This information compiled from Quality Control statistics.

DISCREPANCY TREND

<u>PERIODIC MAINTENANCE</u>	<u>AVERAGE PER DOCK</u>		<u>SAFETY OF FLIGHT</u>	
	<u>May</u>	<u>June</u>	<u>PER DOCK</u>	<u>PER DOCK</u>
	<u>May</u>	<u>June</u>	<u>May</u>	<u>June</u>
Dock #1	23.0	22.5	1.0	0.5
Dock #2	17.0	12.0	2.5	1.0
Dock #3	16.5	24.4	1.0	0.3
A & E	7.6	11.4	0.0	0.0
FMS	<u>10.9</u>	<u>11.5</u>	<u>1.0</u>	<u>0.5</u>
Dock Averages	15.0	16.4	1.1	0.5

This information compiled from Quality Control statistics.

DISCREPANCY TREND

<u>ORGANIZATION</u>	<u>AVERAGE PER AIRCRAFT</u>		<u>SAFETY OF FLIGHT PER AIRCRAFT</u>	
	May	June	May	June
364th Bomb Sq	26.7	27.9	1.3	0.7
365th Bomb Sq	30.3	27.3	0.9	1.5
366th Bomb Sq	28.3	20.3	0.7	0.6
A & E	23.0	20.3	0.7	0.6
Air Refueling Sq	<u>23.3</u>	<u>29.4</u>	<u>0.0</u>	<u>0.8</u>
Wing Averages	26.3	25.3	0.6	0.7

This information compiled from Quality Control statistics.

PERSONNEL UTILIZATION AND ABSENTEE RATES FOR JUNE 1956

(305th Bombardment Wing (Medium))

The following is presented to enable supervisors to readily picture the degree of Maintenance Personnel Utilization within the Maintenance activity. These percentages are compiled from daily time cards submitted by the individuals of each squadron. The Direct, Productive Indirect and NonProductive Indirect times are percentages of available time which includes overtime. Absent hours are a percentage of assigned hours.

<u>SQUADRON</u>	<u>DIRECT</u>	<u>PRODUCTIVE INDIRECT</u>	<u>NONPRODUCTIVE INDIRECT</u>	<u>ABSENT</u>	<u>OVER TIME</u>
Headquarters	0%	99%	1%	18%	128.6
364th Bomb Sq	68%	32%	0%	29%	881.7
365th Bomb Sq	69%	31%	0%	23%	536.5
366th Bomb Sq	70%	30%	0%	18%	735.3
305 Air Refuel	65%	35%	0%	20%	795.0
305 A&E	63%	31%	6%	29%	1507.6
305 FMS	61%	38%	0%	23%	2076.1
305 PMS	65%	35%	0%	38%	641.1
Wing	61%	37%	2%	25%	7301.9

The following is the aircraft statistics for the month of June 1950.

UNIT	ASCD HOURS	INCOM HOURS	ACOM HOURS	ACCP HOURS	ACSP HOURS	ACCH HOURS	ACCL HOURS	ACCHS HOURS	ACCHS HOURS	ACCHS HOURS	ACCHS HOURS	ACCHS HOURS	ACCHS HOURS	ACCHS HOURS	ACCHS HOURS
364th	11243	8272	73.57	04	0.57	2007	25.86	619:55	39:45	7.42	100	13	15.5	0.03	
365th	12240	9734	79.53	0	0	2506	26.47	514:10	30:15	5.20	82	17	17	0	
366th	11305	8379	74.12	95	0.84	2031	25.04	496:20	31:35	5.92	81	15	15.7	0.02	
B-47 505th	34700	26305	75.85	159	0.46	6244	23.70	1620:25	33:45	6.18	266	45	40.3	0.010	
ARS	13095	9590	73.30	472	3.60	3023	23.10	716:05	30:20	7.46	106	18	18.2	0.027	
TOTAL	47053	35983	75.15	631	1.32	11269	23.53	2346:30	35:20	6.52	372	63	66.5	0.031	

Norman J. Rabin
 MAJOR, USAF
 Chief of Maintenance

NUT & BOLT



305TH BOMB WING
(MEDIUM)



WING
MAINTENANCE MAN
OF
THE MONTH

T/SGT. RICHARD P. TEDFORD
305TH ARMT & ELECT SQUADRON

JUNE '56

0139

"NUT & BOLT"

A maintenance bulletin published monthly as directed by the Chief of Maintenance, 305th Bombardment Wing (Medium), MacDill Air Force Base, Florida; assembled and distributed by the Maintenance Standardization Branch, by authority of Wing Regulation 5-7, dated 24 Feb 55.

FRANK KURTZ
Colonel, USAF
Commander

LT COL WILLIAM A. UTLEY
Director of Material

MAJOR NORMAN I. RADIN
Chief of Maintenance

CAPT JOS. B. ROCHELLE
Director

M/SGT R. W. BUECHNER
Editor

M/SGT THOMAS E. BOOTH
Mimeographer

MRS. ANNE EATON
Typist

COVER PAGE BY BASE REPRODUCTION SECTION

Distribution of the "Nut & Bolt" is made to all commanders and units of the 305th and 306th Bombardment Wings, and to various commanders of MacDill Air Force Base. Additional copies will be distributed upon request. All personnel are encouraged to submit items of interest for publication to the Editor, Maintenance Standardization Branch, 305th Bombardment Wing (Medium), Extension 39-411.

The purpose of the "Nut & Bolt" is to inform maintenance personnel in all matters which are considered beneficial to the success of the assigned mission; the ultimate aim and intent being to increase maintenance efficiency by publicizing accepted standard maintenance practices which contribute to high quality maintenance; also to publish articles of interest in leadership, management, safety, morale, and esprit de corps.

SALUTATION

The 305th Bomb Wing is paying tribute to the Propeller Shop and Reciprocating Engine Branch of Field Maintenance. These shops probably put in more manhours and actual work, personnel wise, than any shop in the 305th. Their work not only has the quantity but adds quality as a natural thing. We like to give credit where credit is due, so M/Sgt Snoke, M/Sgt Crews, and T/Sgt Inlow and their respective crews have earned the praise directed to them. These, definitely, are some of the boys who do not have to back up to the pay table.

THE UNRECOGNIZED MAN

The 305th Bomb Wing wishes to pay tribute to the Line Chiefs. "Why", ask the "Indians"? Well, Mac, just think a minute. Who is the first man on duty every morning? Who is the last man here at the end of a work day? Who is the first one called when something goes wrong on the line after duty hours? Who is responsible to manage all the flight line maintenance activity? Who is responsible for the quality of maintenance? Who is responsible for the proper placement and assignment of all flight line personnel? Who is responsible for all equipment, proper following of directives, housekeeping, and all flight line procedures? Yep, that's him, your Line Chief.

The Line Chief is the work-horse of an organization. You may cuss or praise him, whichever you prefer, but look at it from this angle. When the Chief of Maintenance wants information pertaining to the flight line, who does he call? M/Sgt Lange or M/Sgt Holland, naturally. Or, he will call M/Sgt Creel or M/Sgt Barlow for information in their organizations.

Take the business end of directives, MIL's, and TO's. When these monsters finally get to you, your Line Chief has already spent many hours that will have saved you many steps in the following of their subject. Any time you are in doubt, just ask M/Sgt Arizmendi or M/Sgt Monismith and they will clue you in. If an aircraft due for a test hop from periodic inspection misses or is late in its tail number schedule, that phone starts ringing for M/Sgt Richardson.

We know that praises are not needed to assure a continuing good job because Line Chiefs do not live on praises - they just live on trouble, long hours, and lots of hard work.

Your Line Chief is a pretty nice guy to have around. The 305th Bomb Wing is fortunate to have these outstanding NCO's as our Line Chiefs. We salute them.

A Line Chief can make or break an outfit. Our past performances prove that our Line Chiefs have made us the best Wing in the Air Force.

Two of our Line Chiefs have been transferred to other bases. We wish M/Sgt Collins and M/Sgt Candler the best of luck and we will see you down the line, someplace.

CREW OF THE MONTH

CERTIFICATE:

Be it known that personnel who have been chosen for the Crew of the Month have demonstrated outstanding technical capabilities and perseverance in the performance of their assigned duties.

By their ability and performance, they have materially aided the progress and development of the mission assigned this command. By this token, these personnel are encouraged to continue performance of their duties and to impart to all others the benefit of their experience.

FRANK KURTZ
Colonel, USAF
Commander

B-47 FLIGHT CREW OF THE MONTH

AC - Lt Col Richard F. Heller, Jr.
P - Major Walter L. Bates
O - Major Clifford L. Asher

KC-97 FLIGHT CREW OF THE MONTH

AC - Captain Raymond F. Culley
P - 1st Lt Bryan E. Black
N - Capt Michael J. O'Rourke
FE - T/Sgt James L. Pritchard
RO - A/IC Joseph J. Sturtz, Jr.
BO - S/Sgt James L. Thaxton
BO - S/Sgt Armando Pais

MAINTENANCE MEN OF THE MONTH

This headquarters has established a program for selection of outstanding maintenance personnel. A board of NCO's has been designated to select those personnel who have performed outstanding duties, and award them with the distinction of being the Maintenance Men of the Month.

The following named personnel, who have been chosen by the Board, were recommended by their respective squadron commanders as being the outstanding maintenance men within their squadrons. Upon review of these recommendations, the Wing Selection Board selected the following named personnel as being the best maintenance men assigned to the Wing for the month of May 1956:

WING MAINTENANCE MAN OF THE MONTH	T/SGT RICHARD P. TEDFORD, A & E
B-47 CREW CHIEF	A/1C URIE S. DARHOWER, 365TH BS
B-47 POSTFLIGHT MAN	A/2C EDWARD J. DUTRA, 364TH BS
FMS MAINTENANCE MAN OF THE MONTH	A/1C MALCOLM REESE, FMS
PMS MAINTENANCE MAN OF THE MONTH	A/1C JULIUS P. WALDKIRCH, PMS
A&E MAINTENANCE MAN OF THE MONTH	T/SGT RICHARD P. TEDFORD, A & E
KC-97 CREW CHIEF	T/SGT REX B. SMALLWOOD, ARS
KC-97 POSTFLIGHT MAN	A/3C LAWRENCE E. O'NEILL, ARS

305TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON
305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

305AEMSC

15 May 1956

SUBJECT: A&E Maintenance Man of the Month

TO: Chief of Maintenance
305th Bombardment Wing (M)
MacDill Air Force Base, Florida

Technical Sergeant Richard P. Tedford, AF 14 374 468, is recommended for Maintenance Man of the Month.

I would like to take this opportunity to add to the attached letter of appreciation from Lt Colonel Robert M. Munson concerning T/Sgt Richard P. Tedford, and in doing so I would like to go even further and recommend Sergeant Tedford for the 305th Bombardment Wing monthly award for outstanding maintenance men.

Sergeant Tedford has worked for me for over two years and in every respect has been outstanding. His devotion to duty and loyalty to our organization and our mission is, and always has been, demonstrated by his willingness to work weekends and nights. While some people have the idea that our jobs in SAC can be performed in a 40 hour week, this does not hold true in a field as technical as electronics where the turnover in personnel is tremendous. Sergeant Tedford has for several years been the key man in our Radar Section.

The training and assistance he has given new personnel has been the contributing factor of our success.

Sergeant Tedford is a credit to the squadron and to the Air Force. His military bearing and personal appearance are of the highest possible standard.

To have such men as Sergeant Tedford in the service can only bear out the fact that we have the finest Wing in the Air Force and the finest Air Force in the world.

It is my personal pleasure to nominate Sergeant Tedford as Maintenance Man of the Month.

/s/t/ ALWYN V. SMITH
Major, USAF
Commander

305TH AIR REFUELING SQUADRON (MEDIUM)
305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

SUBJECT: Letter of Appreciation

8 May 1956

THRU: Commander
305th Armament & Electronics Squadron
305th Bombardment Wing
MacDill Air Force Base, Florida

TO: T/Sgt Richard P. Tedford, AF 14374468
305th Armament & Electronics Squadron
305th Bombardment Wing
MacDill Air Force Base, Florida

I would like to take this opportunity to express my sincere appreciation for your performance of duty during our last TDY. Your devotion to duty and loyalty to the unit immeasurably increased our possibilities of success and materially effected the degree of success which was obtained. This type of loyalty and devotion establishes you as an outstanding member of the military profession.

It has been a pleasure to have you as a member of my command for the period of TDY. Again I wish to take this change to inform you of my sincere thanks for your job well done.

ROBERT M. MUNSON
Lt Col., USAF
Commander

WATER-ALCOHOL MIXTURE FOR WATER INJECTION E-47

The water injection medium flow rate, 650 pounds per minute, provides approximately 22 percent increase in thrust at sea level. This increase is obtained by feeding a mixture of water, alcohol, emulsive oil, and wetting agent to the engines. When the water vaporizes, the mass flow of gases through the engines is increased, with a resultant increase in thrust.

To obtain the increase in thrust and at the same time prevent damage to the engines, the contents of the water-alcohol mixture must be mixed in exact proportions and in accordance with specific procedures.

WATER AND ALCOHOL.

The water used in the water injection system should be reasonably free of harmful impurities to avoid formation of scale on engine parts. One of two grades of alcohol can be used: (1) Methanol (methyl alcohol) Spec O-M-232, Grade A, AF Stock No. 8500-116500, or (2) Special denatured alcohol, aircraft, Spec MIL-A-6091, AF Stock No. 8500-102000.

Alcohol is used in the mixture to compensate for heat lost in vaporizing the water. With a mixture rich in alcohol, the available heat energy is more than enough to vaporize the water and the excess heat energy tends to cause overspeed of the engine. The tendency of the turbine to overspeed is sensed by the governor in the fuel regulator which attempts to reduce the fuel flow to correct the rpm; however, because of the governor design and the fixed throttle setting, the fuel flow is not reduced until after an increase in speed. The higher the alcohol content of the mixture, the greater the engine overspeed.

Conversely, with a lean mixture there is not sufficient alcohol heat energy to completely vaporize the water and as a result the operating temperature within the engine is reduced. This reduction in total combustion energy causes a drop in engine rpm which also is immediately sensed by the governor in the fuel regulator. The governor tries to increase the fuel flow to compensate for the loss of rpm; however, again because of the governor's basic design, the engine generally stabilizes at a lower speed.

EMULSIVE OIL.

Corrosion Preventive Oil (MIL-C-4339, AF Stock No. 7500-49300) is used in the water-alcohol mixture to prevent corrosion of the valves and other system components. Two important points to remember concerning the emulsive oil are (1) the oil should always be placed in the mixing container before the water, (2) any water-alcohol mixture not used must be removed from the mixing container prior to blending a new mixture. These precautions must be observed to prevent the use of an unstable mixture. The oil will not mix with a pre-mixed water-alcohol mixture.

WETTING AGENT.

The use of a wetting agent (MIL-D-16791B, AF Stock No. 8500-970925)

in the water-alcohol mixture improves the efficiency of the system. According to the engine manufacturer, the wetting agent permits the water emerging from the injection nozzle to be broken into smaller droplets. The service life of the engine is also increased by use of the wetting agent. Tiny droplets of moisture contacting the hot parts of the engine reduce thermal shock. Large droplets contacting these same hot engine parts would set up local areas of high stress concentrations which might result in an early failure of the engine part.

MIXING OF WATER-ALCOHOL SOLUTION.

In order to obtain a stable water-alcohol mixture and satisfactory blend of the ingredients in solution, a definite procedure must be used in preparation of the mixture. The components should be used in the following proportions by volume:

COMPONENT	MEDIUM WATER FLOW RATE (650 RPM)
Methyl Alcohol (Spec O-M-232, Grade A)	28 (plus or minus 1) percent
Water	72 (plus or minus 1) percent
Oil	2/3 of one percent of water
Wetting Agent	1 quart per 1000 gallons
Ethyl Alcohol (Spec MIL-A-6091)	24 (plus or minus 1) percent
Water	76 (plus or minus 1) percent
Oil	2/3 of one percent of water
Wetting Agent	1 quart per 1000 gallons

WATER-ALCOHOL MIXING CHART.

To obtain a stable mixture and a satisfactory blend of all components, the actual mixing of the ingredients should be accomplished as follows:

1. Add the specified percentage of emulsive oil to the mixing container.
2. Add the proper percentage of water to the oil and mix thoroughly. Agitate the solution of emulsive oil and water until the solution is milky.

3. Pre-mix the specified amount of wetting agent with the alcohol, add to the oil and water in the mixing container, and agitate thoroughly.

After the mixing is complete, a hydrometer reading of the percent of alcohol should be taken and, if necessary, water or alcohol should be added to bring the mixture within the allowable tolerance.

MIXTURE CORRECTION FORMULAS.

If a hydrometer check shows that the water-alcohol mixture requires strengthening by the addition of alcohol, the additional amount of alcohol required can be determined by the following formula:

$$A \text{ equals } \frac{(C \text{ minus } B)}{100 \text{ minus } C} \text{ times } D$$

A is amount of alcohol to be added (gallons)
 B is the percent reading of the first mixture
 C is the percent of alcohol desired (by volume)
 D is the total number of gallons of water and alcohol first mixture.

Problem: To find how many gallons of alcohol must be added to 700 gallons of a 25 percent mixture to correct it to 28 percent alcohol by volume?

$$A \text{ equals } \frac{(C \text{ minus } B)}{100 \text{ minus } C} \text{ times } D$$

$$A \text{ equals } \frac{(28 \text{ minus } 25)}{100 \text{ minus } 28} \text{ times } 700$$

The answer is 29 (gallons of alcohol which should be added to bring the first mixture within the desired tolerance.)

Conversely, if the water-alcohol mixture should require weakening with water, the following formula should be used:

$$W \text{ equals } \frac{(B \text{ minus } C)}{C} \text{ times } D$$

W is the amount of water to be added (gallons)
 B is the percent of reading of the first mixture
 C is the percent of alcohol desired (by volume)
 D is the total number of gallons of water and alcohol first mixture.

Problem: How many gallons of water must be added to 700 gallons of a 33 percent mixture to correct it to 28 percent alcohol by volume?

$$W \text{ equals } \frac{(B \text{ minus } C)}{C} \text{ times } D$$

$$W \text{ equals } \frac{(33 \text{ minus } 28)}{28} \text{ times } 700$$

The answer is W equals 125 (gallons of water which should be added to bring the first mixture within the desired tolerance.)

(NOTE: This article was reproduced from the Boeing Field Service News, Issue #194, dated May 1956.)

INCIDENT REPORT OF A/2C J. E. GUY, JR., 305FMS

WHAT HAPPENED? Received a work order which said "Clear four post flight gigs". I reported to the aircraft and found none there, and I could not locate gig sheets to indicate the work to be done.

WHAT DID YOU DO ABOUT IT? Returned to Instrument Shop and called in a work stoppage.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Impress upon maintenance personnel that work orders should be specific. This will simplify the specialists job and save time.

(NOTE: This is a sore subject to specialists - and I don't blame them. Not only the mechanics but the flight crews are guilty of this practice. BE SPECIFIC. Tell or write what is wrong. Malfunctions, erratic or unreliable don't tell the specialists much. Let them know how it acts, where it acts, and when it acts. In doing this, it gives him an idea of what equipment to bring for checking and where the malfunction may be pinpointed. The specialist has to work on a tight schedule, and minutes saved here and there will get him to you quicker. In incidents like the one reported above, there is no excuse. A mechanic calls for specialist support and is not around when the specialist reports. How would you react in a situation like this? I repeat, BE SPECIFIC in your work orders that you call in to Maintenance Control, on DD Form 781-2 write-ups, and defects listed on the DD Form 26C (yellow slip).

A LITTLE TIP

Have you outdoor enthusiasts, who like to cook and picnic out, considered how much work and time a roll of aluminum foil can save you. I have been using it and it is worth more than its small price. Using foil can save you washing all the dishes and utensils. Even in the frying pan, all you have to do is shape and insert it in the business side. When through, lift it and the grease gently out, and discard. Same way with dishes, pots, and pans. Wrapping fish, chicken, potatoes when baking or broiling will make them cook faster and retain their flavor. Get yourself a couple of rolls for your outdoor life and your emergency kits.

Any of you other guys who have any hints or tips to make our ways of living easier or more enjoyable, pass them along to us so we can clue the others.

INCIDENT REPORT OF T/SGT HESELTON, 365TH BS

WHAT HAPPENED? Sent two batteries to the Battery Shop for capacity check on an aircraft undergoing a postflight inspection. Two days later I checked to see if the batteries were ready. I was informed that no batteries for this aircraft had been brought into the shop. We had to wait four days for replacements.

WHAT DID YOU DO ABOUT IT? Wrote this Incident Report. Incidentally, we had to borrow batteries to move this aircraft twice.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? This has happened many times before. Probably the shop had issued the batteries to another aircraft so it could meet its tail number schedule. Why can't the Battery Shop have a few extra batteries for exchange? Or keep the batteries for the original aircraft?

(NOTE: This matter was brought up at the Maintenance Meeting conducted 22 May. The suggestion was made that additional batteries be requisitioned on a pre-issue basis.)

INCIDENT REPORT OF A/IC R. MARTIN, 365TH BS

WHAT HAPPENED? On starting engines for flight, engines 4, 5, and 6 were running. When the A/C hit the start switch for No. 3 engine, the rectifier on the Gremco row went off the line. There was a gradual loss of power resulting in a blown secondary inverter fuse. A serious fire could have resulted from this malfunction.

WHAT DID YOU DO ABOUT IT? There wasn't much I could do at the time. I ran over and hit the starter switch on the rectifier, and we had power again. After the plane taxied out, I reported the malfunction of the rectifier to Maintenance Control.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? I am sure CEP is doing all they can to keep these units in good operating condition. They cannot do this without the cooperation of flight line maintenance personnel. Everyone should report these defective units as soon as discovered.

(NOTE: How right you are. Our modern day aircraft must have ground power to start their mission. CEP does not have enough personnel to baby-sit the ground power units so it is up to you crew chiefs and mechanics to report a defective ground power unit or component. Report them as soon as malfunction occurs, and CEP will have a mechanic there pronto.)

SUSPECTED SAFETY OF FLIGHT

2AF message DM4B 3510, 17 May 56: "The following is submitted as a suspected safety of flight discrepancy on B-47 aircraft. During aileron preflight check it was found that when the pilot and co-pilot opposed each other with sufficient force on the aileron controls, one control would disconnect. The aileron disconnect link, reference T.O. 1B-47B-4 figure 85 item 34, was found up and out of the slot in the detent ring, P/N 6-43725. Several checks were made and it was found that this would happen to both controls. If the aircraft lost aileron boost at high indicated air speeds, the aircraft could get into an attitude where extreme pressure on the aileron control wheel was required. This force could cause the aileron controls to disengage results in an extremely hazardous condition. A total of 16 aircraft in one Wing were found which would disconnect under force. These aircraft were found to have disconnect link P/N 9-29321-2 installed. During the next preflight inspection the following checks must be accomplished. 1. Engage the controls as outlined in T.O. 1B-47E-1 page 114 item 52. 2. Move surface control lock to forward or unlocked detent. 3. Hold co-pilot's wheel in a rigid position as pilot's wheel is turned toward right and left. The force applied to pilot's wheel should approximate the force necessary to operate controls under high speed flight conditions without boost. If disconnect is experienced aircraft will be grounded and emergency UR submitted and a telephone report to this headquarters. This item is now under emergency study. You will be advised of any new development."

FLIGHT LINE TIPS

This letter is intended for supervisory personnel and is so designed that it will not be necessary for you to look up part numbers, stock numbers, etc.

You may already be familiar with these subjects, but it won't hurt to refresh your memory.

On the R-4360 engines, the practice of over-torquing the sump screen bolts is in some cases giving you a false reading. When these bolts are pulled down too tight, it crushes the gasket between the sump and the supercharger drain. When this happens, the engine oil passes into the supercharger drain indicating an oil level drop, which as you can see is false. Proper torquing will eliminate this false indication.

Another tip that can save you a ground abort is the protection of the spark plug insert hole when changing that one plug. Recently, a cylinder change was necessary when a rocker box cover nut went down the hole while the plug was removed.

The nice part of being able to speak or write to supervisors is that it is not necessary to quote a batch of TO's and regs. As a

general rule, all that is necessary is to point out the discrepancy and the supervisor has the corrective action available from past experience.

Well, here are a couple for your information - the rest is up to you. How about it? If you have any tips, let us know so they can be passed along.

SWIMMING SAFETY

Now that swimming time is here again, we thought it would be a good idea to remind you of a few swimming safety hints.

When going swimming, be sure and take a buddy along. You may get out a little too far for you to get back to shore without help. You may get the cramps. You may strike a sunken object that would daze you. In times like these, a buddy at hand will be mighty welcome.

Before diving, check the depth of the water and make certain this area is free of rocks, sunken logs, and other objects.

Do not swim in areas occupied or used frequently by power driven boats.

Check signs or local newspapers for rip-tide or fast flowing tide areas. John's Pass, Blind Pass, and Hurricane Pass in the St. Petersburg and Clearwater areas have this undesirable feature and have claimed many drowning victims. The Courtney Campbell Causeway has lots of pot-holes, broken glass, rusty cans, and sharp coral formations. Be aware when swimming in this area.

Horseplay and showing off to those gals wearing the Bikini has caused a lot of accidents.

Don't eat and then go swimming. Give your stomach an hour or more to settle before going into the water.

Let's go swimming and have a good time, but let's be sensible.

KC-97 OIL CHANGES

2AF message DM4C 5267, 25 May 56: "Subject: Oil Changes in compliance with T.O. 1-1-648, dated 16 May 56. Oil changes will be as directed in T.O. 2-1-15, 'Periodic Oil Change,' dated 25 Jul 49. However, be guided by the fact that excessive sludge accumulation is a condition of contamination and oil change is justified in accordance with paragraph 2b, T.O. 2-1-15 in compliance with paragraph 2b of T.O. 7R-1-2, 'Decontamination of Oil Systems', 10Jun54. This should not be construed as authorization for indiscriminate oil

changes. A comprehensive item on this subject is included in the May issue of the SAC Maintenance Bulletin to be distributed approximately 21 May 1956."

FUEL TANK UNITS

2AF message DM4B 4276, 22 May 56, is quoted for your information:

"MAAMA has advised this headquarters that B-47 fuel tank units are in critical supply. It was brought to our attention that a bomb wing in this command recently returned thirty-one (31) tank units, part number 2366-165-0134-9230-1, to the depot as reparable. The depot rejected twenty-one (21) units as non-reparable due to unauthorized tinkering and misuse by screwdrivers, pliers and over-torquing of mount bolts. To reduce the critical supply status of tank units, request action be taken to insure that necessary maintenance be accomplished by qualified personnel."

(NOTE: Major Radin, Chief of Maintenance, has sent an ICM to all organizations notifying them that:

To preclude the possibility of damage to probes during and after removal, all units will be removed by personnel of the Instrument Shop and in no case will flight line personnel attempt removal.

Probes will be returned to Supply by the owning organization, and attempts to perform maintenance, adjust, or fix these units will not be made. Extreme care will be exercised to prevent damage to probes by careless handling. The Field Maintenance Instrument Shop personnel will utilize the locally manufactured removal tool, and in no case will pliers, screwdrivers, or any other tool be used to break the probes loose.)

FIRE GUARD MANHOURS

2AF message DM4A 5759, 29 May: "Subject: Direct Work Code 11, Fire Guard (Ground Power Equipment). Review of SAC-B22 reports for wings of this command indicate an average of approximately 450 man hours per month per wing expended under subject code. Manhours reported vary from low of 4 manhours in one wing to high of 1290 hours reported by 600W. Estimate of power hours required per month in support of B-47 wing of 45 aircraft is 3366 hours. Comparison of power hour required to average of 450 reported under Code 11 indicates degree of compliance with SAC Reg 66-17. Unsatisfactory or Code 11 manhour expenditures are not being properly reported. Request immediate action be taken to insure correct reporting under subject code."

ACCIDENT PREVENTION BULLETIN B-47 56-4

2AF message DSTS 5533, 28 May 56:

"A 2BW, Hunter AFB, B-47 was destroyed from impact and fire during Feb of this year. All crew members exited after the crash but one crew member received a major back injury. The crash occurred during the touch and go phase of the mission and after the aircraft became airborne. A normal landing had been accomplished, the power stabilized, and the throttles advanced for take-off. At the computed unstick speed the B-47 became airborne in a nose-low attitude but immediately yawed severely to the right. Despite application of opposite aileron and rudder, the yaw continued and induced a roll bank. The right wing contacted the runway shoulder and the aircraft continued out of control until stopped. The accident investigation board found the primary cause factor to be an asymmetrical power condition from unknown cause. However, the reviewing commanders placed a great emphasis on pilot error since no abnormal indication of thrust nor power controls was detected by the aircrew prior to loss of control. In addition, the aircraft commander was continuing the touch and go portion of the mission with an aircraft beyond acceptable trim tolerances and failed to use the ESP system although the outside air temperature was below 59 degrees F. Trim being used during the touch and go landing was 2 1/4 units raise right wing aileron trim and 3/4 unit rudder trim. The same out of trim condition existed on the previous flight and on which the pilots reported difficulty in keeping the right wing up on take-off.

"Minimum required accident prevention action:

1. B-47 pilots will be briefed on this incident.
2. Pilots will not accept an aircraft for flight with an aircraft beyond acceptable trim tolerances (1 unit aileron and 1/2 unit rudder at 304 knots or lower airspeeds) and will not shoot touch and go's with the trim beyond normal tolerances.
3. When the control rigging is beyond allowable tolerances, as defined in 2 above, maintenance will place the aircraft on a Red Cross until corrective action has been completed.

"Since normal trim tolerances are described on page 364 of the B-47 Flight Handbook, revised 28 Feb 56, this message will be effective only until pilots and maintenance personnel are advised."

PROPELLER BLADE INSPECTION

SAC message DM4C11-25 40540, 15 May 56:

"Subject: Propeller Blade Inspection, C/KC-97 and C-119 series aircraft. In view of several KC-97 aircraft accidents attributed to the 24260 propeller blades and indications of lax propeller blade

inspections, the following inspection procedure, in addition to those outlined in current -1, -2 and -6 TO's, will be established immediately and remain in effect until cancelled by this headquarters:

/1/ Preflight inspection. Prior to every flight and after thorough cleaning, the entire surface area of each propeller blade will be carefully inspected by ground crew personnel for surface abrasions, nicks, scratches, gouges, dents, sharp seam weld bends, bulging, blistering and cracking as outlined in paragraph 5-21 through 5-30, Section V, T.O. 3H1-10-11 revised 1 Nov 54, and paragraph 2-36 through 2-46, Section II, T.O. 3H1-10-3 revised 15 May 55. Any blade surface abrasions, nicks, scratches, gouges, dents, sharp seam weld bends, bulging, blistering and cracking of any degree will be referred to a qualified specialist for careful inspection with a magnifying glass for final determination of serviceability prior to flight. Figure 2-64, page 36, Section I, T.O. 3H1-10-3 will be utilized to determine allowable limits for gouge and dent for 24260 propeller blades. Extreme care will be taken utilizing depth gage and plating thickness gage for accurate reading. Reference paragraph 2-72 thru 2-85, Section II, T.O. 3H1-10-3. Preflight inspection work cards will be properly annotated to reflect the requirement for this inspection as a double asterisk item. Any defects noted on propeller blades will be recorded on APTO Form 26C and will be properly cleared in accordance with T.O. 00-20A-10. In addition, any dent or gouge beyond the limits outlined in Figure 2-64, Section II, T.O. 3H1-10-3 will be cause for Red Cross entry to be made on the DD Form 781-2 thereby grounding the aircraft until the propeller blade or blades are replaced.

/2/ Postflight inspection. At each postflight inspection, after thorough cleaning of the propeller blades, the entire blade surface of each propeller will be subjected to a thorough examination with a magnifying glass by a qualified propeller specialist for surface abrasions, nicks, scratches, gouges, dents, sharp seam weld bends, bulging, blistering and cracking as outlined in paragraph 5-21 through 5-30, Section V, T.O. 3H1-10-11 and paragraph 2-36 thru 2-46, Section II, T.O. 3H1-10-3. Serviceability of propeller blades will be determined in accordance with figure 2-54, page 35, section II, T.O. 3H1-10-3. Extreme care will be taken utilizing depth gage and plating thickness gage for accurate reading as outlined in paragraph 2-74 thru 2-85, Section II, T.O. 3H1-10-3. Postflight inspection work cards will be annotated to reflect the requirement for this inspection. Any dent or gouge beyond the limits outlined in figure 2-64, section II, T.O. 3H1-10-3, will be recorded in APTO Form 26C and will be properly cleared in accordance with T.O. 00-20A-10. In addition, any dent or gouge beyond the limits outlined in figure 2-64, section IX, T.O. 3H1-10-3 will be cause for Red Cross entry to be made on the DD Form 781-2 thereby grounding the aircraft until the propeller blade or blades are replaced.

/3/ In addition to instructions contained in T.O. 1C-1-517, dated 25 Aug 55, the following procedure is established and will remain in effect until cancelled by this headquarters. Every inflight operation of the propeller de-icing system will be recorded in DD Form 781-2. Compliance with T.O. 1C-1-517, dated 25 Aug 55, will be mandatory prior to subsequent flight except under circumstances where required equipment

is not available or urgent operational requirements exist. Paragraph 3 this message replaced para IV SAC message DM4CMTN11-25 9138 and DM4CMTN11-25 9139, dated 2 Aug 55 (identical messages). This message also replaces SAC message DM4CMTN11-25 34838, dated 27 Apr 56. The above instructions are by no means to be misconstrued as a substitute for those instructions now contained in applicable T.O's. It is required that maximum emphasis be placed on the conscientious accomplishment of the inspections outlined in this message at all echelon of maintenance and that propeller maintenance improvement continue to receive command emphasis. Request all affected units acknowledge receipt and understanding of this message. **"

INCIDENT REPORT OF T/SGT J. P. LOVELADY, 365TH BS

WHAT HAPPENED? During a calendar 15 hour postflight inspection during the check of the vertical stabilizer, a large birdnest with four eggs in it was found. This aircraft had just returned from Tucson where it had been on the ground for one month undergoing drag angle modification.

WHAT DID YOU DO ABOUT IT? Had my crew remove the nest and eggs.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? The nest was in the rudder power pack compartment. It is pretty evident this is one item that did not get checked for leakage on the preflight.

(NOTE: To the National Audubon Society. We do not know the altitude this aircraft flew back from Tucson but it was probably high enough to refrigerate these eggs. This nest was too far away from the mother to ever use it again, so we had to remove it. Any repercussions should be directed to the responsible agencies assigned to Tucson.

To the 305th Bomb Wing: Let us continue to pull complete and thorough inspections.)

SAFETY OF FLIGHT SUPPLEMENT

(Tech Order 1B-47E-1DH, dated 29 May 56, is being reproduced for your information. Check your EGT gages for proper marking and be sure and record all hot starts and over-temperatures in the DD Form 781-2 so that proper corrective action can be taken. Don't be afraid to record this as more h--- will be raised if it isn't.)

1. PURPOSE. To revise the over-temperature limits for J-47 engines installed in the subject aircraft.

2. GENERAL.

a. These new over-temperature limits concur with T.O. 2J-J47-539, dated 18 Jan 56.

b. Due to the critical design characteristics of jet engines, exhaust gas temperatures must not exceed the stated temperature limits since the turbine wheel will be weakened and failure may result. A small increase in the exhaust gas temperature, above the limits, results in a large increase of turbine wheel stress, and a rapid decrease of turbine wheel strength. The aforementioned conditions have a definite detrimental effect upon engine life. Therefore, failure to record over-temperature conditions could result in a subsequent turbine wheel failure and possible engine loss. The following instructions shall be adhered to.

3. INSTRUCTIONS.

a. Engine starts up to idle RPM (within two minutes). Temperatures of 950 degrees C or above for two (2) seconds or more constitute an over-temperature condition, and requires turbine wheel removal and inspection.

b. All engine operation except starts. The following constitute a possible over-temperature condition and may necessitate turbine wheel removal and inspection as directed in T.O. 2J-J47-539.

(1) Temperatures of 690 degrees C to 750 degrees C for 40 seconds or more.

(2) Temperatures of 750 degrees C to 800 degrees C for 10 seconds or more.

(3) Temperatures of 800 degrees C for two (2) seconds or more.

NOTE: The pilot must record the degree and duration of the above possible over-temperature condition on DD Form 781 in order that proper maintenance inspection may be accomplished.

c. Exhaust gas temperature markings. As a result of the revised over-temperature limits stated above, the upper red radial on the exhaust gas temperature gage shall be moved to 950 degrees C. All other markings on the gage remain as is. The new upper limit applies to starting only as described in paragraph 3a above.

INCIDENT REPORT OF T/SGT L. S. THOMAS, 305TH A&E

WHAT HAPPENED? While receiving the yearly squadron seat ejection briefing, I noticed the catch attached to the navigator's seat back rail was bent out so that in the event the navigator had to eject, the hook on the seat belt initiator cable would not engage the catch. This condition would prevent firing of the seat belt initiator.

WHAT DID YOU DO ABOUT IT? Notified the crew chief.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Inspect all aircraft for this discrepancy.

(NOTE: Good work, Sarge. This is part of all APG inspections but can happen anytime someone squeezes through this small space. For some of you guys, here is a mechanic who keeps his eyes open and although it was not part of his system, he noted the discrepancy and reported it to the right party. I know the crew chief and the navigator appreciate this kind of help and everyone should work this way - together.)

UNDATED PAMPCO PULLEYS

2AF message DM4A 4482, 23 May 56: "Subject: Inspection of Undated Pampco Pulleys. Reference -6 technical order and revisions thereto for all aircraft having Pampco pulleys installed. Pulleys will not be removed solely for identification, however, all identifiable installed undated pulleys will be recorded in Block 8 of DD Form 829 at the nearest periodic inspection. This will prevent necessity of complete physical check of the pulley systems during subsequent periodic inspections. Inaccessible and unidentifiable pulleys will also be recorded in Block 8, DD Form 829 and note made as to unknown identity. Inspection required by -6 technical order and revisions thereto will be performed on all cable areas serviced by undated Pampco Pulleys and/or areas serviced by pulleys of unknown identity."

The message cited above will be complied with to the fullest extent possible, and made a part of the pre-dock scheduling phase for applicable aircraft.

RISER SHARP

(The following article is reproduced from FLYING SAFETY, May 1956. There are several pictures that emphasize the point more clearly than words, and you should look and study each one. It could save you many broken bones and bruises.)

"The bailout and descent were uneventful except for greater swinging and oscillation than I expected, but I was dragged for about 200 yards before I could pull the bottom risers in and collapse the canopy."
 **** "The ejection and parachute opening were 'no sweat' but I slid across four miles of ice before I could collapse the parachute canopy."

For some time now, the Air Force has been equipped with a Class III parachute harness. This harness is used on all types of chutes - seat, chest and back. It can be adjusted quickly to different sized personnel and a particular advantage is that by operating one or both of the canopy releases, the canopy can be deflated quickly or released completely, after landing. Thus, it is designed to prevent personnel from being dragged through water or across land.

Unfortunately, accident and bail-out records show that very few crew members know exactly how to use the canopy quick release mechanism. Also, many do not adjust the Class III harness correctly so that the canopy release mechanism can be used easily if necessary.

The canopy release mechanism should be located just below the collar bone. You find it by placing your pre-determined Index Number on the vertical harness straps.

Even when wearing bulky clothing, the Index Number will ordinarily remain the same. Many crew members have been loosening the vertical chest harness straps to accommodate increase in bulk. This adjustment should be made by loosening the diagonal back straps. Otherwise, the canopy quick release mechanism moves up toward the top of the shoulder. Unless a man is a real Goliath, an Index Number below five should not be used.

Now as to the operation of the canopy release mechanisms. A recent operation survey by personnel of the Directorate of Flight Safety Research proved that a great percentage of crew members who were suspended in a Class III harness did not know exactly how to unfasten the canopy release. Further, they were afraid to remove the release guard while suspended in air.

The time consumed by most of these crew members in getting this guard unfastened, and then actuating the release, would result in being dragged a considerable distance under high wind conditions. Many who experienced difficulty thought that after removing the release guard, the canopy risers would be released merely by squeezing the two buttons on the release. This is not true. Actually, one or both release guards should be removed by pulling out and rotating the guard down as ground or water is approached. Then with the right hand on the right release and/or the left hand on the left release, as soon as contact with ground or water is made, the buttons should be squeezed and the mechanism rotated out and downward. Releasing one side of canopy is sufficient to spill all the air.

Survival equipment is attached to the Class III harness. Consequently, the harness should be retained during water parachute landings.

Properly used, the canopy quick release mechanism offers real advantages. Certainly, there is no excuse for crew members being dragged any appreciable distance by their parachutes, if they are physically able to actuate the quick release.

Your organization can profit by emphasizing a proper fit and adjustment of the Class III harness and having each crew member sit in the harness and operate the canopy quick release mechanism while his full weight is being applied on the harness. Try this at your next flying safety meeting. "Take the wind out of those sails."

INCIDENT REPORT OF A/1C B. L. AMICK, 365TH BS

WHAT HAPPENED? When closing up my aircraft for the night, I was pushing my fire extinguisher into the forward wheel well when a bunch of candy wrappers, milk cartons, and other trash came tumbling out of the nozzle.

WHAT DID YOU DO ABOUT IT? Removed trash and put it into the Dempsey dumpster.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Have supervisors from all shops brief all personnel to dispose of their trash besides around and in an airplane or its equipment. Throw it away and if they insist on leaving it, tell the crew chief and he will get rid of it.

(NOTE: There is no excuse for this type of untidiness and laziness. Too often, discarding trash indiscriminately, like the incident above, has had unhappy endings when a person needed emergency equipment in a hurry and found it fouled by trash. Let's think a little bit when discarding trash - and it doesn't take a great brain to figure what to do with it.)

COWLING LOST IN FLIGHT

OCAMA message OCMTAA1-6-54-E, 5 Jun 56: "Past records show that a large percent of cowlings lost in flight can be attributed to lack of adequate preflight inspection as called out in T.O. 1B-47A-6 and T.O. 1B-47-2. Proper cowling adjustment and positive engagement of the cowling hooks cannot be over emphasized. Visual inspection is not enough. The dash 6 handbook states prior to each flight even though more than one flight is made in the same day. All engine cowling will be checked for evidence of incipient failure and security of the engine cowling locks will be checked for positive engagement by performing not only visual checks but operational test so as to discover any defects or maladjustments that if not corrected could cause an accident or aborted mission. The dash 2 handbook states a minimum of 15 pound pressure applied one inch from end of the latch handle will be required to close the latches on the outboard cowlings. It is considered by this headquarters that compliance with the instructions contained in the -2 and -6 handbooks will alleviate inflight cowling loss."

(NOTE: This is the answer to an Emergency UR (305BW 56-680) submitted by the 305th Bomb Wing, 1 Jun 56. As an added sidelight, notice the quick action that will be taken on a UR when deemed necessary. Unsatisfactory Reports and Failure Reports are needed to make our equipment safe. These reports originate from YOU, the user of the equipment.)

AIRCRAFT REFUELING

A recent incident was called to our attention which involved the flight crew performing their preflight. After the inspection of the fuel transfer system the pumps kept operating on the bomb bay and forward aux tanks until the main tanks were full. Approximately 700 gallons of fuel were pumped from these tanks. It is normal for these pumps to operate with the switch "off" until the tanks are full.

The flight crew was under the impression that the aircraft was not fully serviced. We are not saying the flight crew was in error in their assumption, but we maintenance people hope they were.

After batting this around quite a bit, we came to the decision that this amount of gas was consumed during the preflight run-up. To eliminate this type of incident in the future can be mighty easy if you crew chiefs and refueling people take a couple of easy steps. You crew chiefs know the amount of fuel needed for the next flight so add enough to take care of the amount that is needed for preflight engine run-up. After run-up operate the transfer system to fill your main tanks. When on the pits refuel by the procedure outlined in Base Regulation 67-1, dated 26 Sept 55. How about it - when is the last time you read Base Regulation 67-1? Read it again. It is not dry reading and you might pick up something that didn't sink in the last time you read it.

CHALLENGE ACCEPTED

In the March issue of the "306th Flight Lines", the editor, on page 1, gave to the 305th Bomb Wing an invitation to some friendly competition, all aimed at improving maintenance.

We take pleasure, in this issue of the "Nut & Bolt", to accept that challenge.

Let's start with the article which recently appeared as front page news in the MacDill "Airman" which made claim to the "fact" (?) that an engine installed on a 306th ARS aircraft had established a new record by operating for 1050:10 hours.

Nice achievement, but slightly off base on the "fact" claim.

For a "FACT", the 305th ARS did run the #2 engine on KC-97 52-842 to a total of 1051:45, at which time ^{were} we ordered to remove the engine for time. This occurred on 27 Sep 55, but no claims were made and none are contemplated.

You see, we were kind of unhappy about changing that engine at 1051:45 hours. The 305th ARS had set 1200:00 hours as the time for engine change, but the T.O. said that it could not operate that long. Needless to say, the engine was in good shape.

Competition? Friendly? Yeah, we go along with that - but you had better do a little checking before publishing facts.

SAFETY

2AF message DSGS 0823, 5 Jun 56, is quoted for your information and guidance: "Spark arrestors for internal combustion engines

operating in hazardous areas. The imminent danger of fire and explosion from hot carbon particles exhausted from engines operating in hangars, POL areas, refueling areas, aircraft maintenance, and munitions storage areas, has long been firmly established. Due to maintenance difficulty and maintenance costs attendant to the use of arresting devices hereto available, very little emphasis has been placed on compliance with safety requirements. The increased use of internal combustion engines in hazardous areas with substandard supervision necessitates a tightening up of safety requirements. T.O. 36M-1-5 and other applicable TC's should be reviewed when considering this problem."

(NOTE: This message was sent to Safety Directors and requested specific and follow-up action on this matter with vehicle and field maintenance officers. Your cooperation is needed and will be used at all times. We are passing this along to you because as you can see it is a "hot" subject.)

ALCOHOL INFLUENCE ON DRIVING SEEN IN A BASE TEST

McChord AFB, Washington -- The second in a series of tests involving alcohol consumption and driving was held by the 1705th Air Transport Group recently.

Earlier tests were verified when five subjects picked at random underwent coordination tests after consuming small quantities of alcohol. In each case it was found the subject's normal capabilities fell off considerably after each round of drinks were served.

Four of the subjects received three full 2-ounce shots of alcohol during the test. The fifth received none and acted as a control.

Before the tests began, the five were tested to find their normal capabilities. As the tests progressed, it was found that the subjects receiving the alcohol became erratic. The fifth airman increased his capabilities considerably.

The tests were monitored by Captain Richard Brown, 1705th Group Flight Surgeon, and CWO Guy Neely.

(NOTE: The above article was taken from the Air Force Times, 9 Jun 56. It further proves that alcohol and gasoline make a poor mixture. You may think your reactions are quicker and more positive after a couple of beers, but there have been too many tests pulled by scientists proving this belief to be in error. I am not preaching the Carrie Nation theory (far be it from me); just use good judgment, if you have to drink, by staying away from cars.)

CREW CHIEF TOTEM POLE

To establish some friendly competition and esprit de corps, the "Nut & Bolt" presents its version of a Totem Pole. The crew chief will gain his place on the Totem Pole by having the most time and original engines installed upon his aircraft. Observance of the Gold Broom campaign is of the utmost importance for a crew chief to establish his place on the Totem Pole.

<u>No.</u>	<u>Crew Chief</u>	<u>Squadron</u>	<u>A/C</u>	<u>Time</u>	<u>No.Orig. Engines</u>
1.	A/1C Wallace	365th	498	789:25	6
2.	A/1C McAfee	366th	321	780:05	6
3.	T/S Royal	364th	504	757:40	6
4.	A/1C Oeness	365th	494	743:10	6
5.	A/1C Ross	365th	496	734:10	6
6.	A/1C Keene	365th	330	646:15	6
7.	A/1C Burbach	365th	489	631:35	6
8.	A/1C Spring	366th	357	620:05	6
9.	A/1C Holman	364th	360	612:35	6
10.	S/S Weinhold	364th	493	764:25	5
11.	A/1C Card	364th	502	762:00	5
12.	A/1C Jones	365th	312	750:15	5
13.	A/1C Schlageter	366th	499	707:55	5
14.	T/S Santee	366th	345	691:15	5
15.	S/S Nicholas	364th	497	680:20	5
16.	A/1C Bargfrede	364th	334	677:10	5
17.	S/S Mendenez	365th	505	660:00	5
18.	T/S Sessions	364th	343	642:10	5
19.	A/1C McClutchy	366th	506	624:15	5
20.	A/1C Haynes	366th	333	607:50	5

There are the "TOP TWENTY". There has been one change in places and some shuffling of positions. All have added time. The top nine remain unchanged although there was considerable sneaking up by the other eight to the top man.

Just as an added sidelight. The 305th Bomb Wing has not changed a jet engine since 17 May 1956. We are not claiming any records, but for a Wing to fly as much as we do and not change a jet engine for a full month, so far, is something to look at and be proud. We are not operating new aircraft or engines, for example:

A/C 602, the #1 engine has 1212:10 hours;
 A/C 501, the #2 engine has 1184:35 hours;
 A/C 317, the #4 engine has 1087:10 hours;
 A/C 505, the #6 engine has 1071:45 hours;
 A/C 499, the #1 engine has 1028:15 hours;
 A/C 190, the #1 engine has 1018:50 hours.

We will remind you of the foreign objects that contribute the most damage to jet engines. They are classed, by their importance, into three categories:

1. METAL - Aircraft engine fasteners, nut, bolts, washers, safety wire, tools, nails, pens, pencils, etc.
2. STONES - Pebbles, sand, gravel, concrete, cinders, etc.
3. MISCELLANEOUS - Wood, ice, organic material (caps, gloves, paper, and it could be YOU.)

Preventing these objects from entering the intake section of the jet engine is the only way of preventing foreign object damage. Just because we have been fortunate enough to keep foreign object damage to the minimum is no reason for us to relax. Before engine operation, a complete inspection of intake area for foreign objects is necessary. Complete policing of the aircraft parking area at all times is beneficial. Accounting for all tools, bolts, nuts, etc., after completion of work on an engine, is important. When standing or working in the vicinity of an operating engine, make sure your cap is on firmly, your pockets are buttoned, and articles cannot be grabbed by the suction and your flight line badge is firmly secured.

Flight crews can further this cause by not taxiing across aircraft intake or exhaust blast areas, close proximity taxiing, watching propeller washes, and if possible not to taxi or run the outboard engines if hanging over the edge of runways.

It costs \$6000.00 to overhaul a jet engine. It costs at least \$400.00 for freight charges. The charge is approximately \$500.00 in miscellaneous handling. Reduces maintenance and supply difficulties. Reduces potential major aircraft accidents. Increases the general overall defense preparedness.

It all adds up to monies saved, makes the USA the best country in which to live, and our Air Force the one agency that makes an aggressor stop and refrain.

MAINTENANCE MAN OF THE MONTH

NUT & BOLT regrets the omission of the Maintenance Man of the Month photograph on the cover page. Photo coverage was not available at the time of publication due to T/Sgt. Tedford's taking a well deserved leave.

LET'S SUPPORT THE "NUT & BOLT"

Use the form below to report a maintenance difficulty you haven't run across before; something you found wrong on an inspection; a suggestion for improving something in the maintenance field; an incident, which, though a little embarrassing to report, caused you quite a bit of head scratching at the time it happened.

TO: Chief of Maintenance, 205th Bomb Wing (M)
Attn: "Nut & Bolt"

1. WHAT IS THE PROBLEM?

2. WHAT DID YOU DO ABOUT IT?

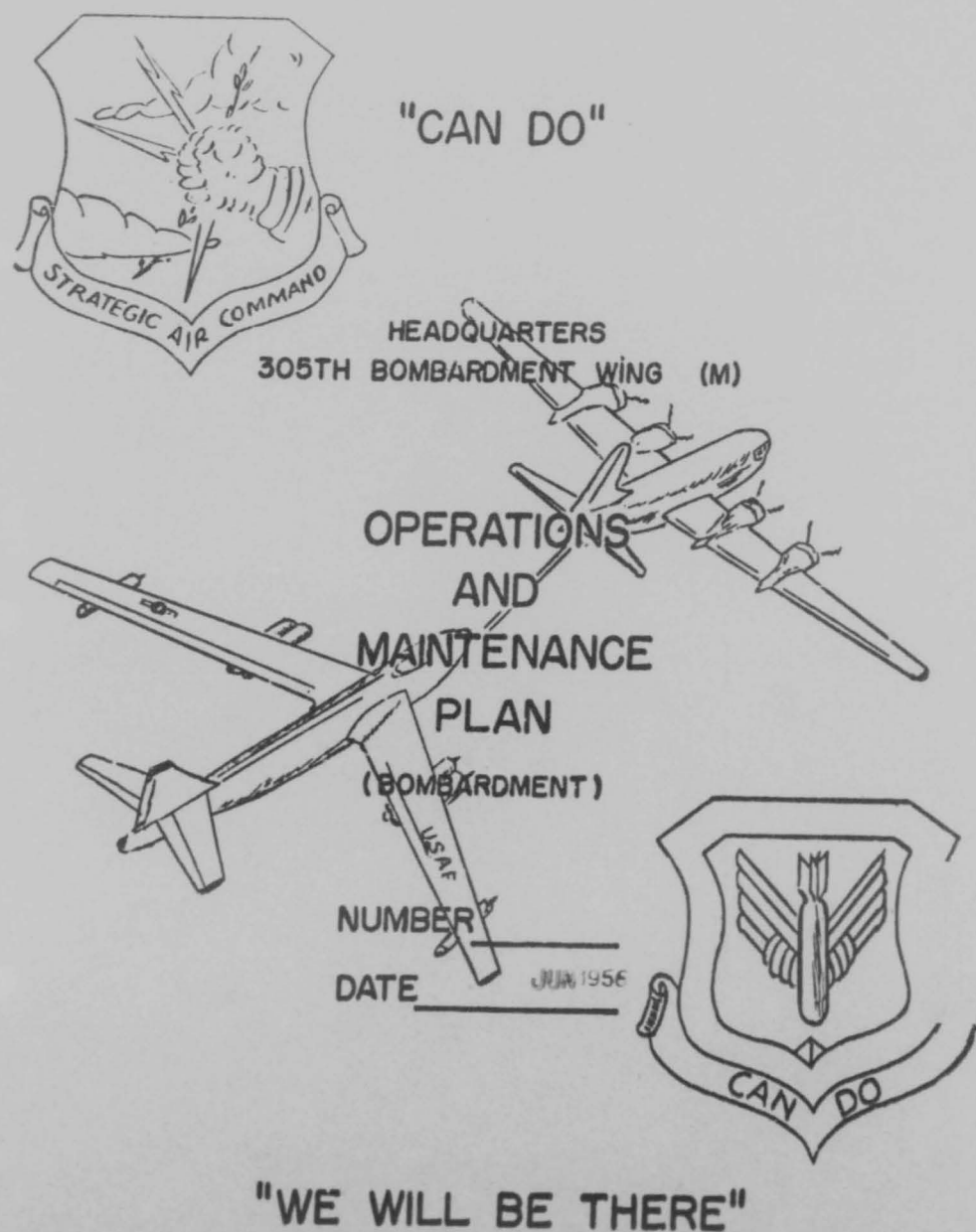
3. WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT?

4. All information below we would like to have, but delete if you do not wish to be identified:

Aircraft No. _____ Date, Time Incident Occurred _____

Name _____ Rank _____ Sq _____

For a suggestion or to report an amusing incident, just disregard the questions and scribble away on the back of this page, and drop it in the "Out" basket of your nearest office.



HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

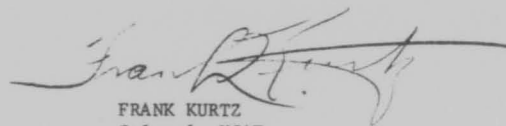
305DO

28 May 1956

SUBJECT: Wing Operations and Maintenance Plan for June 1956

TO: See Distribution

Wing Operations and Maintenance Plan for the month of June 1956
is transmitted herewith



FRANK KURTZ
Colonel, USAF
Commander

DISTRIBUTION:

Cmdr 364th BS	- 8 cys
Cmdr 365th BS	- 8 cys
Cmdr 366th BS	- 8 cys
Cmdr 305th ARS	- 4 cys
Cmdr 305th A&E	- 3 cys
Cmdr 305th FMS	- 2 cys
Cmdr 305th FMS	- 2 cys
Cmdr Hq Sq	- 1 cy

INFO:

Cmdr 305BW	- 2 cys
Dir of Materiel	- 2 cys
Dir of Operations	- 15 cys
Maint Control	- 3 cys
Wing Inspector	- 1 cy
Wg Comptroller	- 1 cy
Dir of Personnel	- 1 cy

Cmdr 6AD	- 2 cys
6AD Materiel	- 2 cys
Base Operations	- 2 cys
3942d SES	- 2 cys
809th ABGp	- 2 cys
2AF Materiel	- 2 cys
2AF Operations	- 2 cys

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

MONTHLY OPERATIONS AND MAINTENANCE PLAN

JUNE 1956

TABLE OF CONTENTS

CALENDAR OF EVENTS

OPERATIONS PLAN:

<u>Chapter</u>	<u>Title</u>	<u>Page</u>
I	Objectives	1
II	Requirements	1
III	General	7
IV	Wing Administrative Functions	9
V	Standboard Activities	14
VI	Training Requirements	18
VII	School Quotas	19
VIII	Ground Training	23

MAINTENANCE PLAN:

I	Monthly Maintenance Order	1
II	Maint Plan & Schedule, 364th BS	4
III	Maint Plan & Schedule, 365th BS	5
IV	Maint Plan & Schedule, 366th BS	6
V	Maint Plan & Schedule, 305th ARS	7
VI	Maint Plan & Schedule, 305th FMS	8
VII	Maint Plan & Schedule, 305th FMS	9
VIII	Maint Plan & Schedule, 305th A&E	10
IX	Maint Plan & Schedule, 809th ABG	11

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

MONTHLY OPERATIONS PLAN
June 1956

I. OBJECTIVES.

- A. Missions ordered by higher headquarters.
 - 1. SES evaluation for 305th Bomb Wing crews during June 1956.
 - 2. SES support flights, June 1956.
 - 3. Operation "Devilfish", 18 through 22 June 1956.
- B. SAC Regs 51-19, 50-43, and 50-8 training for Non-Ready and IN crews.
- C. SAC Reg 51-26 and 50-8 training for all Combat Ready, Lead, and Select Crews.
- D. EWP study and training.
- E. B-47 Combat Crew Standardization Board activities.
- F. Bomber stream missions for 7, 12 and, 26 June 1956.
- G. Nite air mass refueling, 14 June 1956.
- H. Block and Non-Block training.
- I. Tanker support missions.
- J. Operations Order 82-2.
- K. Air weapons flights for SAC Reg 50-8.

II. REQUIREMENTS.

- A. Missions ordered by higher headquarters.
 - 1. SES evaluation for 305th Bomb Wing crews:

4 June	<u>Squadron</u>	<u>Crew</u>	<u>Acft #</u>
	365th	Leonard	489
	366th	Trevisani	602
Alternate	364th	MacMullin	360

Ops Plan, June 56 (contd)	Squadron	Crew	Acft #
18 June	364th	MacMullin	360
	364th	Dahl	364
	365th	Moyer	507
Alternate	366th	Robertson	183
25 June	366th	Robertson	183
	364th	Beaty	492
	366th	Bryan	491
	365th	Dye	497
1st Alternate	366th	Kleine	501
2d Alternate	364th	Baker	341

Refresher courses for participating crew members will be scheduled through the Wing Ground Training Section. Final briefing and critique for crews will be conducted on 1, 15, and 22 June at 1230 hours, in the North Area Air Weapons School. Simulator missions will be continued as scheduled.

2. SES Support Missions for June: The 305th Bomb Wing will provide B-47 aircraft for the 3942d SES according to the following schedule:

Sqdn	Date	Mission	T/O	Duration	Fuel	Cameras	Guns
365th	1	RBS	1800	6:15	85M	0-15	None
366th	4	Trans	1200	5:00	82M	0-15	None
364th	5	XC	1200	12:00	80M	0-15	None
365th	11	Trans	1200	5:00	82M	0-15	None
366th	12	RBS	1800	6:15	85M	0-15	None
364th	14	Trans	1200	5:00	82M	0-15	None
365th	15	RBS	1200	6:15	85M	0-15	None
366th	18	Trans	1200	5:00	82M	0-15	None
364th	19	RBS	1800	6:15	85M	0-15	None
365th	21	Trans	1200	5:00	82M	0-15	None
366th	22	RBS	1800	6:15	85M	0-15	None
364th	25	Trans	1200	5:00	82M	0-15	None
365th	26	RBS	1800	6:15	85M	0-15	None
366th	28	Trans	1200	5:00	82M	0-15	None
364th	29	RBS	1800	6:15	85M	0-15	None

In addition to the above requirements, the following also applies:

Ops Plan, June 56 (contd)

365th 1-4 XC 1000 take-off for 12 hours flying time.
 366th 1-4 XC 1000 take-off for 12 hours flying time.
 364th 8-11 XC 1000 take-off for 12 hours flying time.
 365th 8-11 XC 1000 take-off for 12 hours flying time.
 366th 15-18 XC 1000 take-off for 12 hours flying time.
 364th 15-18 XC 1000 take-off for 12 hours flying time.
 365th 19-21 XC 1000 take-off for 12 hours flying time.
 366th 22-25 XC 1000 take-off for 12 hours flying time.

- 3 Operation "Devilfish" - The 305th Bomb Wing is scheduled to participate in the above operation on inclusive dates, 18-22 June 1956. The Wing will launch 20 aircraft, 18 through 22 June 1956. Complete details of the mission will be issued in a crew flimsy to the crews concerned.

On individual sorties a ground spare will be available. On 20 June, the 364th and 365th Bomb Squadrons will furnish ground spares with crews aboard. The ground spares may be flown if not utilized as a spare.

Briefing for crews flying individual sorties will be held in the Plans Section the day prior to the mission. Briefing for the "Devilfish" mission on 20 June will be held in the Wing Briefing Room at 1230, 18 June 1956.

<u>Date</u>	<u>Squadron</u>	<u>No. of Acft</u>
18 June	365th	1
19 June	366th	1
20 June	364th - 5, 1 spare) 365th - 5, 1 spare) 366th - 6)	16
21 June	364th	1
22 June	365th	1

B. Maximum command emphasis will be given to crew formation and upgrading. Non-Ready crews who have completed the requirements of SAC Reg

Ops Plan, June 56 (contd)

51-19 and are qualified to fly solo will be scheduled for a minimum of 40 hours. All other crew members undergoing upgrading will be scheduled for the maximum number of hours consistent with available instructors and 60-2 requirements for all assigned personnel.

C. All Combat Ready and higher category crews will be scheduled to complete 70% of the quarterly 50-8 requirements. Maximum utilization of this time will insure the completion of the probationary requirements of SAC Reg 51-26. Command attention to upgrading will not permit additional sorties for the purpose of improving proficiency items of training.

D. EWP Target Study and Training.

1. All Select, Lead, and Combat Ready Crews will be required four (4) hours study on present 50-56 plan.
2. The initial study for 50-57 will begin at 0730, 15 June, in the Wing Plans Room. The briefing of 50-57 will be by individual cells. Times for above briefing will be disseminated to the bomb squadrons prior to 12 June 1956.
3. With the new 50-57 plan becoming effective 1 July, SAC requires the initial study minimums to be accomplished prior to effective date. The minimum requirements of initial study consist of eight (8) hours to include:
 - (a) General briefing.
 - (b) Issue of combat mission folders.
 - (c) Flight planning.
 - (d) Observer complete phase one target study.

E. Standardization Board Activities: See Chapter V of this plan.

Ops Plan, June 56 (contd)

F. June 1956 Bomber Streams: The 305th Bomb Wing will launch three (3) bomber stream missions during June according to the following schedule:

	<u>Squadron</u>	<u>No. of Acft</u>
7 June - Briefing 1230, Wg Brief Rm, 6 June	364th	4
	365th	4
	366th	4
12 June - Briefing 1230, Wg Brief Rm, 11 June	364th	4
	365th	4
	366th	4
26 June - Briefing 1230, Wg Brief Rm, 25 June	364th	4
	365th	4
	366th	4

Operation filmsies will be issued by the 305th Bomb Wing Plans Section in advance of each mission briefing. Critique for each stream mission will be conducted by the Bomb-Nav Section for bombing and navigation. Pilots and co-pilots will be critiqued by squadron operations officer. Comments covering the mission will be forwarded to the 305th Bomb Wing Director of Operations.

G. Night Air Mass Refueling: On 14 June 1956, the 305th Bomb Wing will support a night mass refueling, launching twelve (12) B-47 aircraft and twelve (12) KC-97 tankers. Maximum training will be accomplished for SAC Reg 50-8. The operations filmsies will be issued by the 305th Bomb Wing Plans Section in advance of the scheduled briefing in the Wing Briefing Room at 1230 hours, 13 June 1956.

H. Block and Non-Block Ground Training Schedules for June 1956 appear in Chapter VI of this plan. All crews will be scheduled for completion of the minimum requirements of SAC Reg 50-24.

I. The following schedule reflects June tanker availability and assignment by squadron:

Ops Plan, June 56 (contd)

<u>Date</u>	<u>364th</u>	<u>365th</u>	<u>366th</u>
1.	1	1	1
4.	1 & AW	1	
5.	1		1
6.	Six tankers and one ground spare manned (82-2)		
7.		1	1
8.	1 & AW	1	
11.	1	1	1
12.	1	1	
13.	AREFS stand down.		
14.	Night mass refueling.		
15.	AREFS stand down.		
18.		1	1
19.	1		1
20.	1 Devilfish	1	1
21.		1	1
22.		1	1
25.	1		1
26.	1	1	
27.	1 & AW		1
28.	1	1	1
29.	1	1	

j. SAC Reg 82-2: SAC Reg 82-2 requires one (1) air weapons exercise per Wing per month. The 305th Bomb Wing has scheduled this exercise for 6 June 1956, beginning at 1700 hours for combat crew station time. Six (6) aircraft, combat crews, and associated personnel and equipment will be utilized. Each squadron will provide two (2) aircraft and combat crews for this exercise as follows:

<u>364th</u>	<u>365th</u>	<u>366th</u>
Phase 5	Phase 6	Load Site #10 Phase 15
Load Site #4 Phase 6	Load Site #8 Phase 15	Load Site #12 Phase 21

Aircraft movement to load sites will commence at 1200E, loading begin at 1400E. Aircraft will fly following the loadings. Flimsies prepared by 305th Plans Section will be issued to crews prior to briefing. Briefing for 82-2 will be in the Wing Briefing Room at 1230 hours on 5 June 1956.

Ops Plan, June 56 (contd)

III. GENERAL.

A. Flying Time Allocation:

364th Bomb Squadron - 571 hours.

365th Bomb Squadron - 460 hours.

366th Bomb Squadron - 519 hours.

Total 1550 hours.

B. There will be no scheduled flying between the hours of 1300 and 1730 hours local time on the date of the Division Parade. Flying scheduled to begin at 1730 hours will not interfere with any unit providing the required 80% turn out for participation in the parade ceremony. Strict compliance is required inasmuch as Saturday parades will be necessary if 80% participation is not achieved on Friday.

C. No take-offs will be scheduled prior to 1200 EST on Mondays (exception: SES flights and test flights for evaluation aircraft).

D. All test hops for B-47's will be scheduled for 0800 station time, 1100 take-off time, except on Monday when station time will be 0900 EST and take-off time, 1200 EST. All test hops for KC-97 will be scheduled for 1200 station time and take-offs for 1500.

E. Time tolerances on take-offs will be:

1. Not earlier than 15 minutes prior to scheduled time.

2. Not later than two hours after scheduled take-off time

(exceptions must be approved by the Director of Operations and Director of Materiel).

F. Any request for flight test changes (either date or take-off time) will be forwarded to the Chief of Maintenance for approval. This request will include proposed take-off date and time.

Ops Plan, June 56 (contd)

After approval is granted, the squadron operations officer and Director of Operations will confirm take-off times and dates and immediately notify "Flagpole" Control. "Flagpole" will then notify the squadron concerned and Maintenance Control, who will in turn notify all maintenance agencies concerned.

Aircraft aborting flight tests will be scheduled for take-off at the standard times on the next day indicated for flight on the tail number schedule.

MR 11-10

WING REGULATION)
NO. 11-10)HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida 16 May 1956

ADMINISTRATIVE PRACTICES

Schedule of Recurring Events

1. PURPOSE AND SCOPE: To establish the program on scheduling recurring events. This regulation is applicable to all activities of the 305th Bombardment Wing, Medium.

2. RESPONSIBILITY: a. The Wing Adjutant is responsible for:

- (1) Supervising the program
- (2) Scheduling the Wing Conference Room
- (3) Publishing changes as required
- (4) Laying personnel quotes to accomplish the tasks

3. PROCEDURE: Reservations for the Wing Conference Room is made through the Wing Adjutant. Reservations should be made as far in advance as possible giving date, time, and estimated length of use.

4. RECURRING EVENTS:DAILY AND WEEKLY

<u>EVENT</u>	<u>PARTICIPANTS</u>	<u>PLACE</u>	<u>DAY</u>	<u>TIME</u>
Operational Briefing (Stand-up)	Commanders, Wing Staff, Sq Operations Officers	Control Room	Mon thru Fri	0845
Commander's Staff Meeting	Sq Comdrs, Wing Staff, 1 MSgt fr ea Sq selected by Squadron commanders	Conference Room	Thurs	1030
Weekly Aircraft Scheduling Meeting	Sq Operations Officers, D/Ops and D/Int	Conference Room	Thurs	1430
Weekly Ground Training Meeting	Sq Ground Training Officers, Wg Ground Training Officer	Wing Grnd Trng Section	Fri	1600
**Traffic Review Board	As Aptd on Wg SO's	Conference Room	Fri	1500

*This regulation supersedes MR 11-10, 23 April 1956

<u>EVENT</u>	<u>PARTICIPANTS</u>	<u>PLACE</u>	<u>DAY</u>	<u>TIME</u>
<u>MONTHLY</u>				
Airmen's Call	All Airmen	Base Theatre	2nd Mon	0745
NCO Call	All NCOs	Base Theatre	2nd Mon	0900
Officer's Call	All Officers	Base Theatre	2nd Mon	0940
Flying Safety Meeting	Crew Members, Line Chiefs, Flight Chiefs, Crew Chiefs	Base Theatre	2nd Mon	1100
1st Squadron Council	1st Squadron and Staff NCO's	Conference Room	2nd Tues	1300
NCO Council	Squadron and Staff NCO's	Conference Room	2nd Tues	1300
Division Parade	*All Personnel	Parade Ground	3d Fri	1600
Standardization Review Board	Wing Comdr, D/Ops, Chief B-47 Standboard, Chief Tng, Staff Observer	Conference Room	4th Mon	1000
Flyaway Kit Board	D/Mat Rps and 809th ABG Representatives	Logistics Office	1st Mon after 15th	1300
Aircraft Malfunction Board	Wing Commander, Wing Staff Officers, Sq Comdr and Operations Officers	Conference Room	2nd & Last Thurs	1430
Aircraft Commander Meeting	Aircraft Commander	365th Briefing Room	3d Mon	1030
Observers Meeting	All Observers	364th Briefing Room	1st and 3rd Mon	0800

<u>EVENT</u>	<u>PARTICIPANTS</u>	<u>PLACE</u>	<u>DAY</u>	<u>TIME</u>
Monthly Aircraft Scheduling	Sq Operations Officers, D/Ops, and D/Wat	Conference Room	thurs	1430 Nearest 25th
First Sergeants Meeting	All First Sergeants	Conference Room	e/a	1300 26th

##Traffic Review Board will be held at 0930 hours on Parade days

###Additional selections for the Retreat parade are as follows:

<u>DUTY</u>	<u>JUNE</u>	<u>JULY</u>
Troop Commander		Lt Col Johnson
Troop Adjutant		TC will select Field Grade Adj
Wing Commander	Major Pulley	Lt Col Swafford
Wing Adjutant	Wing Commander will select	Wing Commander will select
	Wing Adjutant	Wing Adjutant

BY ORDER OF THE COMMANDER:

OFFICIAL:

[Signature]
FORREST P KIEWITZ
Capt., USAF
Adjutant

FORREST P KIEWITZ
Capt., USAF
Adjutant

DISTRIBUTION:

S, Plus

120 - 305 IN OUT

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

3051

23 May 1956

SUBJECT: 6th Air Division Control Room Officer for JUNE 1956

TO: See Distribution

1. The following is a schedule of the 305th Bomb Wing requirements to provide one 6th Air Division Control Room Officer on the dates and times indicated during JUNE 1956. The officer selected for this duty will be a Staff Pilot, Staff Observer, or an Observer on a Combat Crew in the grade of Captain, Major, or Lieutenant Colonel.

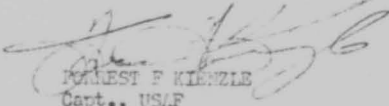
Date	Squad	Time	Date	Squad	Time
1 June	365	1630-0800	17 June	Hq Sq	0800-1800
2 June	ARS	0800-1800	17 June	364	1800-0600
2 June	Hq Sq	1800-0800	25 June	Hq Sq	1630-0300
3 June	366	0800-1800	26 June	366	1630-0800
3 June	364	1800-0800	27 June	365	1630-0800
11 June	365	1630-0800	28 June	ARS	1630-0600
12 June	Hq Sq	1630-0800	29 June	Hq Sq	1630-0600
13 June	364	1630-0800	30 June	364	0800-1800
14 June	366	1630-0300	30 June	ARS	1800-0800
15 June	Hq Sq	1630-0800	1 July	364	0600-1800
16 June	365	0800-1800	1 July	365	1800-0300
16 June	366	1800-0800			

2. 6th Air Division Control Room Duty will be performed in the 306th Bomb Wing Control Room (Bldg 199). Information copies of rosters showing name, grade, and aeronautical rating of officers selected for this duty will be forwarded as follows: 1 copy to 6th AD D/Ops, 1 copy to Base Adjutant, 1 copy to 306th BW Control Room, and 1 copy to wing adjutant.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
S, plus

11C - 305th BW
2 - 306th Control Room
2 - 6th AD D/Ops
1 - Base Adjutant


FORREST F. KIENZLE
Capt., USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

3051

23 May 1956

SUBJECT: Airdrome Officers for JUNE 1956

TO: Commander, 364th Bombardment Squadron
Commander, 365th Bombardment Squadron
Commander, 366th Bombardment Squadron

1. The following is a schedule of the 305th Bombardment Wing requirements to provide one Airdrome Officer on the dates and time indicated during JUNE 1956. The officers detailed as Airdrome Officer will be an Aircraft Commander or a Pilot on a Crew.

Squadron	Dates	Time
364	2, 12, 15, 25, 28 June	0800-0800
365	3, 13, 16, 26, 29, June, 1 July	0800-0800
366	1, 11, 14, 17, 27, 30 June	0800-0800


2. Squadron commanders may break the 24 hours tour by scheduling 2 Officers for each day. Officers detailed as Airdrome Officer from 0800-1700 hours during a regular duty day need not possess clearing authority as this function can be performed by Base Operations. However, officers detailed as Airdrome Officers at any other time must possess clearing authority (5 years as a rated pilot and 1000 hours).

3. Rosters showing name, grade, and aeronautical rating of officers detailed will be furnished as follows: 1 copy to Base Operations Officer and 1 copy to 305th Director of Operations. These rosters will be forwarded as indicated NLT 27 May 56.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
S, PLUS

110 - 305th BW O&T


FORREST P. KIENZLE
Capt., USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

305A

28 May 1956

SUBJECT: Officers, NCO, and Airmen Calls for JUNE 1956

TO: See Distribution

1. Officers, NCO's and Airmen calls for the month of JUNE 1956 will be held in the Base Theatre on Monday 11 June 1956 in accordance with the following schedule.

a. Airmen's Call	0745
b. NCO Call	0905
c. Officer's Call	0945
d. Flying Safety Meeting	1110


2. Attendance of all personnel who are present for duty is mandatory and roll will be taken. Formation of Officers and Master Sergeants is left to the discretion of squadron commanders. All other personnel will march from the squadron areas to the Base Theatre and be in their seats five minutes prior to their respective call. All rated personnel assigned the 305th Bomb Wing for flying, line chiefs, flight chiefs and crew chiefs will attend the flying safety meeting at 1110 hours.

3. Squadron commanders will forward the names of individuals who are present for duty but who did not attend the above calls to the Wing Adjutant's office so as to arrive thereat NLT 12 June 56. Personnel who have missed their appropriate call will attend the make-up period in the Wing Briefing Room (Bldg S-182) at 1600 hours on 13 June 56.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
S, plus

120 - 305th BW O&T


FORREST F. KITZLER
Capt., USAF
Adjutant

CHAPTER V

STANDBOARD ACTIVITIES (1956)

1. For purpose of compliance with SAC Regulation 51-4, Annex II, Paragraph 6c, the 305th Bomb Wing Operations Plan is considered as sufficient orders in lieu of individual Special Orders. Crew is required to meet all scheduled periods, as well as individual written examinations, and is considered Detached Service from Squadron during Standboard Activity.

2. All crews or individuals scheduled for Standardization Activity will personally report to the Wing Standardization Board for individual briefing and indoctrination at 0800 on Friday preceeding the week scheduled for Standboard Check.

3. Individual missions will be prepared by the crews with briefing at 1230 each Monday by the Standboard. For purposes of minimum requirements the following criteria is established: Pilot's Mission: 1 ITO, 2 Jet Penetration, 2 OCA, 1 Simulated Instrument letdown using airborne radar, 1 Electronics Rendezvous and Refueling for A/C and maximum refuel training for co-pilots, gunnery with a minimum of 100 rounds of ammunition fireout per gun, 1 Visual RBS run or camera scored visual attack, 1 Radar Grid Leg(if not accomplished on crew proficiency mission). Crew Proficiency Mission: Complete ground check of bombing system, Day or Night Celestial Grid Navigation Leg (if not completed on Pilot's Proficiency Mission). For other detailed requirements, reference is made to SAC Regulation 51-4, Annex II.

STANDBOARD ACTIVITIES

Crews and Individuals selected for Standardization Board Activities will be required to report to the Wing Standardization Board at 0800 the Friday preceding the week in which their activity is to be accomplished. Bring Tech Order, Plotting equipment, Bombing Tables, Almanacs, etc.

Below is an approximate schedule of events to be accomplished during the week of Standboard Activity:

Friday	0800	Examinations	(Standboard Room)
Monday	1230	Briefing for Pilot Proficiency and Crew Proficiency flights	(Standboard Room)
Monday Morning		S-6, T1A, Sp Weapons	
Tuesday		Fly Pilots Proficiency or Crew Proficiency Mission	
Wednesday		AM & PM S-6, T1A, Sp Weapons	
Thursday		Fly Pilots Proficiency or Crew Proficiency Mission	
Friday		Critique of entire Standardization Check.	

MAINTENANCE ACTIVITIES (June 1966)

NAME	SCHEDULE	PROF	EXAMINATIONS			TRAINERS		EXERCISES	FLIGHTS		CRITIQUE
			EMERG	SPECIAL WEAPONS	GUNNERY	S-6	T-1A		PILOTS PROF	CREW PROF	
Rust	4 Jun 1230		1 Jun AM	1 Jun AM		8 Jun 1500-1700			5 Jun		TBA
Porter	4 Jun 1230	1 Jun AM	1 Jun AM	1 Jun AM		8 Jun 1500-1700			5 Jun		"
Baker	4 Jun 1230									5 Jun	"
King	11 Jun 1230	8 Jun AM	8 Jun AM	8 Jun AM		TBA			12 Jun		"
Sisson	11 Jun 1230	8 Jun AM	8 Jun AM	TBA	8 Jun AM	11 Jun 1100-1300	7 Jun 1430		12 Jun		"
Giles	11 Jun 1230	8 Jun AM	8 Jun AM	TBA	8 Jun AM	18 Jun 0730-0930			12 Jun		"
Carter	11 Jun 1230	8 Jun AM	8 Jun AM	TBA	8 Jun AM	18 Jun 0730-0930			12 Jun		"
Bates	18 Jun 1230	15 Jun AM	15 Jun AM	TBA		12 Jun 1430-1630			19 Jun		"
Reeves	18 Jun 1230			TBA		13 Jun 1300-1500			19 Jun		"
364th Johnson	21 Jun 1230			TBA		13 Jun 1500-1700			22 Jun		"
Vogt	21 Jun 1230	15 Jun AM	15 Jun AM	TBA	15 Jun AM	12 Jun 1430-1630	18 Jun 1330		22 Jun		"
Parker	21 Jun 1230	15 Jun AM	15 Jun AM	TBA	15 Jun AM	13 Jun 1300-1500	18 Jun 1230		22 Jun		"
Crowe	25 Jun 1230	22 Jun AM	22 Jun AM	TBA		25 Jun 0930-1130			26 Jun		"
Bird	25 Jun 1230	22 Jun AM	22 Jun AM	TBA		11 Jun 1100-1300			26 Jun		"
Bentz	TBA	22 Jun AM	22 Jun AM	TBA	22 Jun AM	18 Jun 0930-1130	14 Jun 1430		TBA		"

16

0185

[illegible]

PROPOSED MONTHLY TRAINING REQUIREMENTS				
305th Bombardment Wing (Medium)	B-47		June 1956	
Squadrons	364th	365th	366th	TOTAL
1. TOTAL COMBAT CREW FLYING TIME	500	400	452	1352
2. TOTAL NON-COMBAT CREW FLYING TIME	66	55	63	184
3. ALL OTHER FLYING TIME	65	5	4	74
4. TOTAL FLYING TIME PROGRAMED THIS MONTH	571	460	519	1550
5. RBS RADAR RECORD RUNS	40	40	54	134
6. RIS MALFUNCTION RUNS	3	3	6	12
7. RIS VISUAL RECORD RUNS	10	15	10	35
8. SIMULATED RADAR ATTACKS, CAMERA SCORED	14	16	18	48
9. SIMULATED VISUAL ATTACKS, CAMERA SCORED	10	8	6	24
10. SCORED VISUAL RELEASES	27	16	16	59
11. NIGHT CELESTIAL LEGS	7	9	12	28
12. DAY CELESTIAL LEGS	4	8	5	17
13. GRID LEGS	12	9	12	33
14. LONG RANGE CRUISE CONTROL	0			
15. WET HOOKUPS, 40000 lbs	16	12	15	43
16. RADAR RENDEZVOUS	17	12	12	41
17. GUNNERY, AIR TO AIR, TOTAL ROUNDS	4900	4200	4900	14000
18. FORMATION FLYING	30	18	8	56
19. PILOT PROFICIENCY	2	4	6	12
20. PRACTICE INSTRUMENT LET DOWN	20	18	18	56
21. PRESSURIZED FLIGHT	6	10	18	34
22. CELL TACTICS	10	8	12	30
23. TOTAL LEAD AND SELECT CREWS	12	9	11	32
24. READY CREWS	0	0	1	1
25. SQUADRON STAND. CREWS	2	2	2	6
26. NON-READY CREWS	3	3	1	7
27. TOTAL FLYING DAYS THIS MONTH	21	21	21	21

MONTHLY OPERATIONS AND MAINTENANCE PLAN
June 1956

VII. School Quotas, Requirements, and Personnel in School

A. Quotas

<u>Quota</u>	<u>Course</u>	<u>Quota Filled</u>	<u>Rept Date</u>	<u>Duration</u>	<u>Suspense</u>
1 Indiv	Air Weapons Orientation	No	18 Jun 56	5 days	4 Jun 56
1 Indiv	C-97 HTTU Training	No	21 Jun 56	8 weeks	6 Jun 56
5 Indiv	Phase II Observer Training 1st Lt Russell R. Petty Jr - 365th	No	7 Jun 56	54 days	ASAP
1 Indiv	Special B-47 Co-Pilot Ground Training	No	27 Jun 56 (w/Celestial Nav) 12 Jul 56 (w/out Celestial Nav)	64 days 49 days	8 Jun 56
1 Indiv	Special Tng, Maint Engineering Production Analysis	No	26 Jun 56	42 days	Requested re- lease on 30 Apr 56
3 Indiv	Special Weapons Delivery, B-47 Special Capt James H. Clark - 366th 1st Lt Lester W. Zielinski - 366th 1st Lt Robert F. Decker - 366th	Yes	3 Jun 56	5 days	Completed
3 Indiv	Special Weapons Delivery, B-47 Special Lt Col Glen E. Knoff - 366th Capt Fay H. Lair - 366th Lt Col Homer H. Helton - 366th	Yes	24 Jun 56	5 days	Completed
4 Indiv	USAF Survival School	No	5 Jun 56	17 days	24 May 56 Overdue
2 Indiv	USAF Survival School Capt Robert R. Haggard - 365th 1st Lt Frank D. Chafey - 365th	Yes	19 Jun 56	17 days	21 May 56 Overdue
1 Indiv	Weapons Employment Planning Indoctrination Major Wiley E. Burris - Hq Sq	Yes	11 Jun 56	2 weeks	Completed

H. Requirements

1 Indiv	Air Weapons Orientation	No	Jul 56	5 days	Completed
5 Indiv	Advanced Flying Sch, B-47	No	Jul 56	12 weeks	Completed
3 Indiv	Comdrs Radar Bomb Familiarization				
	1 for Aug 56	No	Aug 56	5 days	Completed
	1 for Nov 56	No	Nov 56	5 days	Completed
	1 for Dec 56	No	Dec 56	5 days	Completed
3 Indiv	Special B-47 Co-Pilot Ground Training	No	Jun 56	56 days	Completed. Re- requested release on 30 Apr 56.
1 Indiv	Flight Safety Officers Course Major Kave B. King Jr - Hq Sq	Yes	Jul 56	8 weeks	Requested 4 Apr 56
3 Indiv	Phase II Observer Training	No	20 Jun 56	54 days	Requested 14 May 56
5 Indiv	Phase II Observer Training	No	Jul 56	54 days	Completed
2 Indiv	Radar Target Prediction & Simulation	No	First $\frac{1}{2}$ of FY 57	16 days	Completed
2 Indiv	Refresher for Air Weapons	No	8 Jul 56	2 weeks	Completed
4 Indiv	Senior Off ECM Familiarization				
	1 for FY 57	No	FY 57	2 days	Completed
	1 for FY 58	No	FY 58	2 days	Completed
	1 for FY 59	No	FY 59	2 days	Completed
	1 for FY 60	No	FY 60	2 days	Completed
30 Indiv	Special Weapons Delivery, B-47 Special	No			
	3 for Jul 56		Jul 56	5 days	Completed
	9 for Aug 56		Aug 56	5 days	Completed
	3 for Sep 56		Sep 56	5 days	Completed
	3 for Oct 56		Oct 56	5 days	Completed
	3 for Nov 56		Nov 56	5 days	Completed
	9 for Dec 56		Dec 56	5 days	Completed

2 Indiv	Staff & Comdrs Maint Mngm't 1 for Aug 56 1 for Dec 56	No	Aug 56 Dec 56	10 days	Completed
6 Indiv	Staff Off ECM Familiarization 1 for FY 57 1 for FY 58 2 for FY 59 2 for FY 60	No	FY 57 FY 58 FY 59 FY 60	4 days	Completed
1 Indiv	Staff Off Survival Familiarization Col Stanley J. Johnson - Hq Sq	Yes	Jun 56	5 days	Completed
4 Indiv	Survival School	No	26 Jun 56	17 days	Completed
1 Indiv	Weapons Employment Planning Indoctrination	No	Jul 56	2 weeks	Completed

C. Personnel in School

Name	Grade	Orgn	Course Attending	Departed	Due Back
Robert A. Smith	Capt	366th	ARS Delivery and Air Course - Bomber	o/a 21 May 56	o/a 18 Jul 56
Jerry B. Anderson	2nd Lt	366th	Advanced Flying School, B-47	o/a 21 Apr 56	o/a 3 Aug 56
Charles A. Collins	2nd Lt	366th	" " " "	o/a 18 Mar 56	o/a 22 Jun 56
Ralph H. Elliott	Capt	365th	" " " "	o/a 17 Mar 56	o/a 18 Aug 56
Philip H. Krein	2nd Lt	366th	" " " "	o/a 1 May 56	o/a 3 Aug 56
John M. Chapman	Lt Col	ARS	" " " B-29 and KC 97	o/a 19 Apr 56	o/a 18 Jul 56
Clarence C. Ball Jr	Major	364th	HTTU Training		
Walter C. Downing	Capt	365th	USAF Advanced School	o/a 14 May 56	o/a 2 Jun 56
Jackie S. Evans	1st Lt	365th	" " " "	o/a 28 May 56	o/a 16 Jun 56
Frederick J. Hampton	Capt	364th	" " " "	o/a 14 May 56	o/a 2 Jun 56
Jares L. King	Capt	364th	" " " "	o/a 28 May 56	o/a 16 Jun 56
Wayne C. Newenham	Lt Col	364th	" " " "	o/a 14 May 56	o/a 2 Jun 56
Frederick C. Nichols	Capt	365th	" " " "	o/a 14 May 56	o/a 2 Jun 56
Richard W. Place	1st Lt	365th	" " " "	o/a 14 May 56	o/a 2 Jun 56
Fred C. Ryan	Major	365th	" " " "	o/a 28 May 56	o/a 16 Jun 56
Wambert L. Kroone	1st Lt	ARS	" " " "	o/a 28 May 56	o/a 16 Jun 56
Salvin L. Bell	2nd Lt	366th	Co-Pilot Ground Training	o/a 8 Apr 56	o/a 31 Aug 56
John L. Marsters	1st Lt	366th	" " " "	o/a 27 Mar 56	o/a 7 Jun 56
Robert S. Meller	2nd Lt	366th	" " " "	o/a 27 Mar 56	o/a 7 Jun 56
George P. Traband	2nd Lt	364th	" " " "	o/a 25 Apr 56	o/a 8 Jul 56
Richard B. Beveridge	Capt	ARS	C-97 HTTU Training	o/a 21 Feb 56	o/a 17 Jun 56
Paul J. Donohoe	2nd Lt	364th	Phase II Observer Training	o/a 8 May 56	o/a 5 Jul 56
Robert H. Woolcker	2nd Lt	366th	" " " "	o/a 20 May 56	o/a 19 Jul 56
Andrew J. Wagner	1st Lt	365th	" " " "	o/a 6 Apr 56	o/a 1 Jun 56
				o/a 6 Apr 56	o/a 1 Jun 56

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)

MacDill Air Force Base, Florida

CHAPTER VIII

MONTHLY GROUND TRAINING ORDER FOR JUNE 1956

TABLE OF CONTENTS

- I GENERAL
- II BLOCK GROUND TRAINING SCHEDULES
 - A. B-47 COMBAT CREW MEMBERS
 - B. KC-97 AIR REFUELING CREW MEMBERS
- III SYNTHETIC TRAINER SCHEDULES
- IV ASSOCIATED TRAINING

I GENERAL

A. EWP: A minimum of eight (8) hours study on the 1957 plan is mandatory along with UST during June 1956. UST periods will be accomplished on an as soon as possible basis by coordination with Plans Division, 305th Bombardment Wing (M).

B. AIR WEAPONS SCHEDULE:

1. The joint air weapons course is comprehensive and requires continuity of attendance for completion. Block training consists on twenty-one (21) hours of refresher training and four (4) hours for a loading exercise. Operational missions and mock-up IFI/IFEs do not constitute Block Training.
2. Block Training (SWA-01-1) will commence at 07:30 each Monday and will conclude at 16:30 on Wednesday. A maximum of two (2) crews per squadron will be accommodated for Air Weapons Block Training each week.

WEEKLY BLOCK TRAINING

<u>Mondays</u>	SWA-01-1 (Theory)	5:15 hrs
	SWA-01-2 (Test, Monitor and Control Boxes)	1:45 hrs
	SWA-01-3 (SOP - Supply)	1:00 hr
	TOTAL	8:00 hrs
<u>Tuesdays</u>	SWA-01-1 (Theory)	4:00 hrs
	SWA-01-3 (SOPs)	1:00 hr
	SWE-01-1 (Loading)	4:00 hrs
	TOTAL	9:00 hrs
<u>Wednesdays</u>	SWA-01-1 (Theory)	2:00 hrs
	SWA-01-4 (Release Systems)	2:00 hrs
	SWA-01-5 (Examination and Critique)	4:00 hrs
	TOTAL	8:00 hrs

Simulated operational missions (SWS-01) and mock-up IFI/IFEs (SWS-01-1) will be conducted on Thursdays and Fridays according to the following schedule:

305th Bombardment Wing (M)	07:30-09:30	4 crews maximum
305th Bombardment Wing (M)	14:30-16:30	4 crews maximum

B. AIR WEAPONS SCHEDULE (Continued):WEEKLY NON-BLOCK TRAININGThursdays and Fridays

SWE-01-1 (Operational Missions) - 1 hr per session per combat crew
 SWI-01-1 (IFI/IFE Mock-up) - 1 hr per session per combat crew

C. "K" IN-FLIGHT MAINTENANCE SCHEDULE:

All Lead and Select crew observers will be scheduled to complete a minimum of two (2) hours during the period 18 through 30 June 1956 in accordance with SAC Regulation 50-24.

REPORTING TIME: 0930 - 1130.

PLACE: Ultrasonic Trainer Building.

<u>SCHEDULE:</u>	<u>364th B Sq</u>	<u>365th B Sq</u>	<u>366th B Sq</u>
18 June	2	2	2
19 June	2	2	2
20 June	2	2	2
21 June	2	2	2
22 June	2	2	2
25 June	2	2	2
26 June	2	2	2
27 June	2	2	2
28 June	2	2	2
29 June	2	2	2

D. AIRCRAFT SPECIAL BOMBING SYSTEM (SB 01):

Lectures will be given all observers in conjunction with the two (2) observers' meetings. The Bomb-Nav section will instruct this course. Pilots will, as far as possible, attend the lecture for observers. Aircraft commanders will be scheduled ASAP.

E. INSTRUMENT SCHOOL SCHEDULE:

Instrument school for all pilots needing cards will be held in the MTD building on the following dates:

14 and 15 June 1956

28 and 29 June 1956

F. HANDGUN QUALIFICATION AND/OR QUALIFICATION IN ARMS (Carbine):

Personnel Concerned: Handgun Qualification: All officers, all airmen on flying status and other personnel whose basic weapon is the handgun.

Qualification in Arms (Carbine): All non flying airmen except those whose basic weapon is the handgun.

Time: 0730 hours to 1000 hours on dates noted in schedule below.

Place: Small Arms Range (Telephone - 28-611).

Schedule: Organizations - Headquarters Squadron, 364th B Sq, 365th B Sq, 366th B Sq, 305th PM Sq, 305th FM Sq, 305th AREF Sq, and 305th A&E Sq.

Dates: 1, 5, 7 June 1956. Other dates to be published later.

Size: Handgun Qualification - Fifteen (15) personnel maximum.

Arms (Carbine) - Minimum - twenty (20) personnel.
Maximum - sixty (60) personnel.

Instructors: Furnished by ABC TF.

NOTE: In view of above information, all squadrons will submit names of personnel to attend NLT seven (7) days prior to class starting date to the 305th Bombardment Wing Ground Training Officer. Headquarters Squadron, 305th Bombardment Wing (M) will furnish twenty (20) airmen 1 June 1956.

SCHEDULES (Continued):G. OQ RANGE - READY CREW - - - Pilots and above ONLY

<u>DATE</u>	<u>364th B Sq</u>	<u>365th B Sq</u>	<u>366th B Sq</u>
7 Jun 56	1	1	1
11 Jun 56	1	1	1

H. PHYSIOLOGICAL TRAINING (Altitude Chamber - B-47 Refresher)

<u>DATE</u>	<u>Hq Sq, 305th BW (M)</u>	<u>364th B Sq</u>	<u>365th B Sq</u>	<u>366th B Sq</u>
4 Jun 56		1	1	
6 Jun 56	1			1
20 Jun 56		1	1	
25 Jun 56	1			1
27 Jun 56	1	1		

I. C-11 TRAINING

364th B Sq from 0930 - 1130 each duty day in June.

365th B Sq from 0730 - 0930 each duty day in June.

366th B Sq from 1430 - 1630 each duty day in June.

305th Wing Staff from 1230 - 1430 each duty day in June.

J. UST TRAINER FOR JUNE 1956

364th B Sq from 0730 - 0850
from 1230 - 1350

365th B Sq from 0850 - 1010
from 1350 - 1510

366th B Sq from 1010 - 1130
from 1510 - 1630

SCHEDULES (Continued)FLA TRAINER FOR JUNE 1956

1 Jun 56	from 1230 - 1430 - 365th B Sq
(Fri)	from 1430 - 1630 - 366th B Sq
4 Jun 56	from 1230 - 1430 - 364th B Sq
(Mon)	from 1430 - 1630 - 365th B Sq
5 Jun 56	from 1230 - 1430 - 366th B Sq
(Tues)	from 1430 - 1630 - 364th B Sq
7 Jun 56	from 1230 - 1430 - 365th B Sq
(Thurs)	from 1430 - 1630 - 366th B Sq
8 Jun 56	from 1230 - 1430 - 364th B Sq
(Fri)	from 1430 - 1630 - 365th B Sq
11 Jun 56	from 1230 - 1430 - 366th B Sq
(Mon)	from 1430 - 1630 - 364th B Sq
12 Jun 56	from 1230 - 1430 - 365th B Sq
(Tues)	from 1430 - 1630 - 366th B Sq
13 Jun 56	from 1230 - 1430 - 364th B Sq
(Wed)	from 1430 - 1630 - 365th B Sq
14 Jun 56	from 1230 - 1430 - 366th B Sq
(Thurs)	from 1430 - 1630 - 364th B Sq
15 Jun 56	from 1230 - 1430 - 365th B Sq
(Fri)	from 1430 - 1630 - 366th B Sq
18 Jun 56	from 1230 - 1430 - 364th B Sq
(Mon)	from 1430 - 1630 - 365th B Sq
19 Jun 56	from 1230 - 1430 - 366th B Sq
(Tues)	from 1430 - 1630 - 364th B Sq
21 Jun 56	from 1230 - 1430 - 365th B Sq
(Thurs)	from 1430 - 1630 - 366th B Sq
22 Jun 56	from 1230 - 1430 - 364th B Sq
(Fri)	from 1430 - 1630 - 365th B Sq
25 Jun 56	from 1230 - 1430 - 366th B Sq
(Mon)	from 1430 - 1630 - 364th B Sq
26 Jun 56	from 1230 - 1430 - 365th B Sq
(Tues)	from 1430 - 1630 - 366th B Sq

SCHEDULES (Continued)X. TIA TRAINER FOR JUNE 1956 (Continued)

27 Jun 56 from 1230 - 1430 - 364th B Sq
 (Wed) from 1430 - 1630 - 365th B Sq

28 Jun 56 from 1230 - 1430 - 366th B Sq
 (Thurs) from 1430 - 1630 - 364th B Sq

29 Jun 56 from 1230 - 1430 - 365th B Sq
 (Fri) from 1430 - 1630 - 366th B Sq

2 Jul 56 from 1230 - 1430 - 364th B Sq
 (Mon) from 1430 - 1630 - 365th B Sq

3 Jul 56 from 1230 - 1430 - 366th B Sq
 (Tues) from 1430 - 1630 - 364th B Sq

5 Jul 56 from 1230 - 1430 - 365th B Sq
 (Thurs) from 1430 - 1630 - 366th B Sq

6 Jul 56 from 1230 - 1430 - 364th B Sq
 (Fri) from 1430 - 1630 - 365th B Sq

II

PHASE II B-47 BLOCK TRAINING SCHEDULE

<u>DAY</u>	<u>TIME</u>	<u>SUBJECT</u>	<u>PLACE</u>	<u>RESPONSIBILITY</u>	<u>PHONE</u>
MONDAY	0730-1630	SPECIAL WEAPONS	Bldg 98	Major BURRIS	36-681
	1630-1730	COMPARATIVE MEASURES	Bldg T-431	M/Sgt Page	29-671
TUESDAY	0730-1730	SPECIAL WEAPONS	Bldg 98	Major BURRIS	36-681
WEDNESDAY	SAME AS MONDAY SCHEDULE				
THURSDAY	0730-1030	EMERGENCY COMMUNICATIONS	MTD Rm 8	1/Sgt Allison	25-671
	1030-1130	COMPARATIVE MEASURES	Bldg T-431	M/Sgt Page	29-671
	1230-1430	SURVIVAL INTELLIGENCE	MTD Rm 8	2/Lt TAYLOR or	
	1430-1630	TACTICAL DOCTRINE	305th BW Brief Rm	2/Lt BAIL Major WERNER or Major STONE	25-811 23-351
FRIDAY	0730-1130	AQUATIC SURVIVAL	Pool #1 *	T/Sgt Branch or	
	1230-1430	CODE & BLINKER	MTD Rm 13	S/Sgt Price	39-421
	1430-1630	COMPARATIVE MEASURES	Bldg T-431	A/2C Roelofson M/Sgt Page	27-621 29-671

NOTE: * NORTH AREA POOL #2 WILL BE USED AFTER 18 JUNE 1956.

30

II (Continued)

PHASE II KC-97 BLOCK TRAINING SCHEDULE

<u>DAY</u>	<u>TIME</u>	<u>SUBJECT</u>	<u>PERSONNEL ATTENDING</u>	<u>PLACE</u>	<u>RESPONSIBILITY</u>	<u>PHONE</u>
MONDAY	0730-1630	AC SYSTEM	AC, Plt, FE, BO	MTD Bldg	Capt SHOOK	30-011
	0730-1130	POLAR NAVIGATION	Observers	MTD Bldg	Sqdn Observer	
	0730-1330	COMMUNICATIONS PROCEDURES	Radio Operators		Sqdn Radio Operator	
	1230-1430	PRESSURE PATTERNS	Observers		Sqdn Observer	
	1230-1430	HI-FI PROPAGATION	Radio Operators		Sqdn Radio Operator	
	1230-1430	CELESTIAL PROBLEMS	Observers		Sqdn Observer	
	1530-1630	JAMMING	Radio Operators		305th Wg ECM Officer	
TUESDAY	0730-1630	HANDGUN and/or CARBINE	All Personnel	Small Arms Range (tele 28-611)	ARTF-M/Set Stilley	28-611
WED' DAY	0730-1130	AQUATIC SURVIVAL	All Personnel	Pool #1 *	T/Sgt Branch	39-421
	1230-1330	SPECIAL DEAD RECKONING	Observers		Sqdn Observer	
	1230-1330	SAC MANUALS & PUBLICATIONS	Boom Instr Oprs			
	1230-1430	CODE & BLINKER	Radio Operators	MTD, Rm 13	A/2C Roelofson	27-261
	1330-1430	ELECTRONICS TROUBLE SHOOTING	Observers		Sqdn Observer	
	1430-1630	CODE & BLINKER	All Personnel (Others until qualified)	MTD, Rm 13	A/2C Roelofson	27-621

NOTE: TACTICAL DOCTRINE TAUGHT IN SQUADRON - RESPONSIBILITY - 2/Lt SPEED.

EMERGENCY COMMUNICATIONS TAUGHT IN SQUADRON - RESPONSIBILITY - M/Sgt Allison.

* - NORTH AREA POOL #2 WILL BE USED AFTER 18 JUNE 1956.

III SYNTHETIC TRAINER SCHEDULES:

See SECTION I - GENERAL

IV ASSOCIATED TRAINING:A. STANDARD & 51-19 S-6 SIMULATOR SCHEDULE - JUNE 1956

4 Jun	1330-1530	Howell-Staley
4 Jun	1530-1730	Johnson-Shepard
5 Jun	1330-1530	Bird-Chism
5 Jun	1530-1730	Ferriell-Bowman
6 Jun	1330-1530	Little-Wedeman
6 Jun	1530-1730	Johnson-Shepard
7 Jun	1500-1700	Ferriell-Bowman
8 Jun	1500-1700	Rust* -Porter
11 Jun	1100-1300	Bird-Chism
11 Jun	1300-1500	Robertson* -Sisson
11 Jun	1500-1700	Ferriell-Bowman
12 Jun	1430-1630	Bates-Vogt
13 Jun	1100-1300	Johnson-Poncar
13 Jun	1300-1500	Ferriell* -Bowman
13 Jun	1500-1700	Johnson* -Shepard
14 Jun	1500-1700	Bird-Chism
15 Jun	1500-1700	Bates-Vogt
18 Jun	0730-0930	Carter*Giles
18 Jun	0930-1130	Keney* -Rantz
19 Jun	0730-0930	Vitko-Herriman
19 Jun	0930-1130	Little-Wedeman
19 Jun	1330-1530	Vitko-Herriman
19 Jun	1530-1730	Howell-Staley
20 Jun	0730-0930	Bird-Chism
20 Jun	0930-1130	Johnson-Shepard
21 Jun	1500-1700	Johnson-Poncar
22 Jun	1500-1700	Bird-Chism

IV ASSOCIATED TRAINING (Continued):A. STANDARD & 51-19 S-6 SIMULATOR SCHEDULE - JUNE 1956 (Continued)

25 Jun	0730-0930	Vitko-Herriman
25 Jun	0930-1130	Crowe
25 Jun	1330-1530	Johnson-Poncar
25 Jun	1530-1730	Little-Wedeman
26 Jun	0730-0930	Little-Wedeman
26 Jun	0930-1130	Keney-Bentz

NOTE: * WING STANDARDIZATION CHECK.

IV

SAC REG 5L-19 GROUND TRAINING SCHEDULE FOR WEEK OF 4 JUNE TO 8 JUNE

<u>ILOTS</u>	4 June	5 June	6 June	7 June	8 June
700 to 900	Cel Practice Fixes & Mvmts 364th Briefing Room	Jet Instr MTD Bldg Major King	Flt Perf MTD Bldg #9 Cpt Reese	Flt Perf MTD Bldg #9 Cpt Reese	Flt Perf MTD Bldg #9 Cpt Reese
900 to 100	Same as above.	"A" Flt Elge Opr Hgr #5 Pack Chutes Base Hgr Sgt Raplee Hgr #5	"B" Flt Pack Chutes Base Hgr Sgt Raplee Elge Opr Hgr #5	Same as above	Same as above
<u>BEERVENERS</u>					
700 to 900	Same as Pilots	Same as Pilots	Same as Pilots	0730 M-1 Compass (Compass Swing) A&E Bldg TSG Thomas	Same as Pilots
900 to 100	Same as Pilots	Same as Pilots	Same as Pilots	Same as above.	Same as Pilots

34

IV

SAC REG 51-19 GROUND TRAINING SCHEDULE FOR WEEK OF 11 JUNE TO 15 JUNE

<u>PILOTS</u>	11 June	12 June	13 June	14 June	15 June
0700 to 0900	Hi Alt Wx MTD Bldg Rm #9	Flt Perf MTD Bldg Rm #9	Flt Perf MTD Bldg Rm #9	Flt Perf MTD Bldg Rm #9	Flt Perf MTD Bldg #9
0900 to 1100	Off Call	Same as Above	Same as Above	Same as Above	Same as Above
<u>OBSERVERS</u>					
0700 to 0900	Same as Pilots	Same as Pilots	Same as Pilots	Same as Pilots	Same as Pilots
0900 to 1100	Off Call	Same as Pilots	Same as Pilots	Same as Pilots	Same as Pilots

36

0204

IV

SAC REG 51-19 GROUND TRAINING SCHEDULE FOR WEEK OF 18 JUNE TO 24 JUNE

<u>PILOTS</u>	18 June	19 June	20 June	21 June	22 June
0700 to 0900	RBS Procedure 364th Brief Rm Capt Cherry	SAC Form I complete 364th Briefing Rm Maj Hynds	Flt Perf Final Exam MTD Bldg Capt Reese	Jet Inst 364th Brief Rm Maj Hynds	Make-ups
0900 to 1100	Grid Log 364th Brief Rm Capt Cherry	Same as above	Same as above	Same as above	Make-ups
<u>OBSERVERS</u>					
0700 to 0900	Same as Pilots	Same as Pilots	KIFM A&E Bldg Lt Sutherland	KIFM A&E Bldg Lt Sutherland	Make-ups
0900 to 1100	Same as Pilots	Same as Pilots	Same as above	Same as above	Make-ups

36

0205

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER I

MONTHLY MAINTENANCE ORDER FOR JUNE 1956

1. General.

a. This Maintenance Order presents the maintenance and flying schedule for the month of June 1956 and reflects all requirements known to the Wing at this time.

b. The maintenance and flying schedules (tail number schedules) contained in the succeeding chapters implement the flying requirements approved by the Flight Scheduling Committee, 305th Bombardment Wing (M), as directed by SAC Reg 60-9 and SAC Manual 66-3. These schedules include all known maintenance and operational tasks for June 1956.

c. This order is based upon B-47 and KC-97 operations. The available flying hours and average minimum turnaround time are contained in Inclosures 1 through 4 to this chapter.

2. Special Commitments.

a. Six (6) B-47 aircraft will be used in a special weapons loading exercise in accordance with SAC Reg 82-2. Two (2) aircraft from each squadron will be provided as indicated in the tail number schedule. Aircraft preparation will be in accordance with previous special weapons loading requirements. The loading sites, configuration, and times are as follows:

- (1) Aircraft on loading sites by 1330 hours, 6 June 1956.
- (2) Loading area secured, 1345 hours, 6 June 1956.
- (3) Loadings begin at 1400 and will be completed by 1600, 6 June 1956.

Maint Order, June 56 (contd)

(4) Take-off time, 1905 hours, 6 June 1956.

(5) <u>Squadron</u>	<u>Site No.</u>	<u>Configuration</u>
364th	5 & 6	6 & 6
365th	3 & 4	6 & 15
366th	1 & 2	15 & 21

b. Other special weapons loadings for compliance with SAC Reg 50-24 will be accomplished on Hardstands #44 and #45 each Tuesday.

c. Three (3) stream type missions, with an average of twelve (12) aircraft per stream, will be flown on 7, 12, and 26 June.

d. Ten (10) aircraft sorties will be furnished the staff personnel of the 3942d SES for proficiency purposes in June. These sorties are so indicated in the June tail number schedules. The applicable flight line maintenance officer will personally monitor the preparation of each aircraft designated for this operation to minimize the possibility of a ground abort or cancellation.

e. KC-97 aircraft 52-843 will leave for IRAN on or about 7 June.

f. KC-97 aircraft 52-185 will return from IRAN on or about 10 June.

3. Routine Requirements.

a. No sorties will be scheduled prior to 1400 hours on Mondays, except for flights to comply with the timing set forth in operations orders from higher headquarters. These exceptions will be confirmed at each weekly scheduling meeting.

b. Sorties scheduled for take-off on the second day after the last flight will take off after 1700 hours to insure two duty days between flights.

c. Normal duty hours for the month of June will be 0730-1130, 1230-1630, Monday through Friday.

Maint order, June 56 (contd)

d. A total of 288 sorties and 1630 hours are represented on the B-47 June tail number schedules. These schedules incorporate a confirmed 1550 flying hours, plus an 8% pad. This pad is distributed throughout the schedules and will be flown in complying with the schedules. A total of 108 sorties and 700 flying hours are scheduled for the KC-97 aircraft.

e. No deviation from the succeeding schedules will be made except as authorized by the Chief of Maintenance, and only then if additional requirements from higher headquarters so dictate. Strict consideration of the maintenance capability and program will be accomplished prior to authorizing such a change to insure minimum effect on the scheduled workload. Air crews have been scheduled to fly in their own aircraft, except for minor deviations which are indicated in the "Remarks" column of each tail number schedule.

5. Test flights following periodic inspection will be scheduled for take-offs at 1100 hours for B-47 aircraft on the day indicated by the "T" in the tail number schedule (1st scheduled day). Test flights scheduled on Monday will take off not later than 1200. Deck test take-off for KC-97's will be 1500 hours. No test hops will be scheduled on 11 June 1956 (Wing Commander's Briefing). Unscheduled test flights, e.g., those required for engine or control surface change, will normally be flown on the date indicated by the next "F" on the schedule unless otherwise directed by the Chief of Maintenance. Aircraft aborting scheduled flight tests will be scheduled for take-off at the standard times on the next day indicated for flight on the tail number schedule.

6. Flights scheduled on Friday, 15 June, will be scheduled so as not to interfere with the Division Parade. It is mandatory for each squadron to have 80% attendance at these parades; otherwise, the parades will be scheduled on Saturday mornings.

4 Incls
a/s

3

0208

B-47 HIGH RATE BOMBING CAPABILITY

JUNE 1956

	364th	365th	366th	Total
Projected Assigned -----	11501	12517	12496	36514
Present hours -----	8101	3453	2525	14079
Excess hours -----	3399	9064	9971	22434
Total excess hours available -----	5598	9111	9971	14680

COST OF 36514 (6 hours)

Per flight -----	10.1
Per 100 flights -----	32.2
Unplanned maintenance -----	2.1
Total -----	71.1

CAPABILITY

	Projected Bombs 1/5000 Avail	Projected Bombs Avail	Projected Flying Time Available
364th Bomb Squadron -----	5010	75	150
365th Bomb Squadron -----	5111	90	180
366th Bomb Squadron -----	5102	90	180
Wing Total -----	15223	255	410

Total bombs projected for June - 255

Flying time projected for June - 1550 hours.

NO-97

June 1956

FLIGHT AND SQUADRON CAPABILITIES

Projected assigned hours -----	13959
Absence hours -----	2016
Indirect hours -----	3700
Total productive workhours available -----	8397

COST OF SORTIES (6 HOUR)

	Manhour average
Preflight -----	1.5
Postflight -----	10.5
Miscellaneous maintenance --	15.0
Total -----	27.0

C.O. SUMMARY

	Projected Productive W/H avail	Projected Sorts avail	Projected Fly Time available
305th AFS	8397	31	840

Flying time projected for June - 700 hours.

Sorties projected for June - 117.

The above figures are based on averages over the period January thru March 1956, therefore, an excessive number of indirect and absent hours are reflected as caused by initial temporary unavailability for deployment mobility.

B-47 AIRCRAFT MAINTENANCE - June 1956

6 Hour Sorties

Total 1st and 2nd days assigned -----	1071
Twenty two aircraft TAC -----	-26
Fourteen aircraft special weapons -----	-41
Operational days in June -----	21
Total aircraft available to Wing in June -----	49
Total aircraft days available in June -----	1029
Average minimum turn around time, 6.0 hour cycle: -----	6.13
Perform one periodic inspection -----	1.5
Perform eleven post flight inspections -----	17.5
Engine change average -----	1.5
Fuel tank average -----	1.
Miscellaneous maintenance on TAC -----	33
Flights and fly 33 sorties -----	33
Days to maintain and fly aircraft through cycle -----	48
ACCP factor -----	1
Days ACCP -----	.9
Days to fly cycle -----	49.9

2.7 Days average
 1029 (Days to fly inspection cycle) - minimum very close
 33 (Number of sorties through cycle) - time

Aircraft available as average minimum turn around time:

1029 (available aircraft days) - sorties available
 2.7 (average minimum turn around time) - 392 provided minimum
 available

Total 1st and 2nd days available in June - 1071 hours.

Total flying time projected for June - 1550 hours.

Total 1st and 2nd days projected for June - 256.

RC-97 AIRCRAFT AVAILABILITY - June 1956

6 Hour Sorties

Total aircraft days assigned -----	441
Five aircraft T.O. -----	-11
Two aircraft L.O. -----	-37
Total aircraft days available -----	393
Operational days in June -----	21
Total aircraft available to wing in June -----	19
Assume minimum turn around time, 200 hour cycle -----	Days
Perform and periodic inspection -----	6
Perform eleven post flight inspections -----	16
Engine oil change -----	.4
Pre-flight and fly 32 sorties -----	33
Miscellaneous maintenance on 100 -----	32
Maintenance and operational days to fly aircraft cycle -----	87.4
MOOP factor -----	5.0
Days MOOP -----	4.37
Days to fly cycle -----	41.3
84.83 (Days to fly and cycle) - 2.6 Days over 2	
33 (Number of sorties in cycle) -----	2.6 (Minimum turn around time)

Aircraft availability as average minimum turn around time.

393 (Available aircraft days) -----	Sorties available
2.6 (Minimum turn around time) -----	151 provided manpower is available

Total flying time available in June - 916 hours.

Total flying time projected in June - 700 hours

Total sorties projected in June - 117.

Increased MOOP factor reflected above is due to the anticipated R-4360 engine losses and the insufficient supply of engines to meet replacement requirements.

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER II

MAINTENANCE PLAN AND SCHEDULE
364TH BOMB SQUADRON (M)

1. The 364th Bomb Squadron (M) will provide the number of sorties for a minimum of 600 flying hours, as indicated in Inclosure No. 1.
2. Special weapons loadings will be performed with aircraft and on dates indicated in Inclosure No. 1. In addition, a special weapons exercise, in accordance with SAC Reg 82-2, will be performed on 6 June 56 which will consist of two (2) each aircraft per squadron.
3. Postflights and periodic inspections will be as indicated in Inclosure No. 1.
4. If aircraft cannot take off within two (2) hours following the scheduled take-off time (published in the weekly schedule), the mission will be cancelled.
5. TOCs will be scheduled on a day-to-day basis by Job Control with the exception of T.O. 2J-J47-501. Aircraft will be scheduled as indicated in Inclosure No. 1. The crew chief, prior to the scheduled arrival of the engine TOC crew, will have the following accomplished: C/C stand for each engine, protector plugs on hand, and cord and headset on hand. The crew chief will be responsible for movement of the aircraft to the blast pad as soon as practical after completion of the TOC.
6. Special missions for June 1956 are covered in Chapter I, this plan.
7. Aircraft #52-343 is scheduled for flight crew landing gear demonstration and will be in Hangar #5 and on jacks by 0900, 5 June 56. Squadron will furnish personnel necessary to jack and operate landing gear. Instructions will last from 0900 to 1100.

1 Incl
Tail Nbr Sched

34th Bomb Squadron June 1956 Tail Number Schedule

Aircraft Nbr	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	Remarks
Beatty																															
492				PF	F			F				F	FF	F					F		F							PF		SES	
491	0																														
454	Hr			F				F				F	PF	F							SES									F	
493																															
491					F	FF	F					F		F					FF	F		F	FI			F		F			
491																															
504				F	PF	T		F				FF	F	F						F	FF	F				F		F		PF	
503				(SES				SE																							
				(XC				XC				PF		F						F		F	FF			F		F			
Tedrowe				(
189	F			(WR	Dock #3	R																									
Ball					SW																										
493					F							F	F						PF	F	F										
Hunter				44																											
343				PF	SW		F					F	*	F	FF				SES												
Dye																															
497					F	WR		F																							
Cox																															
355	F				F		F																								
432																															
Heller																															
190				(XC		F		XC	PF																						
MacMullin																															
360					SW																										
					F	PF	F					F	F																		
Hynds																															
495				F	PF	F	WR																								
Prout																															
502																															
Immler																															
334																															
438	100 Hr	PF																													
Flights	2			4	6	5	7	7				4	8	5	8	1			3	7	6	4	6			4	5	6	2	7	
Flts	2			3	3	2	1	1				3	3	3	1	2			2	2	2	2	3			3	3	1	1	1	

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER III

MAINTENANCE PLAN AND SCHEDULE
365TH BOMB SQUADRON (M)

1. The 365th Bomb Squadron (M) will provide the number of sorties for a minimum of 482 flying hours, as indicated in Inclosure No. 1.
2. Special weapons loadings will be performed with aircraft and on dates indicated in Inclosure No. 1. In addition, a special weapons exercise, in accordance with SAC Reg 82-2, will be performed on 6 June 56 which will consist of two (2) each aircraft per squadron.
3. Postflights and periodic inspections will be as indicated in Inclosure No. 1.
4. If aircraft cannot take off within two (2) hours following the scheduled take-off time (published in the weekly schedule), the mission will be cancelled.
5. TOCs will be scheduled on a day-to-day basis by Job Control with the exception of T.O. 2J-J47-501. Aircraft will be scheduled as indicated in Inclosure No. 1. The crew chief, prior to the scheduled arrival of the engine TOC crew, will have the following accomplished: C/C stand for each engine, protector plugs on hand, and cord and headset on hand. The crew chief will be responsible for movement of the aircraft to the blast pad as soon as practical after completion of the TOC.
6. Special missions for June 1956 are covered in Chapter I, this plan.

1 Incl
Tail Nbr Sched

305th Bomb Squadron June 1945 Duty Schedule

Acft Nbr	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	Remarks
Andrews 359				T	H		F																								
Nichols 312																															
Leonard 489																															
Bean 498																															
Lindley 494																															
Zimmerman 185																															
Moyer 507																															
Terry 496																															
Beegle 505																															
Naler 193																															
Footte 191																															
Leitzel 330																															
136																															
064																															
327																															
347																															
317																															
Flights	6			2	4	2	4	5			4	7	1	7	2			5	2	6	2	7			1	7	3	1	6		
Postflts	2			2	2	2	2	2			2	2	2	2	2			2	2	2	2	2			2	2	2	2	2		

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER IV

MAINTENANCE PLAN AND SCHEDULE
366TH BOMB SQUADRON (M)

1. The 366th Bomb Squadron (M) will provide the number of sorties for a minimum of 550 flying hours, as indicated in Inclosure No. 1.
 2. Special weapons loadings will be performed with aircraft and on dates indicated in Inclosure No. 1. In addition, a special weapons exercise, in accordance with SAC Reg 82-2, will be performed on 6 June 56 which will consist of two (2) each aircraft per squadron.
 3. Postflights and periodic inspections will be as indicated in Inclosure No. 1.
 4. If aircraft cannot take off within two (2) hours following the scheduled take-off time (published in the weekly schedule), the mission will be cancelled.
 5. TOCs will be scheduled on a day-to-day basis by Job Control with the exception of T.O. 2J-J47-501. Aircraft will be scheduled as indicated in Inclosure No. 1. The crew chief, prior to the scheduled arrival of the engine TOC crew, will have the following accomplished: C/C stand for each engine, protector plugs on hand, and cord and headset on hand. The crew chief will be responsible for movement of the aircraft to the blast pad as soon as practical after completion of the TOC.
 6. Special missions for June 1956 are covered in Chapter I of this plan.
- 1 Incl
Tail Nbr Sched

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER V

MAINTENANCE PLAN AND SCHEDULE
305TH AIR REFUELING SQUADRON

1. The 305th Air Refueling Squadron will provide the number of sorties for a minimum of 700 flying hours, as indicated in Inclosure No. 1.
2. Postflight and periodic inspections will be as indicated in Inclosure No. 1.
3. If aircraft cannot take-off within two (2) hours following the scheduled take-off time (published in the weekly schedule), the mission will be cancelled.
4. TOCs will be scheduled on a day-to-day basis by Job Control.
5. Special missions for June 1956 are covered in Chapter I of this plan.
6. Aircraft scheduled for engine conditioning are indicated in Inclosure No. 1. This schedule will be strictly adhered to, and every effort will be made to complete as many engines as possible during the period of depot support.

1 Incl

Tail Nbr Sched

[illegible]

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER VI

MAINTENANCE PLAN AND SCHEDULE
305TH PERIODIC MAINTENANCE SQUADRON

1. The 305th Periodic Maintenance Squadron will provide manning, tools, and equipment to process aircraft through the docks for periodic inspection in accordance with Inclosures Nos. 1 of Chapters II, III, and IV (Tail Number Schedules) in this publication.
2. TOCs to be accomplished during periodic inspections will be scheduled during inspection planning meetings (Predock Meetings), per SAC Manual 66-15.
3. Periodic inspection test hop take-off time will be scheduled for 1100 hours for B-47 aircraft, and 1500 hours for KC-97 aircraft. The only exception to this is on Mondays when B-47 take-off time will be 1200 hours. If an aircraft cannot get off within two (2) hours following the scheduled take-off time, the test hop will be cancelled for that day.
4. Maintenance capability is outlined in Inclosures Nos. 1 and 2.
5. Every effort will be made to maintain thirteen (13) aircraft in commission at all times.

2 Incls

1. B-47 Maint Capability
2. KC-97 Maint Capability

B-47 PARADISE AIRFIELD, CA EVALUATION

June 1956

VALUES

Projected assigned hours -----	6517
Actual hours -----	3203
Indirect hours -----	177
Tot, Asst. Dir. B-47 availability direct -----	699
Dir. - B-47 two decks available direct -----	2319
Asst. Dir. hours per periodic insp. -----	206
Projected B-47 employment by 1961 -----	9.1

B-47 2 Deck X 14 work days equal 12 Deck days

12 Deck days -----	9.33 B-47 days, which over 2
4.5 days per B-47 day	

9.33 B-47 days X 300 hour periodic equals 2.80 flying;
hour sup. crt.

Sortie production capability is - 311 sorties.

Flying time projected for June - 15.6 hours.

Total sorties projected for June - 254.

KC-97

June 1956

PERIODIC MAINTENANCE SCHEDULE

Projected assigned hours -----	4009
Absent hours -----	1233
Indirect hours -----	1156
Pr. Post Dock KC-97 available productive -----	685
Dock - KC-97 (one dock) available productive -----	1171
Projected overheads per periodic inspection -----	526
Projected KC-97 inspections available -----	3.7

KC-97 1 Dock X 21 days equals 21 dock days.

$\frac{21 \text{ Dock Days}}{4.7 \text{ days per KC-97 trip}} = 4.7 \text{ KC-97 Inspections average}$

4.7 KC-97 Inspection X 200 hour periodic equals 940 flying hour support.

Sortie producing capability is 157 sorties.

Flying time projected for June - 700 hours.

Total sorties projected for June - 117.

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER VII

MAINTENANCE PLAN AND SCHEDULE
305TH FIELD MAINTENANCE SQUADRON

1. The 305th Field Maintenance Squadron will provide personnel, tools, and equipment to accomplish the necessary maintenance to meet the requirements set forth in Inclosures Nos. 1 of Chapters II, III, and IV (Tail Number Schedules) in this publication.
 2. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Form 85's will be issued as required.
 3. Night shifts or standby will be accomplished in accordance with current SOP's.
 4. Maintenance capability, by sections, is outlined in Inclosure No. 1.
- 1 Incl
Maint Capability

0 2 2 5

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER VIII

MAINTENANCE PLAN AND SCHEDULE
305TH ARMAMENT & ELECTRONICS SQUADRON

1. The 305th Armament & Electronics Squadron will provide the necessary personnel, tools, and equipment to accomplish the requirements as outlined in Inclosures Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.
2. Aircraft configuration and take-off time for each sortie will be confirmed and published in the weekly schedule.
3. A special weapons loading will be conducted on Wednesday, 6 June 56, in accordance with SAC Reg 82-2. A total of six (6) each B-47 type aircraft will be involved. The sites and configurations are as follows:

<u>Squadron</u>	<u>Site</u>	<u>Configuration</u>
364th	5 & 6	6 & 6
365th	3 & 4	6 & 15
366th	1 & 2	15 & 21

4. Night shift or standby will be in accordance with current SOPs.
5. Harmonization of guns will be accomplished at every periodic inspection as outlined in T O. 1B-47A-6.
6. Maintenance capability, by section, is outlined in Inclosure No. 1.

1 Incl
Maint Capability

AFLINT AND ELECTRONICS SUPPORT ACTIVITIES

June 1976

3.41	PAUSE 1	PAUSE 2	PAUSE 3	PAUSE 4	PAUSE 5	PAUSE 6	PAUSE 7
PAUSE 1	PAUSE 2	PAUSE 3	PAUSE 4	PAUSE 5	PAUSE 6	PAUSE 7	PAUSE 8
PAUSE 1	10,000	7,000	1,000	1,000	1,000	1,000	1,000
PAUSE 2	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 3	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 4	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 5	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 6	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 7	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 8	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 9	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 10	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 11	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 12	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 13	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 14	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 15	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 16	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 17	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 18	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 19	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 20	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 21	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 22	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 23	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 24	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 25	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 26	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 27	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 28	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 29	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 30	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 31	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 32	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 33	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 34	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 35	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 36	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 37	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 38	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 39	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 40	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 41	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 42	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 43	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 44	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 45	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 46	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 47	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 48	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 49	1,000	1,000	1,000	1,000	1,000	1,000	1,000
PAUSE 50	1,000	1,000	1,000	1,000	1,000	1,000	1,000

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER IX

MAINTENANCE PLAN AND SCHEDULE
809TH AIR BASE GROUP

1. The flying schedule for the 305th Bombardment Wing (Medium) for the month of June 1956 presents 288 B-47 sorties and 108 KC-97 sorties.
2. The minimum weekend work and flying are scheduled.
3. The normal working hours for the 305th Bombardment Wing (Medium) are 0730 to 1630, Monday through Friday. Monday sorties are scheduled to take off after 1400 hours, generally. Routine flying scheduled take-offs are generally 0830 - 1130, and 1630 - 1930.
4. Special Weapons Loadings will be in accordance with Inclosures Nos. 1 of Chapters II, III, and V (Tail Number Schedules) in this publication.
5. Specific Air Base Group requirements are:
 - a. Motor Vehicle Squadron:
 - (1) Provide daily dispatch of vehicles as outlined in SAC Reg 66-24.
 - (2) Provide additional vehicle support as coordinated with the Base Materiel Office.
 - (3) "Red Tag" priority maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and the Commander, 809th Motor Vehicle Squadron.
 - b. Supply Squadron:
 - (1) Normal supply support, 0730 - 1630, Monday thru Friday.
 - (2) Limited standby support at all other times.

Ch IX, Maint Plan & Sched, 809ABGp

(3) Provide immediate delivery and/or action of all items requested via supply expediter network.

(4) Load and off-load ammunition and provide SW support in accordance with established schedule. Provide munitions alert support.

c. Operations Squadron: Provide airlift for pilot pickup of critical aircraft spares.

d. Refueling:

(1) Normal daily requirements:

0730-2400, Mon thru Fri 3 JP-4 hydrants (B-47)

1230-2400, Tues & Thurs 2 JP-4 hydrants (B-47 SES)

2400-0730, Mon thru Fri 1 JP-4 hydrant standby

0730-2400, Mon thru Fri 2 115/145 hydrants

2400-0730, Mon thru Fri 1 115/145 hydrant standby

(2) One JP-4 and one 115/145 hydrant on call at all times other than above.

(3) Special missions requiring support in addition to the above will be coordinated at least 24 hours prior to execution of mission.

e. Defueling: POE must maintain at all times one JP-4 and one 115/145 truck, and one JP-4 and one 115/145 pit for defueling.

f. Food Service: Normal support at all times.

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 102)

9 July 1956

1. COL FREDERICK R RAMPUTI, 4591A, HQ SQ, 305TH BOMWGM, this STA, is asg duty as Dep Wing Condr, AFSC 0066C, EFF 5 JUL 56. FUNCT ACCT 01000. AUTH: AFM 36-1.

2. MAJ NORMAN P HUARD, 10441A, HQ SQ 305TH BOMWGM, this STA, is rel from duty as Asst Target and Pred Off, DAFSC 1525B, and asg duty as Target and Pred Off, DAFSC 1525B, EFF 5 JUL 56. AUTH: AFM 36-1.

3. PAFSC of 1ST LT JAMES R BEAUCHAMP, AO 3025072, 305TH AREFSM, this WG, this STA, is redesignated from 1531A to 1521P. AFSC 1531A is awarded as 3RD AAFSC. AUTH: AFM 36-1.

4. PAFSC of CAPT CHARLES F KENNAN, AO 578161, 365TH BOMRONM, this WG, this STA, is redesignated from 2086 to 2054. AFSC 2086 is awarded as 2ND AAFSC and AFSC 2011 as 3RD AAFSC. AUTH: AFM 36-1.

5. PRIM & UAFSC of the FNA, ORGN IND, this WG, this STA, are changed from 53430 to 53450. OJT-C is completed. AUTH: AFM 35-1.

FLD MAINTRONM

A/2C ROBERT WELSH AF 12474066
A/2C CHARLES R ALFORD AF 14578542

6. SMOP 11, PERAM 100, this HQ, DTD 2 JUL 56, which pertains to TSGT JAMES W GROSSMAN, AF 17255124, 305TH PER MAINTRONM, is amended to include: OJT-D is completed.

7. PRIM & UAFSC of SSGT LEON E ROBERTS, AF 34245656, 365TH BOMRONM, this WG, this STA, are changed as follows: PAFSC changed from 60350 to 70250, UAFSC changed from 70230 to 70250. PAFSC 60350 and UAFSC 70230 are deleted. AUTH: AFM 35-1.

8. PRIM AFSC of SSGT ROGER S MOGRATH, AF 32837242, FLD MAINTRONM, this WG, this STA, is changed from 64151 to 45130. AFSC 64151 is deleted. AUTH: AFM 35-1.

9. FNA, ORGN IND, this WG, this STA, are placed on OJT-C in AFSC IND, and awarded DAFSC IND. AUTH: AFM: 35-1.

		PAFSC	DAFSC	AWARD OJT DAFSC
PER MAINTRONM				
A/2C BILLIE W BOUTWELL	AF 18487345	43231	43231	43251
FLD MAINTRONM				
A/2C MYRON L LOWE	AF 17414882	43231	43231	43251
L&E MAINTRONM				
A/2C CHARLES L MCINTOSH	AF 6884384	32130E	32130E	32150E
A/1C MICHAEL A BERGER	AF 18433527	30131A	30131A	30151A
A/2C HOLLIS J WILSON	AF 18468734	30133B	30133B	30153B

PERAM 102, HQ 305TH BOMWGM, SAC, MacDill Air Force Base, Florida, 36

10. PRIM, DY & UAFSC of the FNA, 305TH A&E MAINTRON, this WG, this STA, are changed as IND. AUTH: AFM 35-1F.

	FROM	TO
SSGT PAUL E BOUYEA AF 12437577	32150B	32150E
A/1C JOHN L BLECHSCHMIDT AF 16418826	32150D	32150E
A/1C HAMILTON E CREAMY AF 13468070	32150D	32150E
A/1C ROBERT E DALRYMPLE AF 14469519	32150C	32150E
A/1C FRED G SHERRELL AF 14470065	32150C	32150E
A/2C RONALD J PERRY AF 11226888	32150C	32150E

11. FNA, 305TH A&E MAINTRON, this WG, this STA, are RECLASS, as IND. AUTH: AFM 35-1F.

	FORMER	REWARD PRIM	DELE
SSGT FRANCIS T LANG, AF 14406665	PAFSC 32150D	DAFSC 32150D	UAFSC 32150E
SSGT HERMAN N ZWART, AF 12412454	32150D	32150D	32150E
A/1C RICHARD F GODBOUT, AF 12433318	32150C	32150C	32150E
A/1C KENNETH R HARMON, AF 15501122	32150D	32150D	32150E

BY ORDER OF THE COMMANDER:

OFFICIAL:

Gilbert Bartman
GILBERT BARTMAN
2ND LT, USAF
Personnel Officer

FORREST F KIENZLE
CAPT, USAF
Dep Director of Personnel

DISTRIBUTION:

- 2 CYS WG ADJ
- 15 CYS 305TH CUPS (5 OFF SECT, 5 M/R, 1 OJT, 1 AMN, 3 DP Off)
- 2 CYS BASE DIR OF PERS
- 2 CYS BASE C&A SECT
- 2 CYS BASE OJT
- 2 CYS EA OFF & AMN CONCERNED PLUS 1 FOR 201 FILE
- 1 CY BASE STAT
- 1 CY HQ 2AF ATTN: DPDCU
- 1 CY DIR OF OPERATIONS 305TH BOMWGM

0 2 3 2

ROUTING		JOINT MESSAGEFORM		COMMUNICATIONS CENTER NO.	
SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY					
FROM: (Originator)		DATE-TIME GROUP		SECURITY CLASSIFICATION	
COMADIV 6 MACDILL AFB FLA		PRECEDENCE FOR: ACTION		INFORMATION	
		OP		OP	
TO:		<input type="checkbox"/> BOOK MESSAGE		<input checked="" type="checkbox"/> ORIGINAL MESSAGE	
CINC SAC OFFUTT AFB NEBR		<input checked="" type="checkbox"/> MULTIPLE ADDRESS		CRYPTOPRECAUTION	
COMAF 2 BARKSDALE AFB LA				<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
COMAF 8 WESTOVER AFB MASS					
COMAREFW 4050 WESTOVER AFB MASS					
COMADC ENT AFB COLO					
INFO:		IDENTIFICATION		CLASSIFICATION	
/CONFIDENTIAL/ZIPPO 047B 38-56/2AF/305BWM/DEVIL FISH.					
IN CONFORMITY WITH 2AF MSG DODR 8914 THE FOLLOWING MISSION SUMMARY REPORT FOR					
2AF 38-56, DEVIL FISH PHASE PERIOD 18 JUN - 22 JUN 56 INCLUSIVE IS AS FOLLOWS:					
ITEM ALPHA 18 JUN 1 ACFT FLAGPOLE 43 SCHEDULED AT 1021Z TOTAL SORTIE TIME 9 PLUS					
10 MISSION COMPLETED AS BRIEFED.					
ITEM BRAVO 19 JUN 1 ACFT SCHEDULED FLAGPOLE 52. SCHEDULED T/O 0946Z ACTUAL T/O					
1105Z NO REFUELING ACCOMPLISHED DUE TO WEATHER IN REFUELING AREA T/O DELAYED					
MISSION REPLANNED WITHOUT REFUELING COMPLETED AS BRIEFED. TOTAL SORTIE TIME					
7 PLUS 30.					
ITEM CHARLIE 20 JUN 16 B47 SCHEDULED. FLAGPOLE 23 GROUND ABORT PILOTS ALTITUDE					
GYRO INOP, FLAGPOLE 22 GROUND ABORT #4 ENGINE OUT, FLAGPOLE 15 AIR ABORT PRIOR					
TO TEST AREA, FUEL PUMES IN COCKPIT. 13 ACFT COMPLETED MISSION AS BRIEFED.					
AVERAGE SORTIE TIME 9 PLUS 15.					
ITEM DELTA 21 JUN 1 ACFT FLAGPOLE 26 T/O 0958Z MISSION ABORTED BY PLANNER ACFT					
IN TEST AREA. TOTAL SORTIE TIME 8 PLUS 30					
DRAFTER'S NAME (and signature, when required)		SECURITY CLASSIFICATION		PAGE 1 OF 2 PAGES	
		CONFIDENTIAL			
		RELEASING OFFICER'S SIGNATURE			
SYMBOL		TELEPHONE		OFFICIAL TITLE	

DD FORM 173

REPLACES NME FORM 173, 1 MAY 46, WHICH MAY BE USED.

16-48-0000-4 U. S. GOVERNMENT PRINTING OFFICE

0233

ROUTING		JOINT MESSAGEFORM		COMMUNICATIONS CENTER NO.	
SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY					
FROM: (Originator)		DATE-TIME GROUP		SECURITY CLASSIFICATION	
COMBOMWG 305 MACDILL AFB FLA		PRECEDENCE FOR ACTION		INFORMATION	
		00			
TO: CINC SAC OFFUTT AFB NEB COMAF 2 BARKSDALE AFB LA COMAF 8 WESTOVER AFB MASS COMDR 4050 AREFS WING WESTOVER AFB MASS COMDR ADC ENT AFB COLO		<input type="checkbox"/> BOOK MESSAGE		<input checked="" type="checkbox"/> ORIGINAL MESSAGE	
		<input checked="" type="checkbox"/> MULTIPLE ADDRESS		CRYPTOPRECAUTION	
				<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
		REFERS TO MESSAGE:		CLASSIFICATION	
INFO:		IDENTIFICATION			
COMAIRDIV 6 MACDILL AFB FLA					
ITEM ECHO 22 JUN 1 ACFT FLAGPOLE 39 TO 0946Z MISSION ABORT DUE NO TANKER AVAILABLE					
IN REFUELING AREA. MISSION SORTIE TIME 5 PLUS 35					
		SECURITY CLASSIFICATION		PAGE 2 OF 2 PAGES	
		CONFIDENTIAL			
DRAFTER'S NAME (and signature, when required)		RELEASING OFFICER'S SIGNATURE			
SYMBOL		TELEPHONE		OFFICIAL TITLE	

DD FORM 173

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

46-10-00000-6 U. S. GOVERNMENT PRINTING OFFICE

0234

305th ARS 1 June - 30 June
1956**CONFIDENTIAL**305TH AIR REFUELING SQUADRON (M)
305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

RCS: 4-SAC-TT2

EXHIBIT 18

Squadron Commander's Remarks
Part III of
Air Training Report for the Month of June 1956

6. Squadron Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

(1) Operations Whirlpool	100:25
(2) Ferry crews to Seattle	54:00
(3) Armed Forces Day	36:00
(4) IRAN	33:25

c. Weather or Local Conditions.

(1) Not Applicable

d. Air Traffic Control Delay Information.

(1) Not Applicable

e. Restrictive Directives.

(1) Not Applicable

f. Combat Crew Member Gains and Losses.

(1) Crew Members Gained:

- (a) 5 Aircraft Commanders
- (b) 8 Co-pilots
- (c) 1 Radio Operator
- (d) 7 Boom Operators

(2) Crew Members Lost:

- (a) 2 Aircraft Commanders - PCS
- (b) 1 Flight Engineer - PCS
- (c) 8 Radio Operators, 7 - PCS - 1 Discharged
- (d) 2 Boom Operators, 1 - PCS - 1 Discharged

f. Crew Member Changes.

CONFIDENTIAL

- (1) 1 Aircraft Commander
- (2) 4 Co-pilots
- (3) 1 Navigator
- (4) 5 Boom Operators
- (5) 7 Radio Operators

305th ARS 1 June - 30 June
1956**CONFIDENTIAL**

g. New Crews.

- (1) Crew M-77 formed 1 June 1956
- (2) Crew M-78 formed 1 June 1956

h. Crew Status Changes.

- (1) Not Applicable

i. Standardization Crews.

- (1) T-16 18 May 1955
- (2) T-29 18 May 1955

j. Additional Material and Personnel Problems.

(1) Material

- (a) The AOCF rate and cannibalization rate have decreased over the previous month. The loss of sorties due to availability of parts is still considered excessive.

(2) Personnel

- (a) Commitments for transfer and separation of Combat Ready Crew Members continues at a rate slightly less than the input of new untrained individuals. This rate is still greater than the squadrons training capability, when considering the requirement of the formation and upgrading of 25 crews to Combat Ready Status by 1 September 1956.

k. Refueling Data.

- (1) Number of refueling sorties scheduled and confirmed 142
- (2) Number of Sorties:
 - (a) Airborne 125
 - (b) Effecting complete electronic rendezvous 104
 - (c) Transferring required fuel 115
- (3) Number of aborts due to:
 - (a) Adverse weather - None
 - (b) Aircraft Malfunction 10
 - (c) Electronic rendezvous equipment malfunction - None
 - (d) Refueling equipment malfunction 2

CONFIDENTIAL

- (e) Other causes - 6 receivers aborted; 1 Airspare not utilized; 6 Aircraft Cancellations due to maint; 1 Boom Damage; 1 Lack of proper receiver.
- (4) Mass Night Cell Refuelings:
 - (a) Confirmed Sorties 40

305th ARS 1 June - 30 June
1956**CONFIDENTIAL**

(b) Airborne Sorties	37
(c) Sorties effecting complete rendezvous	32
(d) Sorties transferring required fuel	55

1. Comments or Recommendations of the Squadron Commander.

- (1) Following is a synopsis of training accomplished towards upgrading non-qualified individual crew members.
 - (a) No aircraft commanders or co-pilots upgraded
 - (b) Five navigators available for training averaged 59:45 flying time
 - (c) The only unqualified flight engineer received 33:00 flying time
 - (d) Three radio operators checked out and the remaining two available averaged 37:00 flying time
 - (e) Eleven student boom operators averaged 49:00 flying time
- (2) The current SAC Regulation 60-7 dated 5 March 1956 requires that a pilot have a minimum of 1500 hours flying time before being qualified for Instructor Pilot. This pilot, a qualified Instructor Pilot who constantly gives instruction of checks pilots within this organization, is not qualified to carry passengers under the provisions of SAC Regulation 51-19 which requires a pilot have a minimum of 1900 hours. This disparity restricts crew scheduling whenever passenger movement is involved. Recommend that Instructor Pilots meeting the flying time requirements of SAC Regulation 60-7 be authorized to pilot aircraft involving passenger movements.
- (3) Crew upgrading continues to be critical. Losses of personnel due to transfer and separation from the service are still occurring at a rate that makes it difficult to maintain the twenty (20) combat crews presently assigned. The time for complete training of any one individual or new crew has become marginal. This makes the target of attaining twenty five (25) combat ready crews by 1 September 1956 appear problematical.
- (4) During the month a great deal of time and effort was expended on exercising the EWP Alert and Mobility Procedures in an effort to emphasize and refine the Squadron's EWP capability.
- (5) Following is the schedule for upgrading of non-combat ready crews to combat ready status:
 - (a) M-77 Hook-To Combat Ready Status 31 July 1956
 - (b) M-78 Beezerman-To Combat Ready Status 31 July 1956

CONFIDENTIAL

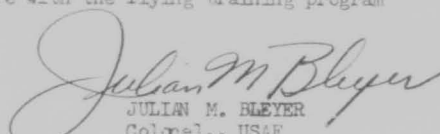
Robert M. Munson
 ROBERT M. MUNSON
 Lt. Col., USAF
 Commander

305th ARS 1 June - 30 June
1956

CONFIDENTIAL

WING COMMANDER'S REMARKS
Part IV of
Air Training Report for the Month of June 1956

- (1) Meeting the requirement of twenty five (25) combat ready crews by 1 September 1956 is dependent upon personnel inputs
- (2) Exercising of the Squadrons EWP Capabilities was scheduled in such a manner as to not interfere with the flying training program


JULIAN M. BLEYER
Colonel., USAF
Commander

CONFIDENTIAL

390th BW. 1 June - 30 June
1956**CONFIDENTIAL**

305TH BOMBARDMENT WING MEDIUM

WING COMMANDER'S REMARKS

PART IV OF AIR TRAINING REPORT FOR MONTH OF JUNE 1956

RCS: 5-SAC-F12

f. Wing Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

(1) Hours flown by 3908th SES crews in 305th Bombardment Wing Aircraft	181:30
(2) Hours flown by 305th crews undergoing evaluation in SES	141:50
(3) Devil Fish Missions	280:20
(4) Homestead Flyover	27:20
(5) Operation "Cactus Plant"	28:35
(6) Eglin Flyover	30:05
(7) Armed Forces Day Participation	48:20
(8) Operation "Whirlpool"	158:15

b. Weather or Local Conditions.

(1) Hours lost due to Weather: None

c. Air Traffic Control Delays.

Air Traffic Control Delays

<u>Type</u>	<u>Total Number</u>	<u>Total Time</u>
Departure	12	12:00

Delays Affecting Unit Missions

None

Delays Over 30 Minutes

<u>Date</u>	<u>Type</u>	<u>Time Lost</u>	<u>Reason For Delay</u>
14 June 1956	Departure	12 Hours	Air Traffic Control clearance delayed one stream of 12 aircraft one hour

d. Restrictive Directives: None

CONFIDENTIAL

e. Combat Crew Members Gains and Losses:

- (1) Combat crew members gained:
- (a) Aircraft Commanders - 2
 - (b) Co-pilots - 2
 - (c) Observers - 2

305th BW, 1 June - 30 June
1956

CONFIDENTIAL

- (2) Combat crew members lost:
 - (a) Aircraft Commanders - 1 to Co-pilot on Select Crew
 - (b) Co-pilots - 1 upgraded to Aircraft Commander
 - (c) Observers - 1 to partial crew

f. Crew Member Changes.

- (1) Aircraft Commanders - None
- (2) Co-pilots - 2
- (3) Observers - None

g. New Crews Formed.

- (1) Crew N-47 formed 1 May 1956
- (2) Crew N-63 formed 18 June 1956

h. Crew Status Changes.

- (1) Crew BN-45 disbanded 1 May 1956
- (2) Crew L-01 to S-01 - SAC Spot Promotion Board Action - 25 May 1956
- (3) Crew S-15 to L-15 - SAC Spot Promotion Board Action - 24 May 1956
- (4) Crew L-17 to S-17 - SAC Spot Promotion Board Action - 25 May 1956
- (5) Crew S-28 to L-28 - SAC Spot Promotion Board Action - 24 May 1956
- (6) Crew S-35 to L-35 - SAC Spot Promotion Board Action - 24 May 1956
- (7) Crew L-38 to S-38 - SAC Spot Promotion Board Action - 25 May 1956
- (8) Crew S-48 to L-48 - SAC Spot Promotion Board Action - 24 May 1956
- (9) Crew S-70 to L-70 - SAC Spot Promotion Board Action - 24 May 1956

i. Standardization Crews.

- (1) Senior Standardization Crew S-44 - 1 July 1955
- (2) 364th Bombardment Squadron S-09 - 15 July 1955
- (3) 364th Bombardment Squadron S-17 - 1 May 1956
- (4) 365th Bombardment Squadron S-38 - 1 May 1956
- (5) 365th Bombardment Squadron S-54 - 19 July 1955
- (6) 366th Bombardment Squadron S-69 - 1 December 1956

CONFIDENTIAL

j. Additional Material and Personnel Problems.

- (1) The present work load imposed upon the Reciprocating Engine Shop of the Power Plant Branch due to the receipt of KC-97E aircraft equipped with R-4360-35 engines has created a problem. The Reciprocating Engine Shop is presently assigned 31 of its authorized 38 personnel. Loss of 4 additional airmen is expected within the next 45 days due to discharges from the service. This shortage is requiring excessive overtime to accomplish the required workload.

KODAK 8

SAFETY & FILM

305th BW. 1 June - 30 June
1956**CONFIDENTIAL**

- (2) The shortage of spare propellers for R-4360 Engines is imposing an additional burden upon the Reciprocating Engine Shop. Due to lack of spare propellers for R-4360 QSC Kite, Reciprocating Engine personnel spend many hours trouble shooting engines after their installation upon aircraft. Four (4) spare R-4360 engine propellers would permit trouble shooting of engines prior to their installation on aircraft. It would also permit the use of the R-4360 Mobile Engine Test Bed. Recommend the possibility of the removal of propellers from the controlled item list and their issuance to needing organizations be explored.

K. Refueling Data.

(1) Number of Refueling sorties scheduled	173
(2) Number of sorties:	
(a) Airborne	163
(b) Making successful rendezvous	107
(c) Transferring required fuel	141
(3) Aborts:	
(a) Weather	5
(b) Aircraft Malfunctions	9
(c) Rendezvous equipment	2
(d) Refueling equipment	1
(e) Other	15
(4) Night Mass Refueling:	
(a) Confirmed sorties	37
(b) Airborne sorties	37
(c) Completing rendezvous	37
(d) Transferring required fuel	36

L. Comments or Recommendations of the Wing Commander.

- (1) Exercise required by supplement IV, SAC Regulation 82-2, was accomplished for the month of June
- (2) Following is the schedule for upgrading of Non-Combat Ready Crews to Combat Ready Status
- (a) N-07 Immler - To Combat Ready 31 July 1956

CONFIDENTIAL

- (b) N-13 Reeves - To Combat Ready 30 November 1956
- (c) N-29 Wells - To Combat Ready 31 October 1956
- (d) N-39 Leitzel - To Combat Ready 31 July 1956
- (e) N-47 Foote - To Combat Ready 31 July 1956

305th BW. 1 June-30 June
1956

CONFIDENTIAL

- (f) N-53 Nichols - To Combat Ready 31 July 1956
- (g) N-63 Rust - To Combat Ready 15 October 1956
- (h) N-94 Keller - To Combat Ready 31 July 1956

Julian M. Bleyer
JULIAN M. BLEYER
Colonel., USAF
Commander

CONFIDENTIAL



DCT Cont No
C 04645 CONFIDENTIAL

1-510

3-4418-84

0248

(Unclassified)
History of the 305th Bombardment Wing (M)
1 July 1956 through 31 July 1956
(Unclassified)

MacDill Air Force Base, Florida

(6th Air Division)

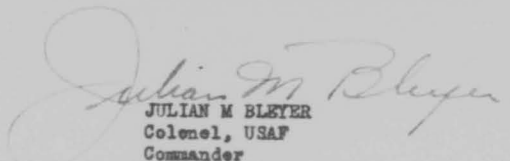
(Second Air Force)

(Strategic Air Command)

Past Designation: 305th Bombardment Group (Heavy)
Army Air Forces

Units above Squadron level assigned: 305th Tactical Hospital
(USAF)

Prepared by: S/Sgt Belmont Baer, AF42275902
Historical Technician


JULIAN M BLEYER
Colonel, USAF
Commander

CONFIDENTIAL

0249

-1-

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE NUMBER</u>
	Title Page	
	Table of Contents	1
ONE	ORGANIZATION AND ADMINISTRATION	2
TWO	PERSONNEL	4
THREE	OPERATIONS AND TRAINING	6
FOUR	MAINTENANCE, SUPPLY AND FACILITIES	11

***** APPENDIX *****

Exhibit 1....Roster of Key Personnel
 Exhibit 2....Minutes of Staff Meetings
 Exhibit 3....Report of Action Taken on Wing NCO Council Items
 Exhibit 4....305th Bm Wg General Orders Number 14.
 Exhibit 5....Personnel Daily Activity Report
 Exhibit 6....Air Training Report
 Exhibit 7....305th Bm Wg Crew Roster
 Exhibit 8....305th Bm Wg Crew Flimsies
 Exhibit 9....Operations and Maintenance Plan
 Exhibit 10...Maintenance Summary
 Exhibit 11...Nut & Bolt
 Exhibit 12...Report of Proceedings of Flyaway Kit Review Board
 Exhibit 13...305th Bm Wg Failure and Unsatisfactory Report Chart
 Exhibit 14...TWXs
 Exhibit 15...305th Bm Wg Regulations
 Exhibit 16...MacDill Statistical Summary
 Exhibit 17...On-the-Job Training Monthly Status

Hq 305th Bomb Wg (M)
 364th Bomb Sq 305th Field Maint Sq
 365th Bomb Sq 305th Periodic Maint Sq
 366th Bomb Sq 305th Arm & Elect Maint Sq
 305th Air Rflg Sq (M) 305th Tactical Hospital

Equipment: Boeing B-47E Stratojet
 Boeing KC-97E Tanker
 KC-97G Tanker

CONFIDENTIAL

0250

-2-

CHAPTER ONE

Organization and Administration

Colonel Julian M. Bleyer continued to command the 305th Bombardment Wing during July, except for a brief absence during¹ which Lieutenant Colonel Stanley J. Johnson assumed command. Compared with the month of June, there were not many major staff changes in July. Lieutenant Colonel Joseph U. Ripke became the wing's Director of Personnel, replacing Captain Forrest P. Kiensle, who remained in that directorate but in a lesser post. Captain Kiensle had been temporarily filling the top personnel post because Lieutenant Colonel Ernest P. Schwartztrauber, formerly the wing's Director of Personnel, was transferred to Headquarters Sixth Air Division before Lieutenant Colonel Ripke could fill the vacated slot. Major John H. Pulley became Deputy Director of Operations and Major Paul H. Edwards replaced Major Kave B. King Jr as Director of Safety. The Wing Inspector, Lieutenant Colonel Charles K. Taylor Jr, was transferred to the 809th Operations Squadron, and was not replaced. Three squadrons acquired new commanders during the month. Lieutenant Colonel John M. Chapman replaced

1 - GO 14, Hq 305th Bm Wg, 12 Jul 56. Exhibit 4.

CONFIDENTIAL

0251

-5-

Lieutenant Colonel Robert M. Munson as commander of the 305th Air Refueling Squadron, Lieutenant Colonel Lawrence H. Johnson replaced Lieutenant Colonel Thomas Glassburner as commander of the 364th Bombardment Squadron, and Lieutenant Colonel Jamie M. Philpott replaced Major John H. Pulley as commander of the 365th Bombardment Squadron. (UNCLASSIFIED)

2 - Roster of key personnel, Hq 305th Bm Wg, 1 Aug 56. Exhibit 1.
Note also Exhibit 2, June history of 305th Bm Wg.

CONFIDENTIAL

0252

-4-

CHAPTER TWO

Personnel

A comparison of the 305th Bombardment Wing Organizational Management Control Statement for June with the MacDill Statistical Summary for July does not give the true personnel picture of this wing. Actually, the difference in manning (both authorized and assigned) from one month to the next was relatively small. The statistical differences between the two documents referenced above were explained in large measure by the exclusion of warrant officers from the June Organizational Management Control Statement.

(UNCLASSIFIED)

As of 31 July 1956, the 305th Bombardment Wing was authorized 396 officers, 1,564 airmen, and three civilians. The three civilians were assigned, but the wing was short nine officers and 41 airmen. The biggest officer shortage was in Headquarters Squadron, which had 42 officers assigned against an authorization of 64 officers. All the other squadrons were suffering officer shortages too, except the 305th Air Refueling Squadron, which was assigned 101 officers though only 71 were authorized. All organizations were below authorized airman strength except Headquarters Squadron, the 305th Tactical Hospital, and the 305th Armament and Electronics

-
- 1 - June history of 305th Bm Wg, Organizational Management Control Statement, 305th Bm Wg, 30 Jun 56. Exhibit 7.
2 - MacDill statistical summary, Part I, 1 - 31 Jul 56. Exhibit 16.

CONFIDENTIAL

0253

-5-

Maintenance Squadron. The latter had the biggest overage, 46 air-
men. The biggest shortage was in the 305th Field Maintenance
Squadron, which had 359 airmen assigned against an authorization
of 417. (UNCLASSIFIED)

At a wing staff meeting held 5 July 1956, Colonel Julian M.
Bleyer, wing commander, announced that as of 30 June the wing was
manned in required specialties as follows: 86.5 per cent officer-
wise and 85.5 per cent airman-wise. The commander credited the
on-the-job training program with this accomplishment and stated
that it should be a continuing subject. He directed squadron
commanders to get behind the on-the-job training program, to
keep pushing it, and to make every attempt to interest their
people in it. Colonel Bleyer's wishes were complied with.
Excluding the 305th Tactical Hospital, 58 airmen entered training
during the month of July, and 35 airmen were upgraded. Headquarters
Squadron and the 305th Field Maintenance Squadron set the pace,
each entering 14 airmen into training during the month. Field
Maintenance also shared top honors with the 305th Armament and
Electronics Maintenance Squadron in number of airmen upgraded
during the month. Each of these maintenance squadrons upgraded
nine airmen in July, between them accounting for more than half
the wing total. (UNCLASSIFIED)

3 - Ibid.

4 - Minutes of staff meeting, 5 Jul 56. Exhibit 2.

5 - OJT monthly status. Exhibit 17.

CONFIDENTIAL

0254

-6-

CHAPTER THREE

Operations and Training

Aircraft of the 305th Bombardment Wing flew a total of 2,436 hours during the month of July 1956. Of this total, 1,677 hours were flown by the bombers, 698 hours by the tankers, and the wing's C-119 flew 61 hours. The wing's aircraft accomplished 709 landings during the month, 490 of which were B-47 landings and 197 of which were KC-97 landings. The C-119¹ was credited with 22 landings. (UNCLASSIFIED)

The 305th Bombardment Wing had, as of 31 July 1956, 16 select B-47 crews. The 366th Bombardment Squadron had six² of these, and the other two tactical squadrons five each. The 48 officers who comprise these select crews could justly be regarded as the most valuable men in the wing. They, and others like them in other bombardment wings of the Strategic Air Command, were and are the American people's best hope of preventing a third world war. The 366th Bombardment Squadron, in addition to having the most select crews, also had the two most experienced B-47 aircraft commanders. Lieutenant Colonel John J. Trevisani had compiled more than 1,889 hours in B-47s as of 31 July 1956, and Lieutenant Colonel Glen E. Knox had

1 - MacDill statistical summary, Part II, Jul 56. Exhibit 16.
2 - Crew roster, 305th Bm Wg. Exhibit 7.

CONFIDENTIAL

0255

-7-

logged over 1,835 hours in B-47s as of that date. Actually, Captain Wallace G. Hynds Jr of the 364th Bombardment Squadron had even more B-47 time than Lieutenant Colonels Trevisani and Knox, but Captain Hynds crew was not in the select category. He was in command of one of the 305th Bombardment Wing's 15 lead B-47 crews. Seven of these were assigned to the 364th Bombardment Squadron, with the remainder divided evenly between the other two tactical squadrons. (UNCLASSIFIED)

During July, as in previous months, the wing continued to give maximum emphasis to the training and upgrading of crews, both bomber and tanker. This was a necessity, as the expansion of the B-52 program had been dearly paid for in terms of trained crews lost to the wing. The reassignment and discharge of individual crew members has also been a major factor. The latter factor has made the wing's training program seem less effective than it really was, because newly trained individuals have had to be placed in crews that were already established, and a smaller number of new crews were formed than would otherwise have been possible. Even so, nine new B-47 crews and three new KC-97 crews were formed during July. The month also saw

3 - Ibid.

4 - Parts III and IV of Air Training Report, 305th Bm Wg, Exhibit 6, and Operations and Maintenance Plan, Hq 305th Bm Wg, Jul 56. Exhibit 9.

5 - Chapter 2, May history of 305th Bm Wg.

CONFIDENTIAL

0256

-8-

305th Air Refueling Squadron's crew M-78 upgraded to T-78. Three B-47 crews were upgraded to ready status effective⁶ the final day of the month. No crew in the wing, combat ready or non-combat ready, could doubt that the pressure was on. Because utilization of all flying time was of paramount importance, all sorties were scheduled to obtain the maximum training per flying hour flown. Command attention to the upgrading of crews would not permit additional sorties for the purpose of improving proficiency items of training. Non-ready crews that were qualified to fly solo and had completed the requirements of Strategic Air Command Regulation 51-19 had to be scheduled for at least 40 hours. All other crew members undergoing upgrading were scheduled for the maximum number of hours⁷ consistent with available instructor personnel. (CONFIDENTIAL)

Although primary emphasis was placed on the training and upgrading of crews, the training and upgrading of individuals was also given considerable stress. The 305th Air Refueling Squadron, keeping constantly in mind the goal of attaining 25 combat ready crews by 1 September 1956, during July upgraded three co-pilots to aircraft commander and six assistant boom operators to first boom operator. The latter upgrading accomplishment had ironic overtones in view of the fact that six qualified first boom operators on combat ready crews were

6 - Parts III and IV of Air Training Report, 305th Bm Wg. Exhibit 6.

7 - Operations and Maintenance Plan, Hq 305th Bm Wg, Jul 56. Exhibit 9.

CONFIDENTIAL

0257

-2-

scheduled for transfer out of the squadron during August. Like Alice in Wonderland, the 305th Air Refueling Squadron had to keep running rapidly just to stay in the same place. No further loss of qualified first boom operators could be absorbed (at least not before October) without seriously ⁸ harming the upgrading program. (CONFIDENTIAL)

Formal courses of instruction played an important part in the training program. The carefully planned operations and training schedules required individuals from different crews, and in one or two cases from different squadrons, to train as a crew unit. The 365th Bombardment Squadron supported the vital B-47 Special Nuclear Weapons Delivery Course, class reporting date 1 July 1956. However, the squadron supported this three-man quota with individuals from three different non-combat ready crews. Captain Tom M. Rust of Crew N-63, 1st Lt Homer G. Bonin of Crew N-47, and 1st Lt George P. Mosey of Crew N-39 completed the five-day course for the 365th. Captain Rust is an aircraft commander; Lieutenants Bonin and Mosey are observers. The wing still had 27 more spaces in this course on request for the remainder of this year. The 365th Bombardment Squadron also filled three of the five spaces allocated for two July classes in Course Number 152120B, sending two observers (1st Lt Richard

8 - Part III of Air Training Report, 305th ARS, 305th Bm Wg. Exhibit 6.

-10-

W. Place of Crew IN-37 and 1st Lt Roland R. Renard of Crew IN-49) to Class 56-O reporting 10 July 1956, and one observer (Captain Willis C. Dean of Crew IN-61) to Class 56-P reporting 24 July 1956. The remaining spaces were filled by 1st Lt Virgil H. Carr Jr of the 364th Bombardment Squadron's Crew IN-20, who attended Class 56-O with Lieutenants Place and Renard, and 2nd Lt Frank J. Rice of the 366th Bombardment Squadron's Crew IN-85, who attended Class 56-P with Captain Dean. Four additional spaces have been requested for the first part of August. The month of July also saw Major Woodrow D. Bullerman of Headquarters Squadron and Captain Merdy E. Cherry of the 364th Bombardment Squadron complete the Radar Target Prediction and Simulation Course. A study of the requested school quotas for which spaces have not yet been allocated indicates that formal courses of instruction (especially Nuclear Weapons Delivery and Combat Survival Training) would continue to play a vital part in the training necessary to bring the 305th Bombardment Wing up to maximum combat readiness.

9 - Crew roster, 305th Bm Wg. Exhibit 7. Also Operations and Maintenance Plan, Hq 305th Bm Wg, Jul 56. Exhibit 9.

CONFIDENTIAL

0259

-11-

CHAPTER FOUR

Maintenance, Supply and Facilities

A comparison of aircraft statistics for July with statistics for the previous month discloses notable changes in both totals and percentages, though it could not be said with certainty that permanent trends were indicated. The total number of hours that the wing's bombers and tankers were in commission rose from 35,983 in June to 38,289 in July. The in-commission rate jumped from 75.15 in June to 81.03 in July. The 366th Bombardment Squadron deserved a large share of the credit for this improvement, its in-commission rate rising more than nine points, from 74.12 in June to 83.35 in July. The AOCF (Aircraft out of Commission for Parts) statistics showed an improvement that could truthfully be called spectacular. Not a single aircraft was out of commission for parts during the entire month, whereas they had been out of commission for parts 631 hours in June. But perhaps the most encouraging statistics of all were concerned with maintenance. The AOCM (Aircraft out of Commission for Maintenance) rate actually dropped from 23.53 in June to 18.97 in July, despite the fact that parts were available for all aircraft that needed¹ them. It was an achievement that maintenance personnel could be

1 - Maintenance summary for Jul 56. Exhibit 10. Also Nut & Bolt, Jul 56. Exhibit 11.

-12-

justly proud of, as the sudden availability of parts that had previously been scarce logically imposes an equally sudden burden of aircraft that require maintenance, aircraft on which maintenance could not previously be performed. Maintenance statistics on other Second Air Force wings were not available here, but supply-wise the 305th Bombardment Wing was second to none.² (UNCLASSIFIED)

The Product Improvement Section submitted 1,287 Failure Reports and 121 Unsatisfactory Reports in July. The 305th Periodic Maintenance Squadron topped the field by submitting 365 such reports. The Product Improvement Section usually awards a figurative eight ball to the squadron submitting the smallest number of Failure and Unsatisfactory Reports during any given month, but refrained from doing so in July because of the good showing made by all squadrons. The 364th Bombardment Squadron submitted the smallest number of these reports (102), but this was considered satisfactory.³ (UNCLASSIFIED)

Seven J47-GE-25 engines were changed in July--two due to foreign object, four for compressor damage, and one due to outer band failure.⁴ Six of the seven engines changed required depot overhaul.⁵ Five R-4360-35A4C and two R-4360-59B

-
- 2 - TWXs, Hq 2AF to COMADIV 6, DM3A2 4404 dtd 25 Jul 56, DM3A2 5206 dtd 30 Jul 56, & DM3A2 0100 dtd 1 Aug 56. Exhibit 14.
 - 3 - Failure & U.R. Report Chart, 305th Bm Wg. Exhibit 13.
 - 4 - Maintenance summary for Jul 56. Exhibit 10.
 - 5 - This information obtained from a report submitted to the Director of Materiel by his Chief of Maintenance. It is filed in the Directorate of Materiel.

CONFIDENTIAL

0261

-13-

engines were also changed. All reciprocating engines required depot maintenance. Average times at engine change were as follows: J47-GE-25, 402 hours; R-4360-35A4C, 267 hours; and R-4360-59B, 402 hours. (UNCLASSIFIED)

During July 1956, 30 aircraft were inspected by the Quality Control Branch. Six B-47 aircraft and two KC-97 aircraft were processed through periodic inspection, and 17 B-47 aircraft and five KC-97 aircraft were inspected as required by Strategic Air Command Manual 66-12, Section VIII, Paragraph 22e(2). The discrepancy trend on the periodic inspections showed a decrease of 4.9 per aircraft, with a decrease of 0.1 in safety of flight per aircraft. The Strategic Air Command Manual 66-12 inspections showed an overall discrepancy trend of 26.6 per aircraft, a decrease of 0.3 per aircraft. There was an increase of 0.4 in safety of flight per aircraft.

(UNCLASSIFIED)

Although the shortage of officers and severe shortage of AN/VRC-19 radio equipped vehicles continued to plague the wing, its maintenance personnel had done a better-than-average job of keeping the aircraft in condition to fly, and had set a standard that would give them a worth while target to aim at in subsequent months. (CONFIDENTIAL)

6 - Ibid. Also Maintenance summary for Jul 56. Exhibit 10.

7 - This information obtained from a notebook belonging to M/Sgt Adolphus J. Tejera, NCOIC of Quality Control. Day-to-day statistics were posted on a board in the Maintenance Control Office. Also see Maintenance summary for Jul 56. Exhibit 10.

8 - Chapter 2, this history. Also MacDill statistical summary, Part I, 1 - 31 Jul 56. Exhibit 16. Also Report of Proceedings of Flyaway Kit Review Board, Hq 305th Bm Wg. Exhibit 12.

9 - Part IV of Air Training Report, 305th Bm Wg. Exhibit 6.

CONFIDENTIAL

0262

History of 305th Bombardment Wing (M)

1 July 1956 through 31 July 1956

A P P E N D I X

(Exhibits 1 through 17)

CONFIDENTIAL

0 2 6 3

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

ROSTER OF KEY PERSONNEL
(1 August 1956)

<u>NAME</u>	<u>HOME ADDRESS</u>	<u>DUTY PHONE</u>	<u>HOME PHONE</u>
COLONEL JULIAN M BLEYER Wing Commander	404 Bridges Loop MacDill AFB	23-051	34-221
COLONEL FREDERICK R RAMPUTI Deputy Wing Commander	37 Secord Drive MacDill AFB	33-051	8-3872
MAJOR DALE D ARMENTROUT Wing Adjutant	1023 Bay Blvd Indian Rocks Beach	33-051	91-4750
LT COL JOSEPH H RIPKO Director of Personnel	4312 So Lois Ave Tampa	21-061	64-8612
MAJOR WILLIAM E MITCHELL Director of Comptroller	3901 Tacon St Tampa	37-331	62-5771
LT COL STANLEY J JOHNSON Director of Operations	30 Garden Dr MacDill AFB	35-321	8-2201
MAJOR JOHN H PUILLEY Deputy Director of Operations	1 Hillsborough Lp MacDill AFB	35-321	8-2064
MAJOR LON B BERRY Chief of Intelligence	8103 Bayshore Dr MacDill AFB	23-831	8-2391
MAJOR FRANCIS M STONE Chief of Plans	6603 Bayshore Blvd Tampa	30-861	65-6732
MAJOR WALTER A CARTER JR Wing Training Officer	4208 Fair Oaks Ave Tampa	37-351	64-0764
MAJOR PAUL H EDWARDS Acting Director of Safety Acting Flying safety Officer Wing Ground Safety Officer Wing Security Officer	6213 Sanders Dr Tampa	36-461	63-5872
LT COL WILLIAM A UTLEY Director of Material	7 Bridges Loop MacDill AFB	32-561	8-2651
MAJOR NORMAN I RADIN Chief of Maintenance	25 Secord Dr MacDill AFB	32-561	8-2403
MAJOR ROBERT F MORGAN Wing Surgeon	45 Bridges Loop MacDill AFB	28-421	8-3233
MAJOR MACDONALD H WESTLAKE Wing Chaplain	4424 Euclid St Tampa	21-111	62-7463

NAME	HOME ADDRESS	DUTY PHONE	HOME PHONE
MAJOR AUDREY D TOLLEY Commander, Hq Squadron Wing Communications Officer	4324 South Hubert Tampa	28-051	62-7404
MAJOR JOHN E BTANLAND Wing Logistics Officer	8 Bridges Loop MacDill AFB	25-351	8-2754
LT COL JOHN M CHAPMAN Commander, 305th AREFSM	12 Bridges Loop MacDill AFB	38-081	8-3323
MAJOR EDWARD M POTTER JR 305th AREFS Ops Officer	4526 Vasconia St Tampa	29-321	65-5022
MAJOR R. A. SCHOOLCRAFT Comdr, 305th Fld Maint Sq	4010 Rogers Ave Tampa	23-231	64-2694
MAJOR ALWYN V SMITH Comdr, 305th A & E Sq	8111 Bayshore Dr MacDill AFB	21-361	8-3202
MAJOR DEAN E HAYDEN Comdr, 305th Per Maint Sq	4411 Ballast Pt Tampa	38-311	61-5541
LT COL LAWRENCE H JOHNSON Comdr, 364th Bomb Sq	13 Bridges Loop MacDill AFB	37-101	8-2571
MAJOR JAMES A GILES 364th Bomb Sq Ops Officer	10 Sandpiper Rd Tampa	26-051	74-0514
LT COL JAMIE M. PHILPOTT Comdr, 365th Bomb Sq	4016 Zelar St Tampa	27-381	
MAJOR GEORGE E PORTER 365th Bomb Sq Ops Officer	10 Secord Dr MacDill AFB	36-801	8-3641
LT COL JOHN F SMOFFORD Comdr, 366th Bomb Sq	702 Bella Vista Tampa	33-791	73-2281
MAJOR NATHAN W MILLER 366th Bomb Sq Ops Officer	3920 Estrella St Tampa	38-021	89-1714

NOTE: Call Est 26-361 or 25-561 for location of above named officers after duty hours.

DALE D ARMENTROUT
DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: S, plus 10 Comdr 6th AD: 10 Comdr 809th ABG: 3-6th AD Ops:
3 - 809th D/Mats: 2 Base Postal Dir: 15 - 306th BW: 3 - 305th D/Pers: 5 Base
ISO: 3 Wg Surgeon: 3 Base Chaplain: 50 Motor Pool: 3 Res Auditor: 3 Chief
Switchboard Operator: 5 Provost Marshal: 3 Garden House: TOTAL: 173 copies

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
1030 hours, 5 July 56

Presiding: Colonel Bleyer

COMPTROLLER

State of Discipline: (As of 5 July) The wing has had 2 major traffic violations off base, 1 VD case, and one First-Aid injury so far this month.

During the month of June, the wing had 1 off-base military arrest, 10 off-base civilian arrests, 8 major on-base traffic violations, 13 minor on-base traffic violations, 20 off-base major traffic violations, 1 off-base minor traffic violation, 0 AWOL's, 1 Court-Martial, 1 AW 15's, 1 VD case, 2 disabling injuries, 1 First-Aid injuries, and 1 Morning Report error.

COMMANDER

Alert. Col. Bleyer briefed on the change in the ground rules for today's Exercise, reference use of water alcohol.

MATERIEL

Safeguarding of Property. Lt. Col. Utley urged Squadron Commanders to impress upon their personnel the importance of safeguarding small arms, personal equipment, tool boxes, and other government property, during alerts.

CHIEF OF MAINTENANCE

Shortage of Water Alcohol. Maj. Radin advised that the continuing shortage of water alcohol is imposing a terrific workload and keeps maintenance in a constant state of confusion as regards having aircraft ready on a "No Notice" basis. He advised that everything possible has been done paper-wise, and requested that everyone involved follow up and apply pressure on this subject.

COMMANDER

Water Alcohol. Col. Bleyer explained that Col. Emrick has personally made calls on the shortage of water alcohol and that Col. Tyler has sent TWX's to higher headquarters advising of this situation. It seems that every base in SAC is short of water alcohol. This condition is expected to be corrected by the middle of July, however. The original contract for the water alcohol was made with a small company, and many batches had to be rejected because they did not meet our specifications. As of 1 July, a contract was let with Dupont and this should alleviate the shortage.

Refueling/Defueling Practices. Col. Bleyer requested that Squadron Commanders explain to their people why it is necessary to refuel and defuel alert aircraft, so they will realize they are not spinning their wheels. The new war plans under which we have been operating since 1 July make it look to the troops as though we are practicing something at which we are pretty near perfect. The troops should know this is a requirement laid upon us that must be met and that we are not trying to make them practice or work unnecessary overtime.

SAFETY

Ground Safety. Maj. Edwards advised that all Directors of Safety on the base met last week to establish criteria for the awarding of the Ground Safety Plaque. The new system will be in effect as of 1 July, if it meets with Col. Emrick's approval.

ARS

Time on Station. The impending transfer of 4-6 303th ARS Boom Operators revolves directly around personnel returning from TDY with the 307th Bomb Wing on Okinawa to the 303th and 306th Bomb Wings at MacBili, during the Korean conflict. At the time of return, some 306th people were given new station dates along with a new FSSD. 303th personnel, however, were given new FSSD's only.

COMMANDER

Station Dates. Col. Bleyer advised that Lt. Col. Schwartztrauber should have the information on this subject today. He has requested a decision from Headquarters Second Air Force.

Adjutant's Authority. The Wing Commander informed the staff that he plans to use Maj. Armentrout more as an Executive Officer than as a Wing Adjutant, and encouraged the staff to work their problems through the Adjutant. Maj. Armentrout is experienced, capable and willing, and can take many administrative details off the Wing and Deputy Wing Commanders', Directors' and Squadron Commanders' shoulders.

The Wing Commander's Secretary will continue to assist the Staff Sections and squadrons as much as her workload permits, but, instead of bringing the work directly to Mrs. Tejera, Col. Bleyer requested that the work be brought to the Wing Adjutant for the establishment of a priority.

Air Discipling. Col. Bleyer read a letter from Gen. LeMay stating that 39% of the aircraft accidents in SAC this year were attributable directly to crews violating or failing to follow regulations and SOP's. Col. Bleyer cautioned Squadron Commanders to be on the lookout for crews who operate on double standards - demonstrate one set of standards to their instructors and during standardization checks, but use another set of standards when they are on their own - and to take prompt remedial action. Copies of Gen. LeMay's letter and the Wing Commander's comments will be distributed to all squadrons.

In this connection, Col. Bleyer cited a recent incident in the air involving one of our personnel which was told to him by the Division Commander. Col. Bleyer directed Squadron Commanders to impress upon our "old timers" that the wing is depending on them to watch out for the youngsters. The younger men will be good Aircraft Commanders one day, but right now they need experience. They have been used to riding in the back seat and to having decisions made for them. The Wing Commander stressed that we mustn't do anything at the expense of the safety of the crews. If we do, we are guilty of operating on a second set of standards.

2AF Monthly Analysis. Col. Bleyer advised that in checking the statistics on reliability from last June through May of this year, he noted that the 305th Wing has never placed lower than third on Radar RBS. Citing a recent instance involving radar bombing, he requested that all possible help be extended to new crew members to insure that they follow instructions implicitly and don't run away with themselves. As they gain in experience, they will be given more initiative. This Monthly Analysis will be circulated among the Directorates and squadrons concerned.

OJT. Col. Bleyer, in announcing that as of 30 June we were manned 86.5% officer-wise and 85.5% airman-wise in required specialties, thanks to our invaluable OJT program, stated that OJT is a continuing subject. He directed that Squadron Commanders get behind the program, keep pushing it, and make every attempt to interest their people in the program. We have upgraded many people, but we have also had a very high percentage of failures.

Division Staff Meeting. Col. Bleyer briefed on topics discussed at the last Division Staff Meeting.

Transfers of Personnel. The Wing Commander advised that Squadron Commanders may receive requests to transfer people (inter-squadron and/or inter-wing) into certain positions so they will fall in the correct functional code, and directed compliance. The Deputy Director of Personnel will complete this program by 15 July.

SURGEON

Flight Surgeon. Dr. Morgan stated that within the next two months it is anticipated that MacDill will be getting more Flight Surgeons, so the 364th may get a doctor. Temporarily, the 364th personnel will go to the 365th Squadron's Sick Call.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
1030 hours, 19 July 1956

Presiding: Colonel Bleyer

COMPTROLLER

State of Discipline: (19 July) The wing has had 6 civilian offenses off base, 1 major traffic violation on base, 3 minor traffic violations on base, 14 major traffic violations off base, 2 AW 15, 5 VD cases (4 of which are in Field Maintenance), 1 disabling injury, and 2 First-aid cases.

D/R's. The Squadron Commanders mentioned that they are getting D/R's when the men have not been fined or have just received warning tickets, so the disciplinary statistics are not very realistic. Also, men are being picked up for some things they didn't even know was law. For example, not putting on flicker lights when going around a truck. Also, one man was charged with 'sleeping on the street' because he rubbed his eyes while sitting on a bench waiting for a bus. Another was charged with trespassing on private property because he was leaning against a building while waiting for a bus. This is all part of the general tightening up by the Tampa Police in the past four months.

OPERATIONS

Forthcoming Exercise. Lt. Col. Johnson advised that he will disseminate information on this exercise as he receives it. If there are any questions relative to converting from 40-50 Plan to the 10 Plan, he requested that they be brought to him as soon as possible.

CHIEF OF MAINTENANCE

Lost Time. Maj. Radin advised that while he was in the Flight Surgeon's Office taking a physical recently he was amazed at the number of critical specialists getting physicals. There seem to be many lost manhours due to lack of system in prompt processing. At one time he saw approximately 20 mechanic type personnel waiting for one man so they could go through one portion of the physical. There seemed to be no supervision. Another section was closed down for more than 30 minutes while hospital personnel took a coffee break and the people just sat and waited.

Maj. Armentrout will discuss this matter with the Wing Surgeon, who was unable to attend today's Staff Meeting.

COMPTROLLER

Organizational Management Control Statement. This statement, broken down by squadrons, does not include maintenance manhour utilization for this month. SAC has advised that the SAC U-22 has been consistently in error, and as a result, has stopped the use of the report as a source document for measuring maintenance manhour utilization until the training period in January. The errors on the U-22 are SAC-wide, starting with the man who figures out his card

and ending with the final product of the SAC U-22 Report. Cards are improperly filled out, and after being audited by Maintenance Control, are improperly processed by the IBM machine. New reporting procedures will be forthcoming shortly. However, all personnel will continue to use the present system until new instructions arrive.

CHIEF OF MAINTENANCE

Maintenance Manhour Cards. Maj. Radin stressed the fact that these cards are extremely valuable to the wing. We must still maintain them as accurately as we can. Actually, it's the scoring area that has fallen down.

COMMANDER

VD Rate. Col. Bleyer directed the Field Maintenance Squadron Commander to have his NCO's talk to the airmen in this organization concerning the high VD rate.

GROUND SAFETY

Fines. Maj. Edwards announced that, as of 5 July, MacDill had paid more than \$10,000 in fines to the City of Tampa so far this year.

COMMANDER

Flying Safety Meetings. Col. Bleyer advised that 37 officers in the 364th, 37 in the 365th, and 39 in the 366th, and 18 in the JRS, did not attend the Flying Safety Meeting held in conjunction with Commander's Call this month. These figures are not acceptable, and Col. Bleyer desires that the Squadron Commanders instruct their Flying Safety Officers to have this lecture made up and to insure that there is maximum attendance at these meetings in the future.

Dependents Assistance. The next course will be held in September. Col. Bleyer desires that, as soon as complete information is released, Squadron Commanders contact the Dependents Assistance Officer and have someone come down to the squadron to explain the exact purpose of this course to all the personnel. Col. Bleyer advised that wives need have no apprehension that they will be required to give their time to baby sit, use their cars for D/A matters, etc., merely because they attend the course. This may have been the case to some extent in the past, and it discouraged people from participating in the program. However, now the course is just what Gen. LeMay intended it should be when it first started -- a program where SAC people in serious trouble and in need of help will be taken care of by their own, without resorting to outside agencies. This course has improved a great deal. It is also intended for the husbands, and Col. Bleyer would like as large an attendance as possible. He stressed that no one will insist on a wife with a home and children to care for actively participating in the program just because she has completed the course. This will be strictly voluntary. This program, started by SAC, is now contemplated to become Air Force wide.

Lecture. On Friday, 3 August, Col. Mills, Second Air Force Comptroller, who has made an extensive 2-3 year study finance-wise, retirement-wise, etc., of what the service has to offer both officers and airmen, will give a lecture at 1000 in the Base Theatre on this subject. He has already made presentations at SAC

and Air Force Headquarters, and will now tour the Second Air Force bases before presenting it at all SAC bases. This worthwhile talk is about 75 minutes long. It will be of much interest, particularly to married personnel. The figures in this factual presentation are amazing and are actual statistics right down to dollars and cents. In this program Col. Mills touches on officer retention -- primarily designed for the young officers who have not signed up for an indefinite period. It will give them some statistics to plan on. This is not a selling or recruiting program, and it has never been presented before-- even in pamphlet form. Even those people who have long since decided to make the service their career have been very impressed. Col. Bleyer made it mandatory that those officers who have not signed an indefinite statement, and who are on the base at the time the lecture is given, attend. The Squadron Commanders and the Director of Personnel will likewise attend. Col. Mills will pass out pamphlets to aid these people in answering questions and to guide them in counselling personnel seeking their advice.

UCF Drive. The 25 July Morning Report present for duty figures will be the accounting figure so far as the quotas set for the Air Base Group and Wings. Col. Bleyer stressed that contributions are to be made on a voluntary basis and that no one is to be forced to give. He directed the Commanders to meet with their supervisors to explain about this one drive a year. The goal is one day's pay for each man, according to his rank. The campaign will continue through the 1 August, 15 August, and 1 September paydays, and the men can spread the contribution over these three paydays instead of paying all at one time. Contributions are deductible from income tax reports. Maj. Armentrout is the 30th Wing Monitoring Officer and Maj. Berry is the Wing Project Officer.

Management Improvement. A recent letter from Second Air Force states that MacDill is top on the list within the Second Air Force in having the most suggestions accepted at that level and sent forward for higher headquarters' consideration. SAC presents a \$1,000 award to the base with the most management improvement suggestions accepted. Maj. Mitchell and his staff have volunteered to receive the suggestions, research them to make sure they are not incorporated in Tech Orders, etc., write them up, make the necessary drawings, and see that the paperwork is submitted. There have been instances where our personnel have had good ideas and put them into practice, but couldn't find the time to write them up, only to have someone in another organization come up with the same thing we have been using for a couple of months and receive credit for it. This new system will insure that no time is wasted, and our people will get the credit for their ideas. All ideas are to be submitted to the Wing Comptroller. This program can improve our wing as well as the Base and Division.

Vehicle Accidents. Col. Bleyer instructed Maj. Edwards to furnish the squadrons with the latest statistics on the number of accidents on MacDill from 1 January 1955 through 31 January 1956, and the age groups responsible for the accidents, for posting on the bulletin boards. At the last Division Safety Meeting it was brought out that one-third of the accidents on this base during this period involved two-wheeled vehicles. This is astounding, inasmuch as there are only 500 scooters as compared to the 8,000 cars on MacDill. Statistics also show that in the last 18 months only one of the drivers involved in a two-wheeled vehicle accident was over 25. In fact, the age group for all accidents is under 25.

Refueling B-47's. Col. Bleyer directed the Director of Materiel to appoint an officer to check on the feasibility of certain procedures in refueling a B-47 under certain classified conditions, and to prepare a study. These procedures are to be considered principally from the safety angle. Col. Bleyer suggested that Col. Utley get with Col. Juhasz reference this problem. Division plans to turn the study over to B-47 OES and perhaps ultimately go to SAC with a suggestion for an improvement to the EWP.

Chaff Loading Terms. Col. Bleyer asked Maj. Smith if any A&E teams were checked out for loading of chaff.

Maj. Smith advised that all of his personnel are checked out for loading chaff and do so on individual aircraft, and can also instruct others in the procedure.

Dependents Evacuation. Col. Bleyer directed Squadron Commanders to instruct their personnel to leave their automobiles home with their wives tomorrow and drive to work in a car pool, or have their wives drive them to work, so the women will have the cars available when the evacuation siren blows.

ADJUTANT

Letter of Appreciation/Commendation. Maj. Armentrout pointed out that a Letter of Appreciation is sent directly from one individual to another, while a Letter of Commendation (which is short of an award) goes through channels and is indorsed by each commander through whom it passes before reaching the individual.

COMMANDER

Monthly Scheduling Meetings. The Wing Commander advised that we are getting in the habit of leaving meetings out of the Monthly Operations and Maintenance Schedule. Even if the meetings are to be held quite some time after the printing of the current schedule, they should be forwarded to the Wing Adjutant and he will be responsible for seeing that they reach the Director of Operations in time to be included in the correct Monthly Plan. For example, the Division Commander's Welcoming Address should be included. So should Annual K.L.s' Day on 22 September, etc. This will make the schedule more complete and firm, and will make it mean as much to the wing as the flying and training portion of the plan means, and everyone can plan his work accordingly.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
1030 hours, 26 July 1956

Presiding: Colonel Bleyer

PERSONNEL

Lecture. Lt. Col. Ripko announced that it is Col. Bleyer's desire that the 105 wing officers who are serving on specified term contracts attend Col. Mills' lecture at the Base Theatre on 3 August. Personnel will notify the squadrons of the officers who must attend if they are present for duty.

When advised by Squadron Commanders that there is a shortage of the forms necessary for officers to sign for indefinite tours, Lt. Col. Ripko promised to check into the matter.

New Squadron Commander. The Director of Personnel advised that Lt. Col. Philpott arrived today and will report for duty tomorrow morning. He will assume command of the 365th Bomb Squadron on or about 1 August.

COMMANDER

Work Orders. Col. Bleyer stated that the wing has many backlogged Work Orders as a result of priority requirements placed on the IEO by SAC with regard to new projects for the base. The Division Commander and Base Commander have requested that we hold our larger Work Orders to a minimum, unless they are actually essential to the operational mission. The IEO personnel are very busy working up drawings for higher headquarters priorities and there is no relief in sight until December. Every-day maintenance and small Work Order requests will continue to be accomplished by IEO personnel.

GROUND SAFETY

Injury. Maj. Edwards briefed on an accident in A&E resulting in an airman suffering from electrical shock, and reported that this might be charged against the wing as a disabling injury.

Safety Technician. Maj. Edwards announced that T/Sgt. Rawles, the Safety Technician who has been working out of his office, has been withdrawn back to the Air Base Group. However, he will check into the report that the 306th Wing has a Master Sergeant authorized for full-time duty as a Safety Technician.

Statistical Summary. Maj. Edwards advised that there are 4 sets of ground safety statistics maintained on the base (Air Police, Comptroller, Wing Ground Safety and Base Ground Safety), none of which is in agreement. He will attempt to resolve this matter through the Wing Comptroller.

A&E

Debriefing Team. Maj. Smith requested that pilots call in while they are still in the traffic pattern, to insure that the Debriefing Team meets the aircraft.

It was decided that the present arrangement of pilots calling in when they get on the ground and advising their chocking time is sufficient notice for the Debriefing Team.

FLD MAINT

Transfer of Airman. Maj. Schoolcraft reported that an airman was transferred to his organization while disciplinary action was pending against him. At the time of transfer, the man was charged with manslaughter. The charge has since been reduced to reckless driving. The question is whether the transferring organization (Air Base Group) or the Wing should be charged with the violation.

Lt. Col. Ripko will check into this matter and advise the Wing Commander.

ADJUTANT

Scooter Inspections. Maj. Armentrout announced that the squadrons have not complied with his request to submit names of the people who have not yet had their two-wheeled vehicles inspected. This listing is to include personnel who were TDY with the Task Force on "Harmony House".

Commander's Call. The Wing Adjutant advised that there is always confusion getting troops inside the theatre and seated five minutes prior to the Commander's arrival. The troops should be marched to the theatre, right-filed in and seated, with the front seats being filled up first, instead of being permitted to mill around outside the theatre or smoke in the lobby in disorganized groups. This will look much more military and will save a lot of time. Maj. Armentrout will check to see that this is properly handled at the next Commander's Call.

SURGEON

Physicals. Dr. Morgan defended the hospital against the statements made in last week's Staff Meeting. The hospital will do everything possible to alleviate the situation discussed at that time, and cut coffee breaks short. However, he pointed out the terrific workload imposed on hospital personnel, i.e., approximately 100 manhours a month are expended at night delivering babies, 250 manhours a month are expended at night and on weekends in surgery, etc.

Pediatrician. Dr. Morgan informed the staff that after Monday there will be no trained pediatrician in attendance at the hospital. The other doctors will fill in as best they can, and if they cannot resolve a case here, will make arrangements to send the patient to Maxwell or Walter Reed.

New Base Hospital. Dr. Morgan advised that hospital personnel hope to be in the new building and in operation by 1 October 1956.

COMMANDER

Hospital Appointments. The Wing Commander stated that he is appreciative of the many extra hours put in by hospital personnel, and feels that setting a

definite hour, at the hospital's discretion, for physicals will alleviate the problem of having men standing around, just waiting, after they report to the hospital. This way the men can be run through the physical and returned to the job as soon as possible.

UCF PROJECT OFFICER

UCF Drive. Maj. Berry briefed on the meeting yesterday at the Base Theatre. He urged that Squadron Project Officers and Canvassers selected for the 60-day period of the drive be people who will be stable in the wing during that time. This is important because these people will be required to maintain records of accountability. Maj. Berry also urged command emphasis on this drive.

Amount of Donation. Maj. Berry requested a reading from the Wing Commander as to whether a man on flying status only a portion of the year should donate the flat rate of a day's pay or a day's pay at the incentive pay rate.

Col. Bleyer will discuss this at the Division Staff Meeting, but is reasonably certain that only those personnel on permanent flying status will be requested to contribute the higher rates.

UCF MONITOR

Quotas. Maj. Armentrout presented a chart showing quotas to be met by each squadron. He advised that a personal, written appeal from the Wing Commander to each member of the wing will be distributed on the opening day of the campaign.

COMMANDER

UCF Drive. Col. Bleyer advised that as far as he is concerned this is the only drive this year upon which he will put personal emphasis and upon which he will ask the Commanders to put emphasis. If another charity drive should come up during the year, Squadron Commanders and NCO's will not be requested to become personally involved. Their participation will be on a strictly volunteer basis.

Col. Bleyer advised further that he will obtain information as to how MacDill personnel benefit from this drive. It is not true, as has been rumored, that all the monies collected are turned over to the City of Tampa. A truthful brochure will be made showing how much MacDill derives.

Squadron Funds. Col. Bleyer stated that Squadron Commanders and NCO's have the prerogative of using the squadron funds in any way they see fit. This will be up to the individual organization.

COMPTROLLER

State of Discipline: (As of 24 July) The wing has had 10 civilian offenses off base, 2 major traffic violations on base, 2 minor traffic violations on base, 20 major traffic violations off base, 2 AWOL's, 2 AW 15, 3 VD cases, 1 disabling injury, and 2 First-Aid cases so far this month.

During the month of June, the wing had 20 major off-base traffic violations. As of 24 July we had already reached that figure.

DEPUTY COMMANDER

SAC Readiness Inspection. Col. Ramputi advised that the wing is in receipt of another discrepancy list as a result of our failing the last SAC readiness inspection and the wing will keep getting these lists until we pass the next inspection. The Second Air Force Assistance Team is presently on the station, and although they seem to be satisfied with our procedures, we will be re-inspected by them.

UCE Drive. To dispel any further rumors, Col. Ramputi stated definitely that the men do have the choice of designating where they want their money to go when they contribute to this charity fund. The word is to be passed along to everyone in the wing.

Ramp Cleanliness. When an aircraft taxis off, it leaves a lot of debris behind that the man in charge should take care of. Picking up these odds and ends is just part of the system. Col. Ramputi will call IEO about getting the brooms out.

MATERIEL

Ramp Police. Lt. Col. Utley advised that the magnet and broom were on the ramp yesterday morning and extending during the noon period. However, it is not desirable to have this equipment pass too closely to the aircraft, so the individual mechanic must be responsible for picking up his own debris.

COMMANDER

Broken Dental Appointments. Col. Bleyer stated that it is a simple thing and only common courtesy to notify the Dental Clinic to cancel an appointment that is impossible to keep. This is not considered a broken dental appointment and gives the clinic a chance to schedule someone else for treatment. The dental people are doing their best to schedule our personnel and we should help them meet this schedule or cancel sufficiently in advance.

Dress. Col. Bleyer advised that dress regulations in the clubs have been quite lax. Certain people have taken advantage of the privilege and gone overboard, however. Col. Bleyer warned that if we don't comply with dress regulations on the base and in the clubs, we will suffer the consequences when Generals Mundy and Montgomery pay an official visit to the base. He knows how these General officers feel about this subject. He directed that this word be passed along.

Hospital Patients. Col. Bleyer stated that he and Col. Ramputi will visit wing personnel confined to the hospital as often as possible, and feels it is a prerogative and a command function of each Squadron Commander to visit his hospitalized personnel.

Beer Call. Wing Officers' Beer Call will be held at the Officers' Club on Friday, 27 July, at 1630. This will be a monthly affair. In the future printed circulars will be distributed well in advance.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

305A

16 July 1956

SUBJECT: Report of Action Taken on Wing NCO Council Items

TO: All Squadrons and Staff Sections
305th Bombardment Wing Medium
MacDill Air Force Base, Florida

1. The following information is disseminated concerning paragraph 2, "Base Laundry" item discussed in the 12 Jun 56 NCO Council Minutes.

a. The Laundry Officer, 809th Supply Squadron, advised this office by Disposition Form dated 2 July 1956, that:

"As of 1 July 1955, the responsibility for establishing laundry prices was decentralized to the operating level in accordance with the TWX DM3E dated 17 June 1955, from Second Air Force, which is attached: 'Each laundry will establish rates to cover all reimbursable expenses indicated to perform the service'. The cost has been distributed according to categories of work, such as hospital, organization, and bundle work. A study cost as of first quarter FY 1956 by Lt. Chamberlain (Laundry Officer at that time) and Clyde N. Parks, Laundry Supt., indicated that sheets and pressed items were responsible for the heaviest monetary loss by the Base Laundry. However, a slight advance was necessary in all categories of work. Piece rate bundle work for officers and airmen was advanced .0519%, which it is believed will sustain the loss on this category. Hospital and organization category was advanced approximately .035%. Airmen's bundles were not advanced at the beginning of price adjustments. It was believed at this time that the laundry could recover the necessary operating funds through other channels without any advance in airmen's bundle work. However, in the second quarter FY 1956 the laundry had a loss of \$976.00.

The laundry charges to airmen were not changed from the original \$.50 for 13 pieces and \$1.00 for 26 pieces, but on 1 May 1956 the number of pressed pieces was changed from six pieces in the \$.50 bundle to four pressed pieces and from twelve pressed pieces in the \$1.00 to eight pressed pieces.

A cost survey was made with five large laundry plants in Tampa on 22 April 1955, and all five laundries bid \$1.10 on a 13 piece airman's bundle with not more than four pressed pieces for each bundle.

The laundry has an established policy to give the airman his required amount of pressed pieces if he so desires. If he does not have the required four or eight pieces of pressed work in his bundle, and desires his fatigues starched in lieu of the khakis or other pressed pieces, he may get this service by writing the word "Starch" across his laundry ticket.

305A, Hq 305BWM, 16 Jul 56, Subj: Rept of Action Taken on Wing NCO Council Items

The reason for writing the word "Starch" is to indicate that he desires the fatigues starched. Many airmen do not want the fatigues starched as it makes them much hotter by keeping out ventilation. However, any overcharge erroneously made by the laundry will be promptly adjusted.

Copy of letter distributed on 13 April 1956 is attached hereto." (Attached as Incl. #1)

2. The Wing NCO Council Meeting originally scheduled for 10 July 1956 was cancelled because only three items of wing-wide interest were submitted for the Agenda. Action taken on these items is as follows:

a. The 36th Bomb Squadron recommended that parking lines in the lot in front of Hangar 3 be made wider.

Action to be taken: The Installations Engineer informed Major Armentrout that the lines in the parking area are considered to be far enough apart to accommodate any type of vehicle; however, many individuals park incorrectly and crowd other cars, making it difficult for drivers and passengers to open doors, etc. Due to budgetary limitations, no plan is contemplated to widen the distance between these lines.

b. The A&E Squadron recommended that the Clothing Sales Store obtain new fatigue shirts.

Action to be taken: Base Supply has made, and is making every effort through emergency requisitions, telephone calls, etc., to obtain proper clothing, including the new fatigue shirts, for issue at this station at the earliest possible date. Until such time as stocks become available, this subject should be held in abeyance.

c. The A&E Squadron requested that a check be made as to why the NCO Barber Shop was discontinued.

Action to be taken: The Base Exchange Officer advised the Wing Adjutant that, due to the small customer trade, the NCO Barber Shop was discontinued as such by order of the Base Commander, and opened to all grades, up to and including officers. It is not contemplated to maintain a separate Barber Shop for NCO's in the foreseeable future.

3. This supplemental sheet will be posted on all Bulletin Boards next to the Wing NCO Council Minutes of 12 June 1956.

1 Incl:
Ltr, Base Laundry, Govt
Laundry Service at MacDill
AFB, Fla, dtd 13 Apr 56

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

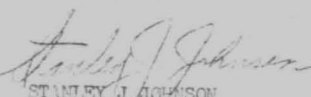
GENERAL ORDERS)
NUMBER 14)

12 July 1956

ASSUMPTION OF COMMAND. - Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 305th Bombardment Wing (Medium), SAC, during the temporary absence of COLONEL JULIAN M BLEYER, 1782A, effective this date.

DISTRIBUTION
S, plus

- 2 - Morning Report Section
- 2 - Wg Adjutant
- 4 - Wing Historian
- 6 - Hq 2AF


STANLEY J. JOHNSON
Lt Col., USAF
Commander

0279

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

PERS MEMO NO. 5

30 July 1956

SUBJECT: Personnel Daily Activity Report

TO: Commander
Deputy Commander
Staff Sections
Commanders, All Squadrons
305th Bombardment Wing (M)

1. The following is a consolidated report reflecting personnel actions of this Wing. This is a daily report to keep staff members and squadron commanders advised of completed and/or pending personnel actions.

2. Any questions with regard to the information contained in the report should be directed to the section concerned.

Part I. Chief, Airman Branch. Phone 28-161.

a. Processing Section.

Subject	Action Taken/Remarks
<u>Processing out</u> M/Sgt George E Snoke, 42171, 305 FMS	Sent to Base Processing for Base Clearance. Airman assigned to 3499th Mobile Tng Wg, Chanute AFB, Ill. EDCSA. 11 Aug 56.
M/Sgt James T Compton, 42171,	Sent to Base Processing for Base Clearance. Airman assigned to 3499th Mobile Tng Wg, Chanute AFB, Ill. EDCSA. 11 Aug 56.

b. Assignment Section.

Project JUL 128. (See Part I, sub-paragraph c, Pers Memo #2.

The following were final selections for this project:

T/Sgt Hobley	30170	305th A&E Sq
*S/Sgt Smith	30170	305th A&E Sq
*A/2C Mitchel	53450	305th FM Sq

Request for orders forwarded to Base Personnel. Project completed.
*Designates volunteers.

Received 2AF msg DPAA 4244, 25 Jul 56, allocating one quota for Structural Repair

A/3C Alford, 53450, Airframe Repairman, 305th FM Sq volunteered for this assignment.

(Over)

PERS MEMO NO. 5

30 July 1956

SubjectAction Taken/Remarks

of High Performance Aircraft F-101 Type Course, class starting 8 Aug 56, at Amarillo AFB, Texas. This quota is in conjunction with PCS.

Project 6502. Received 2AF msg DPAA 4615, 26 JUL 56, stating that T/Sgt Cleveland, 42370, Acft Elect Rep Tech, 305th Flt Maint Sq, was being considered for MLAG duty in Taiwan. Message further stated to place airman in freeze status if he desires this assignment.

Sgt Cleveland was contacted, and he stated he does not desire this assignment. DF forwarded to Base Personnel so stating. Further action pending at this time to either release airman or reassign him.

Inputs

- 1 58130 App Parach Rigger
- 1 64010 Supply Helper

Assigned 305th FM Sq, EDCSA: 2 Aug 56
Reporting date: 28 Aug
Assigned Hq Sq 305 BOMWGM, EDCSA:
9 Aug 56, Reporting date: 20 Aug 56

c. Schools Section

Special Co-Pilot Ground Training Course (Reference 1/Lt Frank D. Chafey, 365th Bombrn)

Requested LTRO action to extend TDY from 41 days to 55 days. New graduation date will be 31 Aug 56.

Survival Training and Equipment Officers Course, starting 15 Aug 56.

Requested LTRO action on 1/Lt Donald E. Baratinic, 305th AREFSM.

KC-97HTU Training (Boom Operators). A quota of 5 for Class 97-117, class reporting date 17 Aug 56.

DF forwarded to 305th AREFSM.

Special Training Course Nr SS 43151E-2, Seat Ejection, class starting 22 Aug 56.

Requested LTRO action on M/Sgt Robert P. Beyreuther, 305th FM Sq

JOSEPH U. RIPPKE
Lt Col, USAF
Director of Personnel

CONFIDENTIAL

200TH AIR REFUELING SQUADRON (M)
300TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

RCS: 4-SAC-T12

Squadron Commander's Remarks
Part III of
Air Training Report for the Month of July 1956

c. Squadron Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

(1) Operations WADRipool	100:25
(2) Support	20:00
(3) Armed Escort Day	36:00
(4) "Taxi" Runs	9:30
(5) Ferry Crews to Seattle	54:00
(6) TRAIL	50:25

b. Weather or Local Conditions.

(1) Not Applicable

c. Air Traffic Control Delay Information.

(1) Not Applicable

d. Restrictive Directives.

- (1) 2nd AF Mag - Zippo-0706h, dated 10 July 1956, which established that KC-97 Aircraft be restricted to 155,000 pounds gross weight and limits the number of persons to be aboard each flight to 10 is restricting the crew training program. The aircraft possessed by this squadron are not equipped with ARO-21 radio equipment and must carry radio operators on all flights out of the local area. The "M" Crews which have all unqualified crew members must have five instructors on board which places the flight over the personnel limitation. Consequently, we must split up the "M" Crews for all training flights except transition. To assure proper crew training and crew upgrading, recommend that the number of personnel allowed on board each flight be raised to eleven persons.

e. Combat Crew Member Gains and Losses.

(1) Crew Members Gained:

- (a) 6 Aircraft Commanders
- (b) 10 Co-pilots
- (c) 1 Navigator
- (d) 3 Radio Operators
- (e) 9 Boom Operators

(2) Crew Members Lost:

- (a) 2 Aircraft Commanders - PCS
- (b) 1 Navigator - PCS

CONFIDENTIAL

305th ARS 1 July - 31 July
1956**CONFIDENTIAL**

(c) 1 Flight Engineer - PCS

(d) 12 Radio Operators - 9 PCS - 3 Discharged

f. Crew Member Changes.

- (1) 2 Aircraft Commanders
- (2) 7 Co-pilots
- (3) 2 Navigators
- (4) 1 Flight Engineer
- (5) 10 Radio Operators
- (6) 15 Boom Operators

g. New Crews.

- (1) Crew M-77 formed 1 June 1956
- (2) Crew M-78 formed 1 June 1956
- (3) Crew M-79 formed 23 July 1956
- (4) Crew M-80 formed 23 July 1956
- (5) Crew M-81 formed 23 July 1956

h. Crew Status Changes.

- (1) Crew M-78 upgraded to T-78 23 July 1956

i. Standardization Crews.

- (1) T-18 18 May 1955
- (2) T-23 18 May 1955

j. Additional Material and Personnel Problems.

- (1) A definite problem exists in the implementation of the tanker portion of the EWP in that two KC-97 type aircraft, one "E" and one "G" model, do not have the same engine configuration as the other "E"s and "G"s. This difference is the result of compliance with T.O. 1C-97-271. As a result of this modification, the number of different engine configurations required by this Wing is doubled since each different model of the KC's has a difference in the inboard and outboard engines. We are, therefore, now using eight different engine configurations. Present QEC kit authorization is not sufficient to permit maintaining one of each type engine ready and built up for immediate installation. A severe manhour expenditure is required when one of the modified engines must be changed. This necessitates removal and teardown of the old engine to acquire the accessories and modified components to build up the new engine. The

CONFIDENTIAL

time required to change one of these engines is approximately 320 man-hours. Should either of these two modified aircraft require an engine change after implementation of EWP, that aircraft would become ineffective.

To assure this Wings capability to efficiently perform its EWP Mission request action be taken to effect one of the following solutions to this problem:

- (a) Expedite TOC on remainder of assigned aircraft, thus standardizing engine configurations.

305th ARS 1 July - 31 July
1956**CONFIDENTIAL**

- (b) Increase QEC kit authorization to permit maintaining one each -35 and -59 modified engines in a built up status.
 - (c) Replace modified KC's with two that will conform with the remaining KC's in this Wing.
 - (2) During most of this month this squadron had three aircraft in IRAN and one aircraft not available due to modification for operation "Tan Glove". Loss of availability of these aircraft seriously effected the combat capability of the squadron. It is requested that IRAN scheduling be more closely coordinated with operational requirements.
 - (3) This squadron is losing six qualified first boom operators during the month of August due to transfer. These men are presently on combat ready crews. This loss can be absorbed but any further loss within the next sixty days without inputs will seriously effect the upgrading program.
- K. Refueling Data.
- (1) Number of refueling sorties scheduled and confirmed. 207
 - (2) Number of sorties:
 - (a) Airborne 179
 - (b) Effecting complete electronic rendezvous 141
 - (c) Transferring required fuel 165
 - (3) Number of aborts due to:
 - (a) Adverse weather - None
 - (b) Aircraft Malfunction 18
 - (c) Electronic rendezvous equipment malfunction - None
 - (d) Refueling equipment malfunction 3
 - (e) Other causes 21
9 receivers aborted; 1 airspare not utilized; 9 tanker cancellations due to maint; 1 boom damage; 1 lack of proper receiver.
 - (4) Mass Night Cell Refueling:
 - (a) Confirmed sorties 45
 - (b) Airborne sorties 41
 - (c) Sorties effecting complete rendezvous 36
 - (d) Sorties transferring required fuel 35
 - (5) Total fuel transferred during quarter:
 - (a) 6,248,700 pounds
 - (b) 961,337 gallons

CONFIDENTIAL

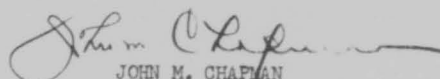
1. Comments or Recommendations of the Squadron Commander.

- (1) Upgrading to twenty five combat ready crews with a target date of 1 September 1956 continues to be critical area. Loss of qualified crew members and replacement unqualified crew members arriving too late to be trained to fill the vacancies continues to be a deterrent to crew upgrading.

305th APS 1 July - 31 July
1956

CONFIDENTIAL

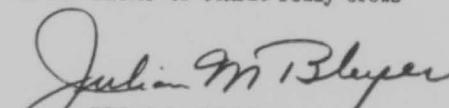
- (2) Following is the schedule for upgrading of non-combat ready crews to combat ready status:
- (a) M-77, Hook, 15 August 1956
 - (b) M-79, Beveridge, 31 August 1956
 - (c) M-80, Sanders, 31 August 1956
 - (d) M-81, Drenth, 31 August 1956
- (3) Training accomplished during July produced the following results:
- (a) Three (3) Co-pilots upgraded to Aircraft Commander.
 - (b) One (1) Navigator checked out and the remaining four available for training averaged 59 hours flying time.
 - (c) Two (2) Student Engineers available averaged 38 hours flying time.
 - (d) Four (4) Radio Operators available only part of the month averaged 22 hours flying time.
 - (e) Six (6) Assistant Boom Operators upgraded to first Boom Operator.
- (4) Following is a synopsis of training accomplished towards upgrading non-qualified individual crew members during this quarter:
- (a) Four (4) Aircraft Commanders checked out.
 - (b) Four (4) Co-pilots checked out.
 - (c) Two (2) Navigators checked out and student navigator averaged 55 hours flying time per month.
 - (d) One (1) Flight Engineer checked out and students averaged 41 hours flying time per month.
 - (e) Eight (8) Radio Operators checked out and students averaged 40 hours flying time per month.
 - (f) Six (6) Boom Operators checked out and students averaged 39 hours flying time per month.


JOHN M. CHAPLAN
Lt. Col., USAF
Commander

WING COMMANDER'S REMARKS
Part IV of
Air Training Report for the Month of July 1956

CONFIDENTIAL

Continued emphasis is being placed on crew formation and upgrading. The amount of training being accomplished is not easily recognized because personnel completing training are being utilized to fill vacancies caused by the reassignment and discharge of personnel, thereby precluding a definite gain in the number of combat ready crews assigned.


JULIAN M. BLEYER
Colonel., USAF
Commander

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																									
					305TH AIR REFUELING SQUADRON (M)	JULY 56	1	5	4-94C-T12																									
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS										D. NAVIGATION									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-75		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF NAVIGATION LEGS	NR OF PRESS. PLANS (SCR-710)	NUMBER OF NAVIGATION LEGS						
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR											
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65						
T18	KC97E	06	32	01	04	04	03	03	01	01	01	01	-	-	02	01	01	01	02	01	01	-	-	-	-	01	-	01						
T18	KC97G	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
T23	KC97E	02	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
T23	KC97G	02	12	01	02	02	01	01	01	01	01	01	-	-	03	01	01	01	02	01	-	-	-	-	-	01	-	-						
SUB TOTAL	-	10	55	02	06	06	04	04	02	02	02	02	-	-	05	02	02	02	04	02	01	-	-	-	-	02	-	01						
T02	KC97E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
T02	KC97G	18	100	02	16	14	06	06	08	08	13	13	-	-	14	08	05	05	09	04	01	04	04	07	09	03	02	03						
T02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	-	-	-	-	-							
T02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
T03	KC97E	18	103	02	15	15	07	07	08	08	06	06	-	-	19	14	05	05	10	06	-	03	06	08	18	06	01	01						
T03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
T03	KC97G	05	25	-	04	04	03	03	01	01	02	02	-	-	01	-	01	01	01	-	-	01	10	-	-	02	02	01						
T13	KC97E	08	38	-	07	07	05	05	02	02	06	06	-	-	04	02	01	01	03	01	-	01	20	-	-	-	01	02						
T13	KC97G	06	25	02	04	04	02	02	02	02	02	02	-	-	04	03	02	02	04	03	-	02	06	07	-	04	02	-						
T14	KC97E	18	85	01	09	08	03	03	06	05	06	06	-	-	06	06	03	03	02	02	-	04	04	06	12	06	-	01						
T14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	-	-	-	-	-							

SAC FORM 1 APR 54 36

PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

Air Force-SAC, (Form O-100935)

(When Filled In)

CONFIDENTIAL

0286

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL										
										305th AIR REFUELING SQUADRON (M)		JULY 56		2		5		4-SAC-112										
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 USCM	6 TOTAL REFUELINGS		7 DAY REFUELINGS		8 NIGHT REFUELINGS		9 IN RADIO SILENCE		10 KC-97 FIGHTER REFUELINGS 20,000 LBS		11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AR/APN-12-75		14 NR OF DAY CELESTIAL NAVIGATION LEGS	15 NIGHT CELESTIAL				16 NUMBER OF RADAR NAVIGATION LEGS	17 NR OF PRESS. PATTERN LEGS (SCN-78)	18 NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
																							1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T14	KC97G	06	51	-	02	02	02	02	-	-	02	02	-	-	03	03	01	01	03	03	01	01	07	-	-	06	02	01
T15	KC97E	15	88	02	09	09	03	03	06	06	08	08	-	-	05	05	05	05	05	05	05	04	06	10	10	04	04	04
T15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	-	-	-	-	-	
T15	KC97G	03	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	16	-	-	02	-	-
T16	KC97E	04	21	02	04	04	01	01	03	03	04	04	-	-	01	01	03	03	-	-	-	-	-	-	-	01	01	-
T16	KC97G	11	84	-	14	14	13	13	01	01	08	08	-	-	08	06	-	-	08	06	-	05	06	08	09	04	01	02
T16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09	10	-	-	-	-	
T22	KC97E	12	47	02	11	11	09	09	02	02	03	03	-	-	11	07	02	02	07	05	01	02	02	07	-	04	01	02
T22	KC97G	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	09	15	-	02	01	03
T26	KC97E	12	67	-	07	07	03	03	04	04	06	06	-	-	07	06	03	03	06	05	-	03	11	15	17	03	01	02
T26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T26	KC97G	02	05	-	04	04	04	04	-	-	04	04	-	-	02	01	-	-	01	-	01	01	04	-	-	03	01	-
T31	KC97E	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T31	KC97G	12	72	02	17	17	14	14	03	03	09	09	-	-	10	07	02	02	07	04	02	03	07	10	15	07	01	04
T31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T36	KC97E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

SAC FORM 1 APR 56 36

PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

Air Force-SAC, ORat O-100935

(When Filled In)

CONFIDENTIAL

0287

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																			
					305TH AIR REFUELING SQUADRON (M)	JULY 1955	3	5	4-SAC-T12																			
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15			16	17	18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCW	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NUMBER OF DAY CELESTIAL NAVIGATION LEGS	TOTAL LEGS	CIRCULAR ERROR			NUMBER OF RADAR NAVIGATION LEGS	NUMBER OF PRESS. PATTERN LEGS (SCN-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3			
6-30	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T36	KC97G	19	136	02	15	15	09	09	06	06	09	09	-	-	10	09	05	05	08	07	01	05	04	04	05	05	01	05
T36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-	-	-	-
T36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T58	KC97E	11	56	02	14	14	10	10	04	04	02	02	-	-	06	01	01	01	04	01	-	01	10	-	-	02	01	01
T58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T58	KC97G	05	36	-	03	03	01	01	02	02	01	01	-	-	03	03	01	01	02	02	-	02	03	17	-	03	01	01
T58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T59	KC97E	07	31	-	04	04	02	02	02	02	04	04	-	-	02	02	01	01	02	01	-	02	13	13	-	02	-	01
T59	KC97G	14	81	02	12	12	04	04	08	08	07	07	-	-	03	03	03	03	03	03	01	01	07	-	-	03	02	02
T59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T60	KC97E	08	48	-	03	03	01	01	02	02	02	02	-	-	02	02	01	01	02	02	02	01	08	-	-	-	02	01
T60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T60	KC97G	06	33	-	04	04	02	02	02	02	01	01	-	-	06	04	01	01	04	02	-	02	11	20	-	03	-	02
T63	KC97E	18	68	02	10	09	07	06	02	02	02	02	-	-	08	07	02	02	05	04	01	01	14	-	-	02	-	02
T63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T63	KC97G	05	22	-	02	02	-	-	02	02	02	02	-	-	04	04	01	01	02	02	-	02	04	06	-	-	01	-
T64	KC97E	12	72	-	12	05	05	07	07	05	15	-	-	-	14	09	02	02	1	09	02	02	06	14	-	04	-	01

SAC FORM 1 APR 54 36 PREVIOUS EDITIONS ARE OBSOLETE. FC: 2726

AF Form 3-54, Offici: C-100936

(When Filled In)

CONFIDENTIAL

0288

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																			
					305TH AIR REFUELING SQUADRON (M)	JULY 1956	4	5	4-SAC-T12																			
A. GENERAL					B. AIR REFUELING								C. RADAR RENDEZVOUS						D. NAVIGATION									
1	2	3	4	5	6		7		8		9		10		11		12		13		14		15			16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-75		NR OF DAY CELESTIAL NAVIGATION LEGS	TOTAL LEGS	NIGHT CELESTIAL			NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN (SCB-78)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T64	KC97G	05	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	14	-	-	01	02	02
T65	KC97E	05	29	-	05	05	04	04	01	01	01	01	-	-	04	02	-	-	04	02	-	02	09	12	-	01	01	02
T65	KC97G	14	69	03	11	11	08	08	03	03	02	02	-	-	03	03	03	03	02	02	01	04	05	06	10	03	02	01
T65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	-	
T70	KC97E	02	06	-	01	01	01	01	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	01	-
T70	KC97G	18	114	-	13	10	10	07	03	03	03	03	-	-	18	16	02	02	15	14	02	05	00	04	05	10	03	08
T70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	06	18	-	-	-	-	
T70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T72	KC97E	03	10	-	01	01	-	-	01	01	01	01	-	-	01	01	-	-	01	01	-	-	-	-	-	01	-	-
T72	KC97G	15	70	02	14	13	07	07	07	06	06	06	-	-	07	05	04	04	06	04	01	04	06	07	11	03	02	03
T72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	-	-	-	-	-	
T78	KC97E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T78	KC97G	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	13	-	-	01	-	-
CR TOTALS	-	321	1756	28	247	239	146	142	98	96	127	127	-	-	186	140	61	61	137	100	22	73	354	210	121	101	40	58
M78	KC97E	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M78	KC97G	09	67	-	03	03	02	02	01	01	02	-	-	-	03	01	-	-	2	01	-	-	-	-	-	01	-	-

SAC FORM 36 PREVIOUS EDITIONS ARE OBSOLETE. FC: 2730

Air Force-SAC, OJatt G-100(56)

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL													
309TH AIR REFUELING SQUADRON (M)										JULY 1948		5		5		L-9AC-T12															
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION										
1	2	3	4	5	6		7		8		9		10		11		12		13		14		15			16		17		18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	TOTAL LEGS	NIGHT CELESTIAL			NUMBER OF RADAR NAVIGATION NA LEGS	NR OF PRESS. PATTERN (SCR 78)	NUMBER OF RADAR NAVIGATION NA LEGS			
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3						
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65			
M77	KC97E	04	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-			
M77	KC97G	07	50	-	10	10	04	04	06	06	-	-	-	-	03	02	-	-	02	01	-	-	-	-	-	-	-	-	-		
M79	KC97E	-	-	-	DID NOT FLY AS A CREW										-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
M79	KC97G	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
M80	KC97E	-	-	-	DID NOT FLY AS A CREW										-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
M80	KC-97G	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
M81	KC-97E	-	-	-	DID NOT FLY AS A CREW										-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
M81	KC-97G	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
NCR TOTALS	-	22	152	-	13	13	06	06	07	07	02	02	-	-	06	03	-	-	04	02	-	-	-	-	-	-	02	-	-	-	
3QD'N TOTALS	-	353	1963	30	266	258	156	152	107	105	131	131	-	-	197	145	63	63	145	104	23	73	354	210	121	105	40	59			
XXXX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
PERCENTAGES	AIR REFUELING (100%)				RENDEZVOUS (100%)				NAVIGATION (100%)				PILOT PROFICIENCY (100%)																		

SAC FORM 1 APR 54 36 PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

Form 1-54, Obsolete (5-1009635)

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II										UNIT 305TH AIR REFUELING SQUADRON (M)				MONTH JULY 56		PAGE NR 1		NR OF PAGES 5		REPORTS CONTROL SYMBOL 4-SAC-T12						
E. GEN	F. CEL GRID NAV.			G. P.P.		H. LOADING		I. EMERGENCY PROCEDURE DRILLS				J. CELL MISSIONS			K. STD. BD.	L. MISCELLANEOUS										
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF COMPLETE FLIGHTS OF MISSIONS	LOADS UNLOADED OR PASSED FOR CARDING	PERCENTAGE OF MAX. LOAD	NUMBER OF SIMULATED BALL-OUTS	NUMBER OF EMERGENCY DITCHINGS	NR OF SIMULATED CRASH LANDINGS (LAIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASSENGER)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STATION DARTIZATION CHECK	IRCC	PEEP	INDEX	DRY CONTACTS	APS 42	T.OFF	LDFS	ILAS	GCA	FPI	GYRO OUT
		1	2																							
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65												
T18	-	-	-	01	03	02	04	04	04	03	03	01	-	01	FEB	01	090	-	17	02	32	23	-	13	-	-
T18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-	-	-	-	
T23	-	-	-	-	01	-	02	02	02	01	01	-	-	-	JULY	-	-	-	-	01	32	32	11	11	-	-
T23	01	28	-	-	01	-	01	01	01	01	01	-	01	-	-	01	096	-	-	-	20	11	01	10	-	-
SUB TOTAL	01	28	-	01	05	02	07	07	07	05	05	02	-	02	-	02	-	-	17	03	94	76	12	34	-	-
T02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	JUNE	-	-	-	-	-	-	-	-	-	-	
T02	05	03	06	01	02	06	09	09	09	04	04	05	01	04	-	03	092	094	17	08	1707	1608	10	42	-	-
T02	-	07	16	-	-	-	-	-	-	-	-	-	-	-	-	-	095	-	-	-	-	-	-	-	-	
T02	-	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T03	04	10	14	-	03	04	11	11	11	04	04	03	-	03	JUNE	03	095	098	22	11	1708	1609	-	52	10	-
T03	-	15	31	-	-	-	-	-	-	-	-	-	-	-	-	-	099	-	-	-	-	-	-	-	-	
T03	-	-	-	01	-	02	03	03	03	02	02	01	-	01	-	02	095	097	29	05	40	31	-	11	10	-
T13	02	04	18	-	02	04	04	04	04	02	02	02	01	01	FEB	01	094	-	11	03	36	72	-	23	-	-
T13	-	-	-	01	01	02	05	05	05	04	04	02	01	01	-	01	099	-	05	04	33	33	-	31	-	-
T14	04	08	11	01	03	06	06	06	06	07	07	03	01	02	JUNE	02	099	098	19	05	106	106	-	32	-	-
T14	-	12	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

SAC FORM 1 APR 56 364

PREVIOUS EDITIONS ARE OBSOLETE. PG. 27B

Air Force-SAC, OMB O-101036

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II															305TH AIR REFUELING SQUADRON (M)										MONTH JULY 56		PAGE NR 2		NR OF PAGES 5		REPORTS CONTROL SYMBOL 4-948-T12	
E. GEN	F. CEL GRID NAV.			G. P.P.		H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS															
19	20			21	22	23	24		25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41					
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF SIMULATED PILOT PROF. MISSIONS	KC-97 UNLOAD, RELOAD, OR CARGO RECOMP- UTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMU- LATED GRAB- LANDINGS (AIRCRAFT)	NR OF SIMU- LATED GRAB- LANDINGS (MAX PAS- SENGER)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STAN- DARDIZATION CHECK	TROC	DEHP	TMOX	DEY CONTACT	APR 42	T-OPP	T-PS	T-AS	GCA	OUT	CYRO OUT							
		1	2																													
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65																		
T14	-	-	-	-	-	-	02	02	02	01	01	01	-	01	-	02	092	099	15	04	43	52	-	01	-	-						
T15	03	08	10	01	03	06	07	07	07	06	06	05	02	03	FEB	03	092	095	13	06	94	85	-	82	-	-						
T15	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	095	-	-	-	-	-	-	-	-	-						
T15	01	24	-	-	02	-	01	01	01	01	01	-	-	-	-	01	099	-	-	01	12	21	-	-	-	-						
T16	-	-	-	-	02	-	04	04	04	02	02	03	01	02	JUNE	01	097	-	05	-	31	22	-	22	-	-						
T16	04	09	11	01	01	06	05	05	05	01	01	-	-	-	-	02	093	095	07	07	84	75	11	23	-	-						
T16	-	14	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
T22	02	22	48	01	01	04	05	05	05	02	02	02	01	01	JULY	01	099	-	28	05	90	81	-	51	01	-						
T22	01	13	-	-	02	-	-	-	01	01	01	-	01	-	-	01	098	-	-	-	-	-	-	-	-	-						
T26	03	05	12	01	02	07	04	04	04	02	02	02	-	02	JUNE	05	090	095	09	05	105	78	-	33	-	-						
T26	-	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	097	098	-	-	-	-	-	-	-	-						
T26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	099	-	-	-	-	-	-	-	-	-						
T26	-	-	-	-	-	-	01	01	01	01	01	-	-	-	-	-	-	-	-	-	20	02	-	20	-	-						
T31	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	01	-	-						
T31	02	06	12	01	05	06	10	10	10	06	06	03	01	02	JULY	04	090	092	51	05	65	83	21	53	-	01						
T31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	096	098	-	-	-	-	-	-	-	-						
T36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAR	-	-	-	-	-	01	01	01	01	-	-						

SAC FORM 36-2

PREVIOUS EDITIONS ARE OBSOLETE. PG. 27B

Air Force-6AC, ORAN O-100(34)

(When Filled In)

CONFIDENTIAL

0292

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II															UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL			
															205TH AIR REFUELING SQUADRON		JULY 56		3		5		4-SAC-T12			
E. GEN	F. CEL GRID NAV.			G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS										
19	20			21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF COMPLETE MISSIONS	LOAD: * UNLOAD: * KC-97	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF DITCHINGS	NR OF SIMULATED CRASH LANDINGS (LAUNCH)	NR OF SIMULATED CRASH LANDINGS (MAX PAS)	PASSENGER EGRESS PROCEDURE DRILLING	TOTAL CELL MISSIONS	DAY MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST SPAL DARTIZATION CHECK	IRJC	PERP	INDEX	DRY CONTACTS	AFS	T. OFF	LDE	ILAS	GCA	PPI	GYRO OUT	
		1	2																							
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65												
T36	05	07	11	01	04	06	06	06	06	07	07	05	02	04		05	097	098	31	04	87	78		54		
T36	-	11	12	-	-	-	-	-	-	-	-	-	-	-		-	098	099	-	-	-	-	-	-	-	
T36	-	20	-	-	-	-	-	-	-	-	-	-	-	-		-	099	-	-	-	-	-	-	-	-	
T58	01	17	-	01	02	04	02	02	02	05	05	05	01	04	JAN	03	098	099	35	03	49	58	12	32	-	-
T58	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	099	-	-	-	-	-	-	-	-	
T58	01	20	-	-	-	02	02	02	02	01	01	01	-	01		03	097	099	14	04	52	52	-	31	-	-
T58	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	099	-	-	-	-	-	-	-	-	
T59	01	25	-	-	-	06	02	02	02	01	01	01	-	01	JUNE	02	090	095	04	01	42	42	-	31	-	10
T59	01	04	-	01	03	-	08	08	08	04	04	03	01	02		03	091	097	16	07	113	95	11	72	-	-
T59	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	097	-	-	-	-	-	-	-	-	
T60	03	10	17	01	01	04	04	04	04	03	03	01	-	01	JUNE	03	097	097	-	01	50	50	-	32	-	-
T60	-	29	-	-	-	-	-	-	-	-	-	-	-	-		-	099	-	-	-	-	-	-	-	-	
T60	02	15	25	-	-	02	04	04	04	02	02	01	-	01		01	096	-	23	04	50	50	20	22	-	-
T63	03	05	06	01	03	02	05	05	05	04	04	02	01	01	DEC	02	098	099	12	02	105	96	11	64	-	-
T63	-	11	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	
T63	-	-	-	-	-	04	01	01	01	01	01	-	01	-		01	095	-	02	01	22	22	-	11	-	-
T64	02	06	14	-	05	04	12	12	12	08	08	02	-	02	MAR	02	097	097	08	11	112	103	-	31	-	-

SAC FORM 1 APR 56 36 *

PREVIOUS EDITIONS ARE OBSOLETE. PG. 27B

Air Force-4AC, Other O-101036

(When Filled In)

CONFIDENTIAL

0293

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II																			UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL	
305TH AIR REFUELING SQUADRON (M)																			JULY 56		4		5		4-340-T22			
E. GEN	F. CEL GRID MAY.		G. P.P.		H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS												
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF COMPLETE REFUELING MISSIONS	KC-97		NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDING (AIRCREW)	NR OF SIMULATED CRASH LANDING (PASSENGER)	PASSENGER PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STATIONIZATION CHECK	IRCU	PERP	INDEX	DRY CONTACT	APS 42	T. OFF	ING	ILAS	GCA	PFI	CYRO CUT		
		1	2		1	2																					1	2
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65														
T64	01	09	-	01	-	02	01	01	01	-	-	-	-	-	-	01	099	-	-	09	31	31	-	10	-	-		
T65	01	14	-	-	01	04	01	01	01	02	02	01	01	-	MAY	-	-	-	13	01	40	40	-	22	-	-		
T65	02	06	34	01	02	06	02	02	02	03	03	03	01	02	-	03	090	096	19	06	123	132	-	64	-	-		
T65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	099	-	-	-	-	-	-	-	-			
T70	-	-	-	-	01	-	-	-	-	-	-	01	-	01	JAN	-	-	-	-	-	11	11	-	10	-	-		
T70	02	05	17	01	01	06	08	08	08	08	08	02	-	02	-	06	096	097	28	-	147	147	-	95	-	-		
T70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	098	099	-	-	-	-	-	-	-			
T70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	099	099	-	-	-	-	-	-	-			
T72	01	18	-	-	-	-	03	03	03	02	02	-	-	-	JULY	01	097	-	05	01	21	21	-	11	-	-		
T72	02	05	18	01	03	06	08	08	08	08	08	03	01	02	-	02	097	098	21	09	125	107	10	56	-	-		
T72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
T78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	JULY	-	-	-	-	-	-	-	-	-	-			
T78	01	04	-	01	01	02	01	01	01	-	-	-	-	-	-	01	094	-	-	-	54	54	-	43	-	-		
CR TOTALS	61	465	378	19	54	215	147	147	147	105	105	65	17	48	-	71	-	-	461	127	224	215	110	69	21	11		
M78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-	-	-			
M78	01	11	-	-	-	-	07	07	07	-	-	-	-	-	-	01	099	-	-	01	175	175	60	52	-	-		

SAC FORM 1 APR 54 36 PREVIOUS EDITIONS ARE OBSOLETE. FC 272

Air Force-SAC, Office D-1010(56)

(When Filled In)

CONFIDENTIAL

0294

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II										UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL								
30TH AIR REFUELING SQUADRON (M)										JULY 86		5		5		4-SAC-T12										
E. GEN	F. CEL GRID WAY.	G. P.P.	H. LOADING	I. EMERGENCY PROCEDURE DRILLS				J. CELL MISSIONS				K. STD. 30	L. MISCELLANEOUS													
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR	NUMBER OF COMPLETE REFUELING MISSIONS	KC-97		NUMBER OF SIMULATED RAIL-OUTS	NUMBER OF EVULATED DIVING	NR OF SIMULATED CRASH LANDING (TAIRCREW)	NR OF SIMULATED CHAIRS (TAIRCREW)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST AIRCRAFT CARDINATION CHECK	PROJ	VCRP	INDEX	DRY CONTACT	AFS	T.OFF	T.OF	II AS	GUA	PPI	TTCO	OUT
				UNLOAD	EXP PASSENGER																					
6-10	15-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67												
M77	01	10	-	-	-	-	01	01	01	-	-	-	-	-	01	098	-	03	03	125	125	-	76	-	-	
M77	-	-	-	-	-	-	01	01	01	-	-	-	-	-	-	-	-	17	-	135	135	-	95	-	-	
M79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NCR	02	21	-	-	-	-	09	09	09	-	-	-	-	-	02	-	-	20	04	47 15	43 15	60	21 13	-	-	
SCD'N	84	714	378	20	59	117	163	163	163	110	110	67	17	40	75	-	-	498	134	276	235	379	134	21	11	
TOTALS																										
XXXX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	113	113	10	112	-	-	
PERCENTAGE EWP LOADINGS (100%) PRECOMP (100%) EMERGENCY & PAI DRILLS (100%) NITE CELL FORMATION (100%)																										

SAC FORM 1 APR 84 36 6

PREVIOUS EDITIONS ARE OBSOLETE. FD: 2731

Air Force-SAC, Office O-303540

(When Filled In)

CONFIDENTIAL

0295

CONFIDENTIAL

305TH BOMBARDMENT WING MEDIUM

WING COMMANDER'S REMARKS

PART IV OF AIR TRAINING REPORT FOR MONTH OF JULY 1956

RCS: 5-SAC-TL2

c. Wing Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

(1) Hours flown by 3908th SES crews in 305th Bombardment Wing Aircraft	226:25
(2) Hours flown by 305th crews undergoing evaluation by SES	251:10
(3) Devil Fish Missions	280:20
(4) Homestead Flyover	27:10
(5) Operation "Cactus Plant"	66:45
(6) Eglin Flyover	30:05
(7) Armed Forces Day Participation	18:20
(8) Operation "Whirlpool"	103:15
(9) Ferry Flights	27:45

b. Weather or Local Conditions.

(1) Time lost due to weather: None

c. Air Traffic Control Delays.

Air Traffic Control Delays

<u>Type</u>	<u>Total Number</u>	<u>Total Time</u>
Departure	12	12:00

Delays Affecting Unit Missions

None

Delays Over 30 Minutes

<u>Date</u>	<u>Type</u>	<u>Time Lost</u>	<u>Reason For Delay</u>
14 June 1956	Departure	12 Hours	Air Traffic Control clearance delayed one stream of 12 aircraft one hour

CONFIDENTIAL

d. Restrictive Directives: None

e. Combat Crew Members Gains and Losses.

(1) Combat Crew Members Gained:

(a) Aircraft Commanders - 11

(b) Co-pilots - 17

(c) Observers - 11

305th BW. 1 July - 31 July
1956**CONFIDENTIAL**

(2) Combat Crew Members Lost:

- (a) Aircraft Commanders - 1 to Co-pilot on Select Crew
- (b) Co-pilots - 7 upgraded to Aircraft Commander
- (c) Observers - 1 to partial crew

f. Crew Member Changes.

- (1) Aircraft Commanders - 1
- (2) Co-pilots - 3
- (3) Observers - 2

g. New Crews Formed.

- (1) Crew IN-04 formed 31 July 1956
- (2) Crew IN-20 formed 31 July 1956
- (3) Crew IN-22 formed 31 July 1956
- (4) Crew IN-56 formed 31 July 1956
- (5) Crew IN-77 formed 31 July 1956
- (6) Crew IN-80 formed 31 July 1956
- (7) Crew IN-84 formed 31 July 1956
- (8) Crew IN-85 formed 31 July 1956
- (9) Crew N-47 formed 1 May 1956
- (10) Crew N-63 formed 18 June 1956
- (11) Crew N-52 formed 10 July 1956

h. Crew Status Changes.

- (1) Crew IN-45 disbanded 1 May 1956
- (2) Crew L-01 to S-01 effective 25 May 1956
- (3) Crew S-15 to L-15 effective 24 May 1956
- (4) Crew L-17 to S-17 effective 25 May 1956
- (5) Crew S-28 to L-28 effective 24 May 1956
- (6) Crew S-35 to L-35 effective 24 May 1956
- (7) Crew L-38 to S-38 effective 25 May 1956
- (8) Crew S-48 to L-48 effective 24 May 1956
- (9) Crew S-70 to L-70 effective 24 May 1956
- (10) Crew N-07 to R-07 effective 31 July 1956
- (11) Crew N-53 to R-53 effective 31 July 1956
- (12) Crew N-94 to R-94 effective 31 July 1956
- (13) Crew L-86 to IN-86 effective 3 July 1956 TDY B-52 Program

CONFIDENTIAL

305th BW. 1 July - 31 July
1956**CONFIDENTIAL**

i. Standardization Crews.

- (1) Senior Standardization Crew S-44 - 1 July 1955
- (2) 364th Bombardment Squadron S-09 - 15 July 1955
- (3) 364th Bombardment Squadron S-17 - 1 May 1956
- (4) 365th Bombardment Squadron S-38 - 1 May 1956
- (5) 365th Bombardment Squadron S-54 - 19 July 1955
- (6) 366th Bombardment Squadron S-69 - 1 December 1954

j. Additional Material and Personnel Problems.

- (1) This wing is presently assigned only 5 of its authorized 18 AN/VRC-19 Radio Equipped Vehicles. To alleviate the severe shortage of radio equipped vehicles available to this wing, request command action be taken to effect delivery of additional maintenance expeditor radios for the "A" and "B" nets authorized in SAC Manual 66-12.
- (2) An acute shortage of aircraft maintenance type personnel exists within this Wing and will become critical within the next four months if replacements are not furnished in the near future. Following is a comparison of authorized, assigned and projected losses and gains through December 1956:

Field	Authorized	By AFSC Utilization	Gains	Losses	Total Shortage
431B	87	75	2	16	26
431E	316	289	0	71	100
432	103	81	0	3	25
43173	30	23	0	7	14
471	23	15	0	3	11
422	31	25	0	2	6
472	<u>25</u>	<u>18</u>	<u>0</u>	<u>5</u>	<u>12</u>
	617	526	2	107	196

The projected shortages of maintenance personnel in December will reduce the MIRS in the maintenance field to 68.3%.

The wing is upgrading airmen, through our OJT Program, at the fastest rate possible and still maintain the integrity of the AFSC's. Lack of personnel to train is the deterrent factor. This organization is assigned only 27 airmen of the 43131E, 43131B, and 472 career fields who, providing they successfully completed OJT, can be upgraded during this period. The majority of the losses in these career fields are through discharge.

CONFIDENTIAL

By applying the present 42% reenlistment rate against these discharges and adding to that figure the total number of airmen who can be upgraded the resultant total will still be far below our present assigned level.

k. Refueling Data.

- (1) Number of Refueling sorties scheduled 261
- (2) Number of sorties:
 - (a) Airborne 244

305th BW. 1 July - 31 July
1956**CONFIDENTIAL**

(b) Making successful rendezvous	178
(c) Transferring required fuel	206
(3) Aborts:	
(a) Weather	6
(b) Aircraft Malfunctions	21
(c) Rendezvous equipment	2
(d) Refueling equipment	3
(e) Other causes	23
(4) Night Mass Refueling:	
(a) Confirmed sorties	45
(b) Airborne sorties	43
(c) Completing rendezvous	45
(d) Transferring required fuel	42
1. Comments or Recommendations of the Wing Commander.	

- (1) Accomplishment of RBS Runs on class III-A targets were extremely difficult due to limited number of III-A targets and to insufficient target materials for the Vincennes, Binghampton and San Juan complexes. Class III-A targets were removed from other sites before Vincennes and Binghampton were in operation. Request that all RBS sites have a minimum of one class III-A target or that combat crews be allowed to accomplish as many class III-A runs as desired per sortie on the same complex.
- (2) A revision is necessary in reporting the accomplishments of non-ready crew members. A system reflecting applicable requirements accomplished and time flown by individual members of non-ready crews would indicate more realistically the efforts devoted to upgrading.
- (3) This Wing has thirty six (36) crews fully qualified in "Hi-Jinks" training. No difficulties encountered by this unit.
- (4) Because celestial grid training is being stressed, we request that SAC Form 184, Part 1 to 5-SAC-T12 be revised to include spaces for four (4) celestial grid scores. This will eliminate numerous double line entries.
- (5) During the quarter the upgrading program has received maximum command emphasis. All crews have focused their attention on upgrading, resulting in better planned missions and an overall increase in training activity. The upgrading program during the quarter has produced the following results not reflected elsewhere in this report.

(a) Aircraft Commanders

CONFIDENTIAL

1. Eleven (11) upgraded.
2. Two (2) 75% trained.
3. Two (2) 50% trained.
- (b) Eleven (11) Co-pilots have been upgraded with this wing.
- (c) Two (2) Observers have completed SAC Regulation 51-19 training within this Wing.

305th BW. 1 July - 31 July
1956**CONFIDENTIAL**

(d) Instructor Personnel:

1. Five (5) Aircraft Commanders qualified as Instructor Pilots.
2. One (1) Aircraft Commander 75% qualified.

(e) The above training is a direct result of utilizing every possible flight for upgrading. Instructor Pilots and Observers assigned to Lead and Select Crews have borne the brunt of this upgrading, while completing their normal Combat Crew Training requirements. This training as well as Non-Ready Crew activity is not readily discernible in the statistical section of this report.

(f) Non Combat Crew Training:

1. IN-04, Keney, formed 31 July 1956. No training accomplished as a crew. Upgrading date 30 November 1956.
2. N-07, Imbler, upgraded to Combat Ready 31 July 1956. Total time flown during quarter: Aircraft Commander - 112:40; Co-pilot - 116:50; Observer - 117:50.
3. IN-20, Johnson, formed 31 July 1956. No training accomplished as a crew. Upgrading date 31 December 1956.
4. IN-22, Little, formed 31 July 1956. No training as a crew. Upgrading date 30 November 1956.
5. N-13, Reeves, formed 1 April 1956. Total time flown during quarter: Aircraft Commander 104:45; Co-pilot - 54:40; Observer - 70:40. Upgrading date 30 November 1956.
6. N-28, Wells, formed 1 April 1956. Total time flown during quarter: Aircraft Commander - 115:40; Co-pilot - 102:15; Observer - 87:40. Upgrading date 31 October 1956. New Observer assigned 1 July 1956.
7. N-39, Leitner, unsatisfactory standboard check 31 July 1956. Will be reevaluated and upgraded to Combat Ready Status during August 1956. Total time flown during quarter: Aircraft Commander - 111:50; Co-pilot - 97:10; Observer - 120:25.
8. N-47, Foote, Unsatisfactory standboard check on 31 July 1956. Will be reevaluated and upgraded to Combat Ready Status during August 1956. Total time flown during quarter: Aircraft Commander - 106:35; Co-pilot - 114:55; Observer 93:05.
9. N-52, Vitko, formed 10 July 1956. Total time flown during quarter: Aircraft Commander - 99:50; Co-pilot - 26:05; Observer - 34:10. Upgrading date 15 December 1956.
10. N-53, Nichols, upgraded to Combat Ready 31 July 1956. Total time flown during quarter: Aircraft Commander - 100:10; Co-pilot - 92:35; Observer - 88:40.
11. IN-56, Haggard, formed 31 July 1956. No training as a crew. Upgrading date 1 January 1957.
12. N-63, Rust, formed 18 June 1956. Total time flown during quarter: Aircraft Commander - 112:45; Co-pilot - 95:45; Observer - 73:20. Upgrading date 15 October 1956.
13. IN-77, Bird, formed 31 July 1956. No training as a crew. Upgrading date 30 November 1956.
14. IN-80, McCluney, formed 31 July 1956. No training as a crew. Upgrading date 30 November 1956.

305th BW. 1 July - 31 July
1956**CONFIDENTIAL**

- 15. IN-84, Gueydan, formed 31 July 1956. No training as a crew. Upgrading date 31 March 1957.
 - 16. IN-85, Cummings, formed 31 July 1956. No training as a crew. Upgrading date 28 February 1957.
 - 17. IN-86, Howard, downgraded to IN Status 3 July 1956. IDY B-52 Program.
 - 18. N-94, Keller, upgraded to Combat Ready 31 July 1956. Total time flown during quarter: Aircraft Commander - 133:00; Co-pilot - 98:35; Observer 127:50.
- (6) This wing consistently reports a lower number of successful rendezvous than other B-47 Wings. This wings system of scheduling and reporting of rendezvous is as follows. All Tanker Radar Rendezvous are scheduled utilizing APN 12-76. If Rendezvous cannot be completed by this method, because of equipment malfunction by either tanker or receiver, it is then completed utilizing APN 11. This action is reflected on T-12 Reports as 1 APN 12-76 attempted, none successful; 1 APN 11 Attempted, one successful. This method of reporting was concurred in by 2nd Air Force in their message DOWR 0960, dated 6 March 1956.
- (7) Recommend the requirement for a post SES refueling mission be deleted. These sorties could be directed more economically toward the upgrading program as well as release Standboard personnel for utilization in upgrading program. All Combat Ready, Lead and Select Crews receive a comprehensive refueling check on required annual SAC Regulation 51-4 check.
- (8) Inter Base refueling sorties have proved unsatisfactory in the past because of complex coordination required for a successful mission. The restriction of 155,000 pounds gross weight with maximum of 39,000 pounds off load permitted reduces sorties duration until total programmed time will not reflect desired transition, and upgrading.

Julian M. Bleyer
 JULIAN M. BLEYER
 Colonel., USAF
 Commander

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium										MONTH July 1956		PAGE NUMBER 2		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-830-T12			
A. GENERAL						B. BOMBING						C. NAVIGATION														D. REFUELING			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RUS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS. ATTACKS CAMERA SCORED	VISUAL RELEASES			NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT. TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS HEIGHT			
							MACH .81 WITH JBR	FIXED ANGLE		TOTAL	NR OF CIRCULAR REL. ERROR	TOTAL LESS	1	2	3	4		TOTAL LESS	1			2	NR OF LESS	NR OF LESS	ATT.		SUCC.	ATT.	SUCC.
1-10	11-15	17-19	21-23	26-27	30-31	32-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
S44	B047	011	063	-	02	001	-	001	001	-	-	-	002	001	019	-	-	002	002	026	027	-	001	003	003	01	01	01	01
S09	B047	012	063	-	03	-	001	001	001	-	-	-	003	004	007	008	-	-	002	009	024	-	-	001	001	01	01	-	-
S17	B047	016	074	-	-	-	-	-	-	-	-	-	003	002	005	009	-	001	002	001	006	-	-	002	002	01	01	-	-
S38	B047	012	072	-	01	001	-	-	-	-	-	-	003	013	017	022	-	-	002	011	029	001	-	002	002	01	01	-	-
S54	B047	016	093	-	01	001	-	-	-	-	-	-	002	014	016	-	-	005	-	005	009	-	-	007	006	02	01	-	-
S54	B047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	009	-	-	-	-	-	-	-	-	-	-
S69	B047	022	135	-	02	-	-	-	-	004	-	-	003	002	012	014	-	001	002	008	010	-	001	003	003	01	01	-	-
Stand Totals	B047	089	500	-	09	003	001	002	002	004	-	-	016	036	076	053	-	009	013	070	105	001	002	018	017	07	06	01	01
S01	B047	018	113	-	02	002	001	001	001	002	-	-	004	009	010	014	016	001	-	009	010	001	001	004	004	02	02	01	01
S01	B047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	013	027	-	-	-	-	-	-	-	-	-
L02	B047	023	134	-	01	002	001	002	001	003	-	-	004	001	006	007	030	002	-	013	016	002	002	004	004	01	01	01	01
L02	B047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	021	021	-	-	-	-	-	-	-	-	-
L02	B047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	024	029	-	-	-	-	-	-	-	-	-
L02	B047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	007	044	-	-	-	-	-	-	-	-	-	-
L03	B047	029	110	-	01	002	001	001	002	004	-	-	002	010	011	-	-	002	-	008	015	001	001	005	005	01	01	01	01
L03	B047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	019	-	-	-	-	-	-	-	-	-	-

1. AC 1355 154 PREVIOUS EDITION IS OBSOLETE.
PC 238

Air Force-SAC, OPR D-40(15)

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium										MONTH July 1956		PAGE NUMBER 2		NUMBER OF PAGES 6		REPORT'S CONTROL SYMBOL 5-040-112			
A. GENERAL						B. BOMBING						C. NAVIGATION										D. REFUELING 5000 & ABOVE							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18												
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RST AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES		NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT- TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT				
							BACK 81 WITH IRDA	FIXED ANGLE		TOTAL	NR OF CIRCULAR REL. ERROR	TOTAL LESS	1	2	3		4	NR OF LESS			TOTAL LESS	1	2	NR OF LESS	NR OF LESS	ATT.	SUCC.	ATT.	SUCC.
9-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	21-23	25-27	29-31	33-35
S12	B047	027	14.5	-	03	002	001	001	001	002	-	-	001	005	006	006	-	001	002	014	017	001	001	004	004	01	01	01	01
L13	B047	018	095	-	-	005	003	001	002	003	-	-	003	010	017	011	-	001	002	010	013	001	001	005	003	01	01	01	01
S16	B047	015	103	-	02	002	001	002	001	002	-	-	002	004	019	-	-	001	002	005	016	001	001	003	003	01	01	01	01
L18	B047	024	120	-	-	004	001	002	003	005	-	-	004	010	012	017	017	003	-	006	009	001	004	003	003	01	01	01	01
L13	B047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	018	-	-	-	-	-	-	-	-	-	-
L26	B047	016	091	-	-	002	002	001	002	003	-	-	002	006	016	-	-	001	002	022	031	001	003	003	003	01	01	01	01
L28	B047	016	102	-	02	002	001	001	001	003	-	-	003	010	014	018	-	003	002	014	015	001	001	005	005	01	01	01	01
L30	B047	018	101	-	-	002	001	001	001	003	-	-	002	004	008	-	-	003	002	006	016	001	001	003	003	01	01	01	01
L35	B047	017	107	-	02	002	003	002	002	002	-	-	002	006	015	-	-	003	002	002	003	001	001	004	004	01	01	02	02
S36	B047	020	120	-	03	003	003	001	001	004	-	-	002	007	017	-	-	003	002	006	020	001	001	002	002	01	01	-	-
L48	B047	014	086	-	02	004	001	001	002	004	-	-	003	006	011	026	-	002	002	015	018	001	-	004	004	01	01	01	01
S50	B047	016	090	-	02	003	001	001	002	004	-	-	002	010	010	-	-	002	002	017	017	001	001	004	004	01	01	01	01
L55	B047	017	088	-	01	002	005	001	001	004	-	-	003	003	005	028	-	003	002	003	005	001	001	004	004	01	01	01	01
L57	B047	018	110	-	-	004	003	001	001	003	-	-	002	002	005	-	-	004	002	012	023	001	002	005	005	01	01	01	01
S60	B047	022	111	-	01	004	002	001	002	003	01	01	002	014	014	-	-	001	002	003	019	002	002	004	004	01	01	01	01
L70	B047	018	107	-	01	003	002	001	001	004	-	-	002	005	005	-	-	003	002	004	009	001	001	005	005	02	02	01	01
L74	B047	015	076	-	-	004	001	001	001	006	-	-	002	012	016	-	-	001	-	007	008	002	001	003	003	01	01	01	01

1-40 15 222 14 154 PREVIOUS EDITION IS OBSOLETE.
PC 2790

Air Force-SAC, Office D-40030

(When Filled In)

CONFIDENTIAL

0303

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium										MONTH July 1956		PAGE NUMBER 3		NUMBER OF PAGES 6		REPORT'S CONTROL SYMBOL 5-SAC-T12			
A. GENERAL					B. BOMBING					C. NAVIGATION										D. REFUELING OR ABOVE									
1	2	3	4	5	6	7	8	9	10	11				12		13		14	15	16		17		18					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STRESS	RBRAT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES	NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT- TERR	TOTAL REFUELINGS	MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT							
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LESS		1	2				3	4	NR OF LESS	1	2	NR OF LESS	NR OF LESS	ATT.	SUCC.	ATT.
6-10	11-15	17-19	21-23	25-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	13-15	17-19	21-23	25-27	30-31	34-35
L74	BO47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	024	-	-	-	-	-	-	-	-	-	-
L75	BO47	018	112	-	-	002	001	002	001	004	-	-	003	010	011	016	-	004	002	009	014	001	001	005	005	01	01	01	01
S76	BO47	012	074	-	01	002	002	002	002	002	-	-	003	000	017	027	-	002	002	011	014	001	001	004	004	01	01	01	01
L79	BO47	025	121	-	01	003	001	002	001	003	-	-	003	001	009	013	-	002	-	008	008	001	001	003	003	01	01	01	01
L79	BO47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	016	-	-	-	-	-	-	-	-	-	-
S81	BO47	024	131	-	02	002	001	001	001	003	-	-	002	008	014	-	-	002	002	009	013	001	001	003	003	01	01	01	01
S87	BO47	017	091	-	02	002	001	001	001	003	-	-	002	014	021	-	-	003	002	012	013	001	001	004	004	01	01	01	01
S91	BO47	017	092	-	02	002	001	001	001	002	-	-	002	004	005	-	-	001	002	006	014	001	001	004	004	01	01	01	01
L86	BO47	016	070	-	-	-	001	001	001	-	-	-	001	009	-	-	-	004	001	011	-	001	001	001	001	-	-	-	-
Totals	BO47	480	2698	-	31	065	038	033	035	081	01	0280	065	180	296	203	063	058	062	421	432	029	033	096	096	027	027	026	026
R99	BO47	020	103	-	03	003	001	001	002	002	-	-	002	004	011	-	-	004	002	004	011	001	002	008	008	01	01	01	01
R07	BO47	No training accomplished as a Combat Ready Crew																											
R53	BO47	No Training accomplished as a Combat Ready Crew																											
R94	BO47	No Training accomplished as a Combat Ready Crew																											
Totals	BO47	020	103	-	03	003	001	001	002	002	-	-	002	004	011	-	-	004	002	004	011	001	002	008	008	01	01	01	01

JAG FORM 154 PREVIOUS EDITION IS OBSOLETE.
FC 278

Air Force-SAC, ORAN O-940136

(When Filled In)

CONFIDENTIAL

0304

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium										MONTH July 1956		PAGE NUMBER 4		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-SAC-TL2						
A. GENERAL					B. BOMBING										C. NAVIGATION										D. REFUELING - CR-8 ABOVE							
1	2	3	4	5	6	7	8		9	10		11				12	13		14	15	16		17		18							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCH	RADIO SYMBOL	RADIO MACH #1	RADAR ATTACKS CAMERA SIGHTED		RADIO MACH #1	TOTAL NO. OF RELEASES	TOTAL NO. OF CIRCULAR ERROR	NIGHT CELESTIAL CIRCULAR ERROR				DAY CEL NO. OF LESS	CELESTIAL GRID CIRCULAR ERROR		RADAR GRID	FUEL PAT- TENS	TOTAL REFUELING		MAX NIGHT REFUELING		MAX GROSS HEIGHT							
							BACK BYE MACH	FINER ANGLE				1	2	3	4		1	2			NO OF LESS	NO OF LESS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.				
6-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103	105-107	109-111	113-115	117-119	121-123	125-127	129-131	133-135	
N07	BQ47	022	123	-	01	004	002	-	001	-	-	-	002	015	016	-	-	005	002	016	021	001	002	-	-	-	-	-	-	-	-	
N53	BQ47	015	091	-	02	005	003	002	004	002	-	-	004	006	047	071	080	004	002	005	036	001	001	-	-	-	-	-	-	-	-	
N94	BQ47	023	127	-	01	006	001	001	002	008	-	-	004	005	007	011	020	004	-	005	008	001	002	004	004	-	-	-	-	-	-	
N94	BQ47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	009	-	-	-	-	-	-	-	-	-	-	-	-	
N13	BQ47	-	-	-	-	-	-	-	-	002	-	-	-	-	-	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	-	
N13	BQ47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*002	*024	*058	-	-	-	-	-	-	-	-	-	-	-	
N29	BQ47	012	081	-	01	-	-	-	-	-	-	-	001	009	-	-	-	004	001	008	-	-	001	-	-	-	-	-	-	-	-	-
N29	BQ47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*001	-	-	-	-	-	-	-	-	-	-	-	-	-	
N39	BQ47	018	113	-	03	002	007	001	004	004	-	-	003	005	008	018	-	007	-	026	041	001	002	006	006	-	-	-	-	-	-	-
N39	BQ47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	047	097	-	-	-	-	-	-	-	-	-	-	-	-
N47	BQ47	017	100	-	01	003	003	-	-	-	-	-	004	000	002	003	070	003	-	004	009	001	-	-	-	-	-	-	-	-	-	-
N47	BQ47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	043	-	-	-	-	-	-	-	-	-	-	-	-	-
N52	BQ47	No training accomplished as a crew.																														
N63	BQ47	007	049	-	-	001	-	-	004	002	-	-	001	008	-	-	-	003	-	-	-	-	-	003	003	-	-	-	-	-	-	-
N56	BQ47	Formed 31 Jul 56, No training accomplished.																														
N80	BQ47	Formed 31 Jul 56, No training accomplished.																														
NCR	BQ47	114	684	-	09	021	016	004	015	018	-	-	019	048	080	103	170	-	017	187	270	005	008	013	013	-	-	-	-	-	-	-
Totals	BQ47	114	684	-	09	021	016	004	015	018	-	-	019	048	080	103	170	-	017	187	270	005	008	013	013	-	-	-	-	-	-	-

JAC 10 10 56 104 PREVIOUS EDITION IS OBSOLETE.
PC 1000

AF Form-542, (Rev. 1-55)

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium										MONTH July 1956		PAGE NUMBER 5		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-SAC-T12																																																																																																																																																																																																																													
A. GENERAL					B. BOMBING					C. NAVIGATION										D. REFUELING CR & ABOVE																																																																																																																																																																																																																																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																																																																																																																																																																																																																																						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RST MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES	NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESL PAT- TERN	TOTAL REFUELINGS		MAX CROSS WEIGHT NIGHT																																																																																																																																																																																																																																		
							MACH .81 WITH JBR	FIRE ANGLE		TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LESS		1	2			3	4	NR OF LESS	TOTAL LESS	1	2	NR OF LESS	NR OF LESS	ATT.	SUCC.	ATT.	SUCC.																																																																																																																																																																																																																									
6-10	11-15	17-19	21-23	25-27	30-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103	105-107	109-111	113-115	117-119	121-123	125-127	129-131	133-135	137-139	141-143	145-147	149-151	153-155	157-159	161-163	165-167	169-171	173-175	177-179	181-183	185-187	189-191	193-195	197-199	201-203	205-207	209-211	213-215	217-219	221-223	225-227	229-231	233-235	237-239	241-243	245-247	249-251	253-255	257-259	261-263	265-267	269-271	273-275	277-279	281-283	285-287	289-291	293-295	297-299	301-303	305-307	309-311	313-315	317-319	321-323	325-327	329-331	333-335	337-339	341-343	345-347	349-351	353-355	357-359	361-363	365-367	369-371	373-375	377-379	381-383	385-387	389-391	393-395	397-399	401-403	405-407	409-411	413-415	417-419	421-423	425-427	429-431	433-435	437-439	441-443	445-447	449-451	453-455	457-459	461-463	465-467	469-471	473-475	477-479	481-483	485-487	489-491	493-495	497-499	501-503	505-507	509-511	513-515	517-519	521-523	525-527	529-531	533-535	537-539	541-543	545-547	549-551	553-555	557-559	561-563	565-567	569-571	573-575	577-579	581-583	585-587	589-591	593-595	597-599	601-603	605-607	609-611	613-615	617-619	621-623	625-627	629-631	633-635	637-639	641-643	645-647	649-651	653-655	657-659	661-663	665-667	669-671	673-675	677-679	681-683	685-687	689-691	693-695	697-699	701-703	705-707	709-711	713-715	717-719	721-723	725-727	729-731	733-735	737-739	741-743	745-747	749-751	753-755	757-759	761-763	765-767	769-771	773-775	777-779	781-783	785-787	789-791	793-795	797-799	801-803	805-807	809-811	813-815	817-819	821-823	825-827	829-831	833-835	837-839	841-843	845-847	849-851	853-855	857-859	861-863	865-867	869-871	873-875	877-879	881-883	885-887	889-891	893-895	897-899	901-903	905-907	909-911	913-915	917-919	921-923	925-927	929-931	933-935	937-939	941-943	945-947	949-951	953-955	957-959	961-963	965-967	969-971	973-975	977-979	981-983	985-987	989-991	993-995	997-999
Wing Totals	B047	703	3985	-	52	090	056	040	054	105	01	0280	102	268	461	359	233	104	094	682	818	036	045	135	134	35	34	28	28																																																																																																																																																																																																																										
XXXXX	B047	107	512	-	-	-	006	001	-	-	-	-	001	063	-	-	-	003	001	020	-	001	-	106	106	-	-	-																																																																																																																																																																																																																											
NCR Prac	B047	-	-	-	-	-	-	-	006	-	-	-	001	-	-	-	-	001	002	-	-	002	-	-	-	-	-	-																																																																																																																																																																																																																											
IN07	Crew on leave 15 days, 3 May thru 18 May.																																																																																																																																																																																																																																																						
IN13	CP TDY McConnell AFB 17 days, 1 thru 17 May, TDY Stead AFB 20 days, 25 Jun thru 14 Jul.																																																																																																																																																																																																																																																						
IN29	Obs TDY McConnell AFB 21 days, 1-21 May. AC and CP on leave 21 days, 1 thru 21 Jun.																																																																																																																																																																																																																																																						
IN39	AC and CP TDY Stead AFB 4 thru 23 Jun.																																																																																																																																																																																																																																																						
IN43	Entire crew TDY B52 Program 1 thru 31 May. PCS 1 Jun.																																																																																																																																																																																																																																																						
IN47	AC on leave 1 thru 30 Jun, CP leave 25 thru 30 Jun, OBS TDY TN Sch 25 thru 30 Jun.																																																																																																																																																																																																																																																						
IN78	Entire crew TDY B52 Program 1 thru 31 May. PCS 1 Jun.																																																																																																																																																																																																																																																						
IN86	Entire crew TDY B52 Program 1 thru 31 Jul.																																																																																																																																																																																																																																																						
IN04	Formed 31 Jul. CP TDY McConnell AFB 31 Jul.																																																																																																																																																																																																																																																						
IN20	Formed 31 Jul. CP TDY McConnell AFB 31 Jul.																																																																																																																																																																																																																																																						
IN22	Formed 31 Jul. CP 1 McConnell AFB 31 Jul.																																																																																																																																																																																																																																																						

JAC 15 228 54 154 PREVIOUS EDITION IS OBSOLETE.
PC 120

ALL FORMS - SAC, OTHER (0-000000)

(When Filled In)

CONFIDENTIAL

(When Filled In)

JAG FORM 154 PREVIOUS EDITION IS OBSOLETE
15 MAR 86 FC 3780

Air Force-SAC, Office O-60950

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 305th Bombardment Wing Medium				MONTH July 1956		PAGE NUMBER 1		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12									
E. GENERAL		G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING				J. FORMATION				K. PILOT PROF		L. ATO		M. RADAR APP.		N. PRESS FLIGHT		O. STAN CHECK	
19	20	21		22		23		24		25		26		27		28		29		30		31		32	33	34	35	36	37
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		NR OF S.E.G. MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIRCRAFT DIRECTED APPROACHES	NR HOURS PRESSURIZED FLIGHT	MONTHLY STATION CHECK
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	
S44	028	001	001	001	001	001	001	001	100	-	-	-	-	-	-	-	-	-	-	-	003	003	-	001	-	002	004	-	Jan
S09	001	-	-	-	-	-	-	002	050	100	01	-	-	-	-	-	-	-	-	-	002	001	001	001	-	002	002	-	May
S17	-	001	001	-	-	001	001	-	050	050	-	002	-	-	-	-	-	-	-	-	007	006	001	001	-	002	003	003	Apr
S17	-	-	-	-	-	-	-	003	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S38	003	-	-	-	-	-	-	-	-	-	01	003	-	-	-	-	-	-	-	-	006	005	001	001	001	009	002	006	Jun
S38	CP change 31 Jul 56, no training by new member.																												
S54	004	003	003	-	-	002	002	001	100	-	-	001	-	-	-	-	-	-	-	-	011	007	004	001	-	011	003	003	Mar
S69	-	001	001	001	001	001	001	002	100	100	-	-	-	-	-	-	-	-	-	-	003	002	001	001	-	001	-	-	Feb
Stan Totals	036	006	006	002	002	005	005	009	500	250	02	006	-	-	-	-	-	-	-	-	032	024	008	006	001	027	014	012	-
S01	012	003	003	002	002	003	003	002	050	100	01	002	-	-	-	-	-	-	-	-	007	006	001	001	-	006	008	004	May
L02	013	006	006	003	003	003	002	002	100	100	01	001	-	-	-	-	-	-	-	-	003	002	001	001	-	003	003	003	Jul
L03	013	004	004	003	003	001	001	001	100	-	01	001	-	-	-	-	-	-	-	-	008	004	004	001	-	007	003	003	Jul
S12	008	004	004	002	002	002	002	001	100	-	-	001	-	-	-	-	-	-	-	-	005	003	002	001	-	004	006	009	Mar
L15	006	003	003	003	003	001	001	002	100	100	01	001	-	-	-	-	-	-	-	-	005	003	002	001	-	003	003	004	Jul
S16	006	003	003	003	003	001	001	002	050	090	-	001	-	-	-	-	-	-	-	-	003	002	001	001	-	006	003	003	May
L18	014	004	004	002	02	001	001	-	050	073	-	00	-	-	-	-	-	-	-	-	004	003	001	001	-	002	003	003	Jul

1-2-57 15-57 15-57 PREVIOUS EDITION IS OBSOLETE.
PC 575

Air Force - SAC, Office D-941230 (When Filled In) **CONFIDENTIAL**

0308

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 305th Bombardment Wing Medium										MONTH July 1956		PAGE NUMBER 2		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12					
E. GENERAL		F. DRY CONTACT		G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING						J. FORMATION		K. PILOT PROF.		L. ATO		M. RADAR APP.		N. PRESS. FAULT		O. STAN. CHECK	
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/78 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		NR OF E.C. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 20,000	HOURS BELOW 10,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIRBORNE RADAR APPROACHES	NR HOURS PRESENTED FOR POSITION	MONTHLY ST. TANDARDIZATION CHECK		
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.											
		19-20	21-22	23-24	25-26	27-28	29-30		31-32	33-34			35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50										51-52	53-54
L18	-	-	-	-	-	-	-	003	100	CP change	31 Jul 56	No training by new crew member.	-	-	-	-	-	-	-	-	003	002	001	001	-	002	005	003	Apr		
L26	033	007	007	004	004	003	003	001	100	-	-	002	-	-	-	-	-	-	-	-	003	002	001	001	-	002	005	003	Apr		
L26	CP change	31 Jul 56	no training	by new crew member.																											
L28	007	004	004	002	002	004	004	002	100	100	-	001	-	-	-	-	-	-	-	-	008	007	001	001	-	001	003	003	Mar		
L28	CP change	31 Jul 56	no training	by new crew member.																											
L30	008	003	003	002	002	003	003	001	100	-	-	004	-	-	-	-	-	-	-	-	011	008	003	001	-	001	004	005	Mar		
L35	006	005	005	002	002	003	003	001	100	-	-	001	-	-	-	-	-	-	-	-	005	003	002	001	001	013	013	003	Jan		
S36	007	002	002	-	-	001	001	001	100	-	-	002	-	-	-	-	-	-	-	-	010	006	004	001	001	017	007	005	Apr		
L48	006	005	005	002	002	003	003	002	100	100	-	001	-	-	-	-	-	-	-	-	008	006	002	001	-	012	003	003	May		
S50	008	004	004	002	002	002	002	-	-	-	-	002	-	-	-	-	-	-	-	-	006	003	003	001	-	013	007	005	Apr		
S50	-	-	-	-	-	-	-	002	100	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
L55	040	004	004	002	002	002	002	001	100	-	01	001	-	-	-	-	-	-	-	-	003	002	001	001	001	009	005	005	Apr		
L57	006	003	003	002	002	001	001	002	052	075	-	001	-	-	-	-	-	-	-	-	010	005	005	001	-	013	004	005	Apr		
S60	006	003	003	002	002	001	001	001	100	-	-	001	-	-	-	-	-	-	-	-	006	005	001	001	-	014	013	003	Jun		
L70	006	005	005	002	002	003	003	001	100	-	-	002	-	-	-	-	-	-	-	-	014	010	004	001	-	003	008	003	Jan		
L74	006	003	003	002	002	001	001	001	100	-	01	001	-	-	-	-	-	-	-	-	004	003	001	001	-	003	004	003	Apr		
L75	012	003	003	002	002	001	001	002	100	100	-	001	-	-	-	-	-	-	-	-	008	005	003	001	-	002	003	012	Jan		

SAC 11 227 166 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Office D-41258 (When Filled In)

CONFIDENTIAL

0309

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 305th Bombardment Wing Medium										MONTH July 1956		PAGE NUMBER 3		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-TL2					
E. GENERAL		G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING						J. FORMATION				K. PILOT PROF.		L. ATO		M. RADAR APP.		N. PRESENT FLIGHT		O. STAFF CHECK	
19	20	21		22		23		24		25	26	27		28		29		30		31		32	33	34	35	36	37				
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF RENDEZVOUS	PER CENT FIRE-OUT MAX LOAD		NR OF S.E.G. GUNNERY MISSIONS	NR OF FLYER MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER TAKE-OFFS	NR OF AIRBORNE RADAR TAKE-OFFS	NR OF RADAR APPROACHES	NR OF PRESENT FLIGHTS	MONTH LAST TRAINING	
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.											41-43
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71			
S76	006	005	005	003	003	003	003	002	100	100	-	001	-	-	-	-	-	-	-	-	005	004	001	001	001	002	003	003	Apr		
L79	005	003	003	002	002	002	002	001	100	-	01	001	-	-	-	-	-	-	-	-	009	008	001	001	-	003	007	003	Jul		
S81	006	003	003	003	003	001	001	002	100	100	01	002	-	-	-	-	-	-	-	-	010	009	001	001	001	004	004	003	Jun		
S87	006	004	004	002	002	004	004	002	063	100	-	003	-	-	-	-	-	-	-	-	004	002	002	001	-	006	004	003	Apr		
S91	008	003	003	002	002	003	003	-	050	100	-	002	-	-	-	-	-	-	-	-	011	009	002	001	-	001	004	004	Feb		
S91	-	-	-	-	-	-	-	003	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
L86	006	-	-	-	-	-	-	001	100	-	-	003	-	-	-	-	-	-	-	-	007	004	003	-	-	001	005	003	Apr		
S&L Totals	260	096	096	056	056	053	052	042	2515	1338	08	041	-	-	-	-	-	-	-	-	177	124	053	025	005	151	135	106	-		
R99	009	005	005	003	003	001	001	001	100	-	-	001	-	-	-	-	-	-	-	-	009	006	003	001	-	003	004	004	Feb		
R07	No training accomplished as a CR crew.																									Jul					
R53	No training accomplished as a CR crew.																									Jul					
R94	No training accomplished as a CR crew.																									Jul					
CR Totals	009	005	005	003	003	001	001	001	100	-	-	001	-	-	-	-	-	-	-	-	009	006	003	001	-	003	004	004	-		
N07	003	005	004	001	-	004	003	-	050	100	-	003	-	-	-	-	-	-	-	-	013	008	005	-	-	004	002	004	Jul		
N07	-	-	-	-	-	-	-	003	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			

3-62 7295 1848 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Office D-441296 (When Filled In) **CONFIDENTIAL**

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 305th Bombardment Wing Medium										MONTH July 1956		PAGE NUMBER 4		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAG-T12					
E. GENERAL		G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING						J. FORMATION				K. PILOT PROF.		L. ATO		M. RADAR APP.		N. PRESENT FLIGHT		O. STAFF	
19	20	21		22		23		24		25	26	27		28		29		30		31		32	33	34	35	36	37				
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		NR OF S.E.G. ONLY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NR OF COMPLETE MISSIONS	NR OF ATO TAKEOFFS	NR OF WATER JUNCTION TAKEOFFS	NR OF AIR-BORE RADAR APPROACHES	NR HOURS PRESSURIZED FLY COMBAT POSITION	MONTH LAST PRESENT FLIGHT		
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.											
8-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71			
N59	007	004	004	002	001	003	001	-	038	055	-	001	-	-	-	-	-	-	-	-	007	002	002	002	-	014	003	007	Jul		
N59	-	-	-	-	-	-	-	003	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N94	009	005	005	002	002	001	001	-	050	057	-	001	-	-	-	-	-	-	-	-	003	002	001	002	-	002	006	004	Jul		
N94	-	-	-	-	-	-	-	003	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N94	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-		
N29	005	002	002	-	-	002	002	-	-	-	-	004	-	-	-	-	-	-	-	-	004	003	001	-	-	005	-	001	-		
N39	006	007	007	002	002	003	003	-	100	100	-	002	-	-	-	-	-	-	-	-	004	003	001	002	-	017	010	006	May		
N39	-	-	-	-	-	-	-	003	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N47	003	002	002	001	001	001	001	002	096	100	-	-	-	-	-	-	-	-	-	-	003	002	001	001	-	015	008	007	Dec		
N52	No training as a crew.																														
N63	005	003	003	-	-	003	003	002	100	100	-	-	-	-	-	-	-	-	-	-	003	002	001	001	-	007	004	002	-		
N56	No training accomplished as a crew, Formed 31 July																														
N80	No training accomplished as a crew, Formed 31 July																														
NCR																															
Totals	038	028	027	007	006	015	014	037	934	912	-	021	-	-	-	-	-	-	-	-	033	022	011	009	-	064	036	031	-		

FORM 100-10 1864 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Office O-441250 (When Filled In) **CONFIDENTIAL**

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 305th Bombardment Wing Medium				MONTH July 1956		PAGE NUMBER 5		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL F-SAC-T12																									
E. GENERAL		G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING				J. FORMATION		K. PILOT PROF.		L. ATO		M. RADAR APP.		N. PRESENT FLIGHT		O. STAN. CODE																			
19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37									
CREW NUMBER		NR OF DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF PARADOX MISSIONS		PER CENT FIRE-OUT MAX LOAD		NR OF S.E.G. GUNNERY MISSIONS		FIGHTER MISSIONS		BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS		HOURS ABOVE 30,000		HOURS BELOW 30,000		NUMBER OF COMBAT MISSIONS		NR OF ATO TAKE-OFFS		NR OF WATER TAKE-OFFS		NR OF AIR-BORE MADAGASCAR APPROACHES		NR OF COMBAT MISSIONS		MONTH LAST		STATION	
				ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2		1 2					
8-10		13-15		17-19		21-23		25-27		29-31		33-35		37-39		41-43		45-47		49-51		53-55		57-59		61-63		65-67		69-71		73-75		77-79		81-83		85-87		89-91		93-95			
WING		140		135		131		018		067		074		072		069		100		100		100		100		100		100		100		100		100		100		100		100		100			
TOTAL		140		135		131		018		067		074		072		069		100		100		100		100		100		100		100		100		100		100		100		100		100			
XXXXX		033		025		025		018		018		014		136L		--		--		--		--		--		--		--		--		--		--		--		--		--		--			
NCR		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--			
Prac		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--		--			

1-62 2221 1949 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Office O-94136 (When Filled In) **CONFIDENTIAL**

0312

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III						UNIT 305th Bombardment Wing Medium		MONTH July 1956		PAGE NUMBER 2	NUMBER OF PAGES 4	REPORTS CONTROL SYMBOL S-5AC-12											
P. GENERAL	Q. EMERG DRILL	R. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NR OF CREW MEMBERS PROCEDURE DRILLS	NUMBER OF SIMULATED REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF SIMULATOR MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC	20 MAY PFI AC
6-10	13-15	17-19	21-23	25-27	29-31																		
S24	-	001	-	001	001	01	01	-	-	-	-	-	20	20	10	08	01	-	01	-			
S09	001	-	001	001	001	-	-	-	-	-	-	-	11	10	07	02	-	-	01	01			
S17	001	003	002	001	001	01	01	-	-	-	-	-	13	13	07	01	-	-	-	-			
S38	003	001	003	001	001	01	01	-	-	-	-	01	11	11	06	01	-	-	-	-			
S54	004	001	003	001	001	03	03	-	-	-	-	-	14	14	09	02	02	-	-	01			
S69	-	001	001	001	001	02	02	-	-	-	-	-	25	25	15	07	01	01	01	02			
Stan Totals	009	007	010	006	006	08	08	-	-	-	-	01	94	93	54	21	04	01	03	04			
S01	001	004	002	001	001	01	01	-	-	-	-	-	17	18	10	03	01	01	01	-			
L02	003	006	002	001	001	01	01	-	-	-	-	-	29	27	10	03	02	-	-	01			
L03	002	004	003	001	001	03	01	-	-	-	-	-	17	18	10	01	01	-	01	01			
S12	004	004	002	001	001	02	02	-	-	-	-	-	27	27	16	13	02	-	01	02			
L15	001	006	003	001	001	01	01	-	-	-	-	-	18	15	09	09	01	-	01	02			
S16	001	006	003	001	001	01	01	-	-	-	-	-	14	15	13	06	-	02	01	01			
L18	001	004	002	001	001	01	01	-	-	-	-	-	30	32	13	06	01	-	01	02			
L26	003	006	003	001	001	01	01	-	-	-	-	-	18	19	05	10	01	01	01	01			
L28	001	005	002	003	001	03	03	-	-	-	-	-	10	13		04	01	01	01	01			

SAC FORM 12 MAR 56 154b PREVIOUS EDITION IS OBSOLETE.

Air Force-SAC, Office D-94236 (When Filled In)

CONFIDENTIAL

0315

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART III

UNIT: 305th Bombardment Wing Medium MONTH: July 1956 PAGE NUMBER: 2 NUMBER OF PAGES: 4 REPORTS CONTROL SYMBOL: 5-SAC-712

P. GENERAL	Q. EMERG DRILL	R. SIM. STRS. REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NO OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AUGMENTED)	NUMBER OF SIMULATOR MISSIONS	20 MIN REFL ATT CP	20 MIN REFL ATT CP	20 MIN REFL ATT CP	1 THER ALL NCH	20 MIN REFL ATT CP	REFL ATT CP	REFL ATT CP	REFL ATT CP	REFL ATT CP	ILS, GCA AC	ILS, GCA CP	PPI AC	PPI CP	GYRO OUT AC	GYRO OUT CP				
6-10	13-15	17-19	21-23	25-27	29-31																			
L30	001	002	003	001	001	01	01	-	-	-	-	-	18	18	07	03	01	01	01	01				
L35	002	004	002	001	001	01	01	-	-	-	-	-	14	15	10	02	01	-	-	-				
S36	004	002	003	001	001	01	01	-	-	-	-	-	21	21	11	05	01	-	-	01				
L48	002	004	003	001	001	01	01	-	-	-	-	-	12	12	10	-	-	-	-	-				
S50	004	007	002	001	001	01	01	-	-	-	-	-	11	10	17	-	03	-	02	-				
S50	-	-	-	-	-	-	-	-	-	-	-	-	*04	*05	-	*12	-	*01	-	*03				
L55	006	004	002	001	001	02	02	-	-	-	-	-	18	18	10	03	01	01	01	01				
L57	004	005	003	001	001	02	02	-	-	-	-	01	15	15	13	01	01	-	01	-				
S60	002	004	002	001	001	02	02	-	-	-	-	-	22	22	10	07	01	01	01	-				
L70	002	004	004	002	001	02	02	-	-	-	-	-	27	26	12	04	02	01	01	01				
L74	001	006	002	001	001	01	01	-	-	-	-	-	13	13	09	04	01	01	01	01				
L75	001	005	004	001	001	03	03	-	-	-	-	-	18	18	16	06	02	01	02	-				
S76	001	005	002	001	001	02	02	-	-	-	-	-	18	18	08	04	02	02	01	01				
L79	001	005	003	001	001	01	01	-	-	-	-	-	31	29	12	05	02	01	01	01				
S81	003	006	002	002	001	01	01	-	-	-	-	-	31	30	12	03	04	02	02	01				
S87	004	004	002	001	002	02	02	-	-	-	-	-	14	13	13	11	01	01	01	03				
S91	002	004	003	001	001	02	02	-	-	-	-	-	18	17		04	01	01	01	01				

SAC FORM 184b PREVIOUS EDITION IS OBSOLETE. 15 MAR 56 47-2780

Air Force-SAC, OMB D-942(36) (When Filled In)

CONFIDENTIAL

0314

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III						UNIT 305th Bombardment Wing Medium		MONTH July 1956		PAGE NUMBER 3	NUMBER OF PAGES 4	REPORTS CONTROL SYMBOL S-3AC-TL2												
P. GENERAL	Q. EMERGENCY DRILL	R. SIM. STRENGTH REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NR OF CREW MEMBERS PROCEEDING DRILLS	NUMBER OF SIMULATED REPORTS	NUMBER OF NIGHT MISSIONS	NUMBER OF WEAPONS (AUGUST)	NUMBER OF SIMULATOR MISSIONS	AC NIO RPLG ATN CH	AC NIO RPLG SUB CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	AC NIO RPLG CH	
6-10	13-15	17-19	21-23	25-27	29-31																			
L85	002	-	002	001	-	01	01	-	-	-	-	-	08	08	06	02	01	-	-	-				
S&L																								
Totals	059	116	066	028	025	38	38	-	-	-	-	01	496	492	276	131	35	19	24	26				
R99	003	004	002	001	001	02	02	-	-	-	-	-	18	18	19	06	01	01	01	-				
R07	No training	accomplished as a CR Crew																						
R53	No training	accomplished as a CR Crew																						
R94	No training	accomplished as a CR Crew																						
CR																								
Totals	003	004	002	001	001	02	02	-	-	-	-	-	18	18	19	06	01	01	01	-				
N07	005	004	004	001	-	-	-	05	05	-	-	-	19	18	08	07	-	-	-	01				
N53	014	002	001	001	-	-	-	03	03	01	01	-	13	13	06	03	-	-	01	01				
N94	004	001	002	-	-	-	-	03	03	01	01	-	23	22	13	08	02	-	02	01				
N94	-	-	-	-	-	-	-	-	-	-	-	-	*05	*05	-	*01	-	*01	-	-				
N13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
N29	-	-	001	-	-	-	-	04	04	-	-	-	12	12	06	01	-	-	-	-				
N39	010	004	001	001	-	-	-	04	04	01	01	-	18	18	10	03	-	-	-	-				
N47	006	-	-	-	-	-	-	02	02	01	01	-	15	15		04	01	02	01	-				

SAC 11 SEP 54 1845 PREVIOUS EDITION IS OBSOLETE.
RC-2726

Air Force-SAC, Office O-942546 (When Filled In)

CONFIDENTIAL

0315

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III						UNIT 305th Bombardment Wing Medium		MONTH July 1956		PAGE NUMBER 4	NUMBER OF PAGES 4	REPORTS CONTROL SYMBOL C-SAC-T12											
P. GENERAL	D. EMERG DRILL	R. SIM. STRS. REPORTS	S. NIGHT CELLS	T. AIR WEAPONS	U. MISCELLANEOUS	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NO OF CREW EMERGENCY PROCEEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELLS MISSIONS	NUMBER OF MISSIONS (ANYWAY)	NUMBER OF SIMULATOR MISSIONS	NO. HRS RPT'S AT CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP	20 Min RPT'S SO CP
N52	No Training accomplished as a crew.																						
N63	001	-	-	-	-	-	-	03	03	01	01	-	06	06	05	-	-	-	-	-			
N56	Formed 31 Jul. No training accomplished.																						
N80	Formed 31 Jul. No training accomplished.																						
NCR Totals	042	011	009	003	-	-	-	24	24	05	05	-	111	109	65	27	03	03	04	03			
Wing Totals	113	138	087	038	032	48	48	24	24	05	05	02	719	712	414	185	43	24	32	33			
XXXXX	-	-	-	-	-	03	03	-	-	-	-	05	577	584	110	161	05	03	04	03			
NCR Proc	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Percent Completion:	Radar RBS 100%; Visual RBS 100%; Camera Attacks 100%; Visual Releases 100%; Navigation 100%; Refueling 100%; Rendezvous 100%; Gunnery 100%; Formation 100%; Pilot Proficiency 83% Air Weapons Missions 100%; Air Weapons Simulator 100%; Miscellaneous Training 100%.																						

SAC FORM 15 MAR 54 1840 PREVIOUS EDITION IS OBSOLETE.
FC 2720

Air Force-SAC, Other D-942(36)

(When Filled In)

CONFIDENTIAL

0316

364TH BOMBARDMENT SQUADRON (H)
305TH BOMBARDMENT WING (H)

CREW ROSTER

AS OF 1 AUGUST 1956
Page 1 of 2 Pages

CREW NO	PILOT	TOTAL TIME	B-47 TIME	PILOT	TOTAL TIME	B-47 TIME	CREW MEMBER	TOTAL TIME	B-47 TIME	REMARKS
S-01	MAJ 15563 A DYE, HAROLD P. *	2673:35	1264:25	1/1LT 150221970 SMITH, DONALD R.	269:45	259:05	MAJ 15563 A DYE, HAROLD P. *	2206:00	1146:15	
S-02	MAJ 15563 A HUNTER, WILLIAM J. *	4747:15	1414:15	CPT 150221970 HUNTER, WILLIAM J. *	2406:05	244:25	MAJ 15563 A HUNTER, WILLIAM J. *	3777:55	1273:05	
S-12	MAJ 15563 A WILLIAMS, RICHARD P. JR. *	6552:35	1630:05	1/1LT 150221970 WILLIAMS, RICHARD P. JR. *	2663:50	1061:45	MAJ 15563 A WILLIAMS, RICHARD P. JR. *	2673:20	1349:20	
S-16	MAJ 15563 A WILLIAMS, CLARENCE C. *	3441:10	1254:55	CPT 150221970 WILLIAMS, CLARENCE C. *	1272:40	259:30	MAJ 15563 A WILLIAMS, CLARENCE C. *	3032:20	1375:20	
S-17	MAJ 15563 A PROUT, LESLIE R. *	3634:40	1296:40	2/1LT 150221970 PROUT, LESLIE R. *	463:35	175:35	MAJ 15563 A PROUT, LESLIE R. *	2534:50	1116:00	
L-02	MAJ 15563 A BETTY, ALBERT R. *	5479:10	1502:10	1/1LT 150221970 BETTY, ALBERT R. *	236:15	426:45	MAJ 15563 A BETTY, ALBERT R. *	3000:55	1370:25	
L-03	MAJ 15563 A RICHMOND, ROBERT J. *	3304:20	1300:20	CPT 150221970 RICHMOND, ROBERT J. *	2424:45	621:00	MAJ 15563 A RICHMOND, ROBERT J. *	761:45	450:25	
L-15	MAJ 15563 A DILL, RAYMOND R. *	3570:40	1355:40	CPT 150221970 DILL, RAYMOND R. *	2102:00	201:45	MAJ 15563 A DILL, RAYMOND R. *	3347:50	1334:50	
L-18	MAJ 15563 A DILL, WILLIAM R. *	3423:25	1349:25	2/1LT 150221970 DILL, WILLIAM R. *	362:35	100:15	MAJ 15563 A DILL, WILLIAM R. *	1530:45	512:20	
L-26	MAJ 15563 A FERGUSON, THOMAS W. *	3541:10	1331:20	1/1LT 150221970 FERGUSON, THOMAS W. *	367:55	87:25	MAJ 15563 A FERGUSON, THOMAS W. *	3700:45	1211:20	
L-28	MAJ 15563 A MYNDS, WILLIAM C. JR. *	4362:45	1939:45	1/1LT 150221970 MYNDS, WILLIAM C. JR. *	444:50	77:10	MAJ 15563 A MYNDS, WILLIAM C. JR. *	3695:45	1350:45	
L-30	MAJ 15563 A COX, GEORGE R. *	4644:20	204:05	CPT 150221970 COX, GEORGE R. *	1076:35	616:00	MAJ 15563 A COX, GEORGE R. *	735:00	471:00	
R-07	MAJ 15563 A DILL, THOMAS R. *	3123:40	1234:40	2/1LT 150221970 DILL, THOMAS R. *	546:25	276:25	MAJ 15563 A DILL, THOMAS R. *	734:00	300:20	
N-13	MAJ 15563 A LAWES, JOHN D. *	4069:40	173:40	2/1LT 150221970 LAWES, JOHN D. *	420:40	93:10	MAJ 15563 A LAWES, JOHN D. *	609:55	107:55	7 AUG 56 CUTLE
N-29	MAJ 15563 A WELLS, PERRY P. *	3115:40	1300:50	CPT 150221970 WELLS, PERRY P. *	2077:00	200:15	MAJ 15563 A WELLS, PERRY P. *	1044:40	144:15	
N-41	MAJ 15563 A KEENE, RUSSELL S. *	2261:05	1100:05	2/1LT 150221970 KEENE, RUSSELL S. *	325:45	52:50	MAJ 15563 A KEENE, RUSSELL S. *	342:20	69:05	30 NOV 56

* Indicates 1241-1245

364TH BOMBARDMENT SQUADRON (M)
365TH BOMBARDMENT WING (H)

CREW ROSTER

AS OF 1 AUGUST 55
Page 2 of 2 pages

CREW NO	AIRCRAFT COMMANDER	TOTAL TIME	B-17 TIME	PILOT	TOTAL TIME	B-17 TIME	OBSERVER	TOTAL TIME	B-17 TIME	REMARKS
IN-19	MAJ 13047A SMITH, WAYNE	ASGD 10T 10D		2LT AO 3054299 THOMAS, GEORGE P.	379:20	68:30	CAPT AO 59787 WILLIAMS, JOHN C.	T D Y		FOUNDED 2 AUG
IN-20	CAPT AO 924636 JOHNSON, STANLEY M.	2549:45	711:05	1/1LT AO 25075A DUKE, GEORGE W. *		T D Y	1/1LT AO 25080A CARR, VIRGIL H.			FOUNDED 30 DEC
IN-22	MAJ 11154 A LITTLE, ROBERT D.	3309:25	938:40	CAPT 22197 A WATSON, FRED RICK J. *		T D Y	CAPT AO 721115 DOWSON, JOHN M.	1054:15	105:45	FOUNDED 30 NOV
IN-23	MAJ AO 827873 MARSHALL, CHARLES W. *	EDCSA 10 AUG		CAPT AO 735300 SIMPSON, JOHN D. *	EDCSA 9 AUG		CAPT AO 671329 DOWSON, JENNETH			FOUNDED 10 AUG
IN-24	MAJ 13910A DUVAL, DON W. *	EDCSA 11 AUG		CAPT AO 736045 GIBSON, CHARLES V. JR. *	EDCSA 9 AUG		1LT AO 3021190 CERNEY, JUDITH H.	EDCSA 6 AUG		FOUNDED 11 AUG
	STAFF PERSONNEL			NON CREW PERSONNEL			ATTACHED PERSONNEL			
	PILOTS			PILOTS			PILOTS			
	1LT COL AO 161893 GLASSBURGER, THOMAS H	8763:35	657:50	1/1LT AO 2201715 SIMPSON, JAMES S.	343:35	40:55	COL 16211 L. M. GRIFF, FREDERICK R.	3740:40	207:55	
	1LT COL 10212A JOHNSON, LAWRENCE H.	3939:30	1452:20	HEAD *	EDCSA 15 AUG		MAJ 17007A CUTTER, WALTER A.	2522:05	647:45	
	MAJ 16898A GILES, JAMES A.	2956:45	809:25				MAJ AO 602001 L. DUB, NORMAN I.	3537:45	48:15	
							1LT COL 7007A SCHMIDT, ERNEST	4232:10	346:20	
	OBSERVERS			OBSERVERS			OBSERVERS			
	CAPT AO 772807 BAIT, LESTER M.	2192:30	304:45	1/1LT AO 3053533 LAC, S. WILSON J. JR.	EDCSA 17 AUG		MAJ 10630A HUGHES, JOHN M.	4872:00	632:10	
	CAPT AO 734248 BELL, EMETT H.	2462:00	552:30	CAPT AO 736705 CUTTER, RICHARD H.	EDCSA 6 AUG		MAJ 7070A STONE, FRANCIS M.	3683:50	1010:30	
	CAPT AO 681981 CHENKY, HERDY E.	SUSPENDED	INDEF				1/1LT AO 2232011 B. KIR, MONKEY W. JR.	948:40	15:30	
	1/1LT AO 3009433 KOPOVIC, JAMES D.	291:10	110:35							

365th BOMBARDMENT SQUADRON
305th BOMBARDMENT WING (M)

CREW ROSTER

AS OF 2400
1 AUG 1956
PAGE 1 OF 2 PAGES

CREW NO	AIRCRAFT COMMANDER	TOTAL TIME	E-47 TIME	PILOT	TOTAL TIME	E-47 TIME	OBSERVER	TOTAL TIME	E-47 TIME	REMARKS
S-36	* MAJ, AO 700518 WALKER JAMES D.	5270:45	1647:15	CPT, AO 2222423 EVANS WILLIAM A.	1891:40	929:25	MAJ, AO 889335 CORSA LAURENCE J. JR.	1692:00	844:05	
S-38	* MAJ, 15701 A TERRY, WENDELL E.	2778:25	1166:25	2LT, AO 3058276 STALEY, GLENN E.	381:30	70:40	MAJ, 20255 A LACCHETTI, JOSEPH W.	2751:10	847:20	
S-50	* MAJ, AO 833272 RYAN, ERIC J.	3518:15	1425:15	2LT, AO 3041091 FERGUSON, ARTHUR E.	482:15	200:45	MAJ, AO 776846 DOWLING, WALTER C.	1832:50	633:10	
S-54	* LTC, AO 698823 BERGLES, PHILIP E.	1690:25	1556:15	CPT, AO 2222043 KUMSCH, SIDNEY J.	2052:25	915:15	MAJ, AO 2086670 GUASTILLA, JOSEPH I.	1865:55	1264:05	
S-60	* MAJ, 17147 A LEONARD, JAMES M.	2576:30	1380:30	CPT, AO 2221918 RYAN, WALLACE C.	1827:50	893:30	MAJ, AO 707813 ADAMS, WILLIAM L.	4262:35	1200:50	
I-35	* MAJ, 15103 A ANDREWS, GEORGE A.	3608:50	1449:10	MAJ, AO 496299 LLOYD, WILLIAM C.	3801:10	207:50	CPT, AO 688900 WELLS, RICHARD J.	1413:30	499:05	
L-48	* MAJ, 14331 A LINDLEY, WESLEY L.	1531:25	1595:20	1LT, AO 184705 EVANS, HAROLD M.	1059:55	729:35	CPT, 17542 A BILLARD, GEORGE E.	4037:15	1207:40	
L-55	* CPT, AO 2071207 MOYER, RICHARD A.	3604:35	1310:35	1LT, AO 3023455 LONG, MICHAEL T.	842:45	439:05	CPT, AO 2086319 JOHNSON, GEORGE	1557:35	497:40	
I-57	* CPT, 14534 A ZIMMERMAN, PERSHING	4685:00	1357:00	* CPT, AO 682483 JOHNSON, GUSTAF F.	2409:45	1033:50	CPT, 16521 A RAMSEY, WILLIAM F.	2856:10	853:35	PONCAR REPLACES JOHNSON 31 Aug 56
B-53	* CPT, AO 702416 NICHOLS, FREDRICK J.	4675:15	804:00	1LT, AO 3025579 EVANS, JACKIE S.	988:25	642:55	1LT, AO 3034691 BROWN, CLIFFORD E.	591:30	265:55	
N-63	* CPT, AO 2069534 RUST, TOM M.	3181:45	1187:20	2LT, AO 3021330 WYSTER, JEROLD C.	420:40	148:10	1LT, AO 3024175 LAGNET, ANDREW A.	689:55	88:15	
N-39	CPT, AO 1910168 LITZEL, MARVIN R.	2834:55	924:20	* CPT, 15275 A COLLIER, ALBERT	2818:55	1201:25	1LT, AO 3034952 MOSEY, GEORGE F.	595:25	304:30	
N-47	* CPT, AO 2086381 FOOTE, MARSHALL G.	2623:45	1230:40	1LT, AO 3041091 HACKLEY, RICHARD L.	465:50	165:50	1LT, AO 3033760 FONIN, HOMER G.	604:40	176:00	
N-52	* CPT, 19880 A VITKO, JAMES D.	2163:25	1009:25	2LT, AO 2207697 HERMAN, DAVID C.	325:50	73:20	CPT, AO 2055835 FAULISE, VINCENT F.	2604:40	44:25	
N-56	CPT, AO 822083 HAGGARD, ROBERT R.	2235:50	812:15	2LT, AO 3056929 PEAK, WILLIAM O.	396:35	55:00	CPT, AO 1911523 WALL, WILLIAM I.	1868:50	7:20	

* DENOTES 1241's & 1245's

DENOTES CREW MEMBERS THAT WILL BE REPLACED IN AUG. 56.

365th BOMBARDMENT SQUADRON
305th BOMBARDMENT WING (M)

CREW ROSTER

AS OF 2400
1 Aug 1956

CREW NO	AIRORAFT COMMANDER	TOTAL TIME	FLY TIME	PILOT	TOTAL TIME	FLY TIME	OBSERVERS	TOTAL TIME	FLY TIME	REMARKS
IN-37	* MAJ, AC 864660 LESTER, RAYMOND W.	4524:00	182:15	2LT, AC 2211081 ALLEY, ROBERT E.	NO FORMS		1LT, AC 925145 BLACK, RICHARD W.	1004:25	14:15	FORMED 31 July 56
IN-40	* CPT, AC 682483 JOHNSON, GUSTAF E.	2809:51	1033:50	CPT, AC 682483 WILSON, RALPH E.	NO FORMS		1LT, AC 2226100 BUTTS, RUSSELL E.	253:05	29:00	TO BE FORMED 31 Aug 56
IN-61	* CPT, 16287 A ELISOR, ROBERT D.	EDCSA	14 Aug	2LT, AC 2211373 STOCKER, JOHN B.	NO FORMS		CPT, AC 684445 IRAN, WILLIS C.	2577:30	4:00	TO BE FORMED 14 Aug 56
IN-46	* CPT, AC 813373 HABISCH, CONRAD	EDCSA	14 Aug	CPT, AC 813373 COADY, NEIL J.	EDCSA	15 Aug	2LT, AC 2210311 LAUSLAIS, JOHN E.	EDCSA	6 Aug	TO BE FORMED 15 Aug 56
IN-49	* CPT, 27688 A ALMQUIST, ADALINE S.	EDCSA		2LT, AC 2211800 YONER, ROBERT J.	EDCSA		1LT, AC 2210319 BUNARD, ROLAND E.	267:20	0:00	FORMED 31 July 56
IN-51	MAJ, 0475 A McLACHLAN, JOSEPH J.	EDCSA		* CPT, AC 736192 HANSON, JOHN D.	1535:20	7:15	1LT, AC 2224539 WHITING, EDWARD E. Jr.	609:10	31:55	FORMED 31 July 56
IN-62	* CPT, 15076 A MALONEY, ROBERT A.	EDCSA	14 Aug	* 1LT, AC 2204383 CHARNY, FRANK A.	3003:55	7:25	1LT, AC 3035930 DICKY, DWAIN D. Jr.	NO FORMS		TO BE FORMED 14 Aug 56
	STAFF PERSONNEL			NON CREW PERSONNEL			ATTACHED PERSONNEL			
	PILOTS			PILOTS			PILOTS			
	LTC, 13694 A PHILPOIT, JAMIE M.	2987:10	32:20	2LT, AC 3056291 PONCAR, JERRY V.	368:45	46:50	COL, 1782 A BLISS, WILLIAM M.	3852:30	273:35	
	* MAJ, 13904 A PORTER, GEORGE E.	4025:40	1008:40	2LT, AC 3059089 WEDEMAN, MAURICE E.	GROUND		COL, 1810 A KURTZ, FRANK A.	8023:00	429:00	
	1LT, AC 3021035 FORNISON, CHARLES A.	317:10	46:05				MAJ, 18288 A FULLEY, JOHN E.	5027:30	1076:30	
	OBSERVERS						MAJ, AC 674365 GREEN, GEORGE L.	2169:40	556:15	
	MAJ, AC 730820 ROBERTS, CYRIL E. Jr.	3603:00	287:50				OBSERVERS			
	CPT, AC 2074876 TUTTLE, ROBERT J.	3501:35	1141:40				MAJ, AC 731539 SMITH, EMORY D.	2637:10	1150:20	
	CPT, AC 704151 BAILEY, ROBERT F.	NO FORMS					CPT, AC 3001457 SALE, JOHN P.	162:30	123:15	
	1LT, AC 3009292 FORD, EDWIN	548:40	238:10				1LT, AC 3009262 VERDEJO, RAFAEL L.	402:50	225:05	PCS, EDCSA 23 Aug 56

34600000 AT 1000 T 000000000000 (010)
30500000 AT 1000 T 000000000000 (010)

0 1 2 1 R 0 1 1 2 2

1 August 1956

NO	ALTERNATE COMMANDER	TOTAL	E-47	ALTERNATE	TOTAL	E-47	ALTERNATE	TOTAL	E-47	ALTERNATE
S 44	LT COL, 16 453 A * BRYAN, RICHARD J.	3979:45	1643:15	1967:30	871:30	1100:55	1139:15			
S 69	LT COL, 14 340 A * TAMM, JOHN J.	7976:10	1839:20	1237:30	847:30	3064:45	1315:25			
S 76	LT COL, 2 365 A * AND, CLIFF E.	5275:45	1835:45	2377:45	1108:45	3708:25	1409:25		Collins 15 Sep	
S 81	MAJOR, 14 666 A * CROCK, DONALD A.	4169:50	1237:30	2307:50	847:30	3064:45	1315:25			
S 87	LT COL, 12 200 A * ANGLEY, CLAYTON C.	4760:50	1359:50	2157:45	851:55	3909:10	1313:50		Anderson 20 Jul	
S 91	LT COL, 10 678 329 * ROBERTSON, RICH D JR	3901:40	1123:40	2947:00	1396:00	3528:25	12:5:45			
L 70	MAJOR, 10 665 921 * JOYCE, GEORGE C.	3266:25	1355:25	2203:40	675:40	3327:45	1345:20			
L 74	MAJOR, 15 937 A * WILLIAMS, LINDA D.	3597:30	1273:30	347:35	77:30	1343:35	708:30			
L 75	CPT, 10 739 614 WILLIAMS, RAY H.	3482:20	874:20	1047:30	701:50	673:20	474:20		Collins 20 Jul	
L 79	MAJOR, 13 301 A * KELLY, JAMES D JR	5665:10	1626:40	2803:05	773:00	2941:40	497:50			
R 94	CPT, 19 878 A * KELLY, RICHARD J.	2801:10	1494:10	330:10	110:35	693:20	274:20			
R 99	CPT, 10 934 827 CLARK, ALBERT E.	7116:00	569:25	1730:25	438:25	819:35	517:20			

0 3 2 1

Crew	1st Lt (Pilot)	TOTAL	P-47	PILOT	TOTAL	P-47	OBSERVER	TOTAL	P-47	REMARKS
IN 77	CAPT, CO 782 135 HIRD, JOHN F.	2161:45	1200:15	1/LT, CO 2 221 668 * DUVAL, LAWRENCE H JR.	1697:10	10:40	1/LT, CO 2 217 223 JILLSON, JOHN M.	1042:55	53:15	
IN 80	CAPT, CO 827 RHO * MC CLUNY, RICHARD L.	3278:20	1050:20	2/LT, CO 3 059 052 COLDWELL, ALAN E.	312:40	40:45	1/LT, CO 3 040 646 WOLCHER, ROBERT F.	336:40	70:55	
IN 84	1LT COL, 7 278 * # GIBBY, JAMES E.	3788:25	0	1/LT, CO 2 226 459 * GREEN, WILLIAM W.	1292:30	12:05	1/LT, CO 2 207 573 LEWIS, WILLIAM T.	262:05	6:40	TBY Wichita
IN 85	1LT COL, 9 299 * # CUMMINGS, EARL W.	3166:35	6:30	1/LT, CO 2 209 259 MASTERS, JOHN L.	358:20	82:05	2/LT, CO 2 211 007 RICH, PAUL J.	256:30	6:00	TBY Wichita Survival
IN 86	MAJOR, 12 009 * # HOWARD, HERBERT H JR.	6987:35	1693:45	CAPT, CO 926 002 * MILLEY, RALPH E.	2763:20	462:05	CAPT, CO 1 911 495 # LOU, JAMES E.	1718:45	1013:50	TBY B-52's
IN 82	MAJOR, 12 139 * 2 Aug WILLIAMS, ROBERT G.	2129:10	5:15	2/LT, CO 3 056 694 * COLLING, CHARLES W.	428:15	84:55	CAPT, CO 699 262 SHAW, MARTIN A JR.	2125:05	0	
IN 88	MAJOR, 13 280 * 3 Aug RILEY, THEODORE M.	Unknown		MAJOR, 15 871 CILEY, ROBERT R.	1866:45	45:55	CAPT, CO 1 911 489 JOHNSON, RYAN D.	1724:35	24:45	
IN 83	CAPT, 20 562 * 14 Aug STONKING, CARL L.	Unknown		2/LT, CO 3 058 274 CHICK, CHARLES E.	388:20	69:55	2/LT, CO 3 064 206 CUMMINGS, ROBERT H JR	Unknown		
STAFF PILOTS				NON CREW PILOTS				ATTACHED PILOTS		
	1LT COL, 7 526 * SWENBERG, JOHN F.	3197:15	280:40	CAPT, CO 820 084 SISSON, NORMAN L.	1236:25	83:35	1LT COL, CO 390 106 JOHNSON, ST. CLY J.	2860:35	369:35	
	MAJOR, 13 511 * # MILLER, NATHAN W.	4678:15	1457:15	2/LT, CO 3 058 270 WILSON, JERRY E.	395:05	62:35	MAJOR, 12 006 * KING, KENNETH E.	4529:15	957:20	
STAFF OBSERVERS				1/LT, CO 2 205 212 MILOR, ROBERT S.	339:10	38:00	MAJOR, 15 223 * WABLER, JOHN F.	3534:00	1217:50	
	MAJOR, CO 559 633 BROWN, CLIFFORD J.	3090:10	1331:45	CAPT, CO 683 350 * WYN DYE, GEORGE R.	Unknown		CAPT, 15 937 * WEEK, HENRY M C.	4171:20	1115:20	Terl Collins 20 Aug
	CAPT, CO 712 308 PETER, FRANK W.	3112:05	554:30	CAPT, CO 208 235 * KANE, WILLIAM E.	Unknown		CAPT, CO 684 917 WYCK, CHARLES J.	3758:00	957:15	Capt Kados 15 Aug 56
	1/LT, CO 2 249 391 GUNT, EDWARD S.	396:20	71:35				MAJOR, 18 291 * # TERRILL, HARRY E JR	3362:35	933:45	Separation date 7 Aug

366TH BOMBARDMENT SQUADRON (L.C.)						
NOV. 1947	OBSERVERS	TOTAL	1-47	ATTACHED OBSERVERS	TOTAL	1-47
1/LT, NO 3 017 016				MAJOR, NO 690 293		
DRUMMOND, WELDON M.	458:15	82:35		BULLINGTON, WILSON D.	3109:40	803:25
1/LT, NO 2 204 008				MAJOR, NO 426 917		
ALBERT, PAUL L. E.	283:15	6:00		DOUGLAS, SCOTT E.	2040:15	363:55
1/LT, NO 2 226 467 #				MAJOR, NO 579 481		
JENNINGS, ALV. C.	Unknown			TOLLE, JUDITH D.	1312:55	0
1/LT, NO 2 069 930						
WILSON, J. L. E.	Unknown					
1/LT, NO 3 006 24						
WILSON, J. L. E.	Unknown					

305TH AIR REFUELING SQUADRON
305TH BOMBARDMENT WING (H)

CREW ROSTER

15 OF 30 JULY 56 PAGE 1 of 3 PAGES

CREW NO.	AIRCRAFT COMMANDER	TOT. L TIME	KC-97 TIME	CO-PILOT	TOTAL TIME	KC-97 TIME	NAVIGATORS	TOTAL TIME	KC-97 TIME
T02	1/Lt NO 807018 McKay, Fred R. Capt NO 742017	1825:15	1293:25	1/Lt NO 3005353 McLean, Thaddeus W. 1/Lt NO 220609	1373:00	977:45	1/Lt NO 3036568 Grillo, Thomas Jr. 1/Lt NO 3012648	682	528
T03	Richards, Francis M. Maj NO 1558753	3051:30	624:25	Freeman, Michael C. 1/Lt NO 2207036	548:30	279:55	Dewing, Donald R. 1/Lt NO 30134118	839	651
T13	Lane, William F. Sr. Capt NO 688801	3235:30	604:50	Harley, James R. Jr. 1/Lt NO 2208099	438:50	181:25	Birdsell, Theodore P. 1/Lt NO 3034730	666	489
T14	Staley, Warren H. Maj NO 714588	5942:10	1019:05	Hothaway, Carl E. Capt NO 2087050	503:05	238:20	Fitch, James R. 1/Lt NO 3036374	876	713
T15	Adair, Donald A. 1/Lt NO 3023332	3280:30	1227:00	Houy, Robert H. 1/Lt NO 301549	804:50	496:15	Geels, Chester 1/Lt NO 3037859	692	510
T16	Carroll, Howard S. Capt NO 676646	1345:55	1052:55	Krzmarzick, Romain P. 2/Lt NO 3058281	760:00	445:05	Leong, George KM Maj NO 712744	676	514
T18	Roz, Quintin W. Maj 155364	5160:15	2141:40	Haskett, William R. 1/Lt NO 2205402	595:45	141:50	Aden, Glenn E. Capt NO 1854054	4126	946
T22	Jenkinson, Frank F. Capt NO 1691835	5697:20		Akensay, Eugene K. 1/Lt NO 2207591	512:15	142:45	Clark, Hugh D. Capt 237524	2315	1466
T23	Sopkin, Seymour S. Capt NO 801680	3894:05	2221:05	Vining, John B. 1/Lt NO 3003871	396:30	135:55	VanHorn, Carl E. 1/Lt NO 3037854	3699	1354
T26	Godwin, John H. Jr. 1/Lt NO 2227264	4442:20	1870:55	Leahy, Michael J. 1/Lt NO 3057168	769:55	448:45	Baretincio, Donald E. 1/Lt NO 3036387	671	545
T31	Freeman, David F. 1/Lt NO 3023231	1406:05	779:15	Brady, Donald F. 1/Lt NO 3034016	550:15	268:15	Moulton, Lewis M. 1/Lt NO 3035859	738	578
T36	Lonsdale, Charles K. Capt NO 805582	1297:10	1067:35	Howard, Timothy J. 1/Lt NO 3015153	1073:30	662:25	Perrier, John D. 2/Lt NO 30643382	587	419
T58	Culley, Raymond F. 1/Lt NO 2221932	2833:15	576:55	Black, Bryon E. 1/Lt NO 3033996	867:00	552:40	Hanson, Jack L. 1/Lt NO 3037864	447	178
T59	Hartley, Howard K. 1/Lt NO 3004118	1633:15	978:15	Benson, Frederick J. 1/Lt 2511824	925:40	617:15	Pearson, Raymond 1/Lt NO 3035803	751	566
T60	Meadows, Allen S.	858:25	510:00	McIntyre, Paul T.	887:50	570:35	Barrabino, Robert E.	834	651

CREW NO.	AIRCRAFT COMMANDER	TOTAL TIME	TOTAL KC-97	COPILOT	TOTAL TIME	TOTAL KC-97	NAVIGATOR	TOTAL TIME	TOTAL KC-97
T63	Capt NO 790476 McDowell, William G.	3706:25	1002:50	1/Lt NO 227959 Conway, James E.	620:40	183:00	1/Lt NO 3035863 Hutchinson, William C.	732	637
T64	Maj NO 24724 Stamatis, Milton Jr.	2488:35	453:15	1/Lt NO 2207584 Peebles, Richard W. Jr.	427:30	166:30	1/Lt NO 3036947 Hart, Charles E.	673	497
T65	Maj NO 363652 Jones, Charles S. Jr.	3696:10	550:00	1/Lt NO 2207047 Malsberger, Kenneth R.	458:55	228:35	1/Lt NO 3036395 Reynolds, Robert T.	672	504
T70	1/Lt NO 34290 Swarts, James C.	1331:40	1224:20	2/Lt NO 2206412 Merrick, Harold R. Jr.	530:15	270:15	1/Lt NO 3036392 Rice, Harvey A.	858	684
T72	Capt NO 1858139 Hillyer, Willard K.	1598:45	1322:10	1/Lt NO 3015549 Kunze, Frank	773:40	460:35	1/Lt NO 3025072 Reuchamp, James R.	869	378
M77	1/Lt NO 3004108 Hook, Cecil M. Jr.	1022:10	694:15	2/Lt NO 2207058 Thompson, Robert I. Sr.	407:20	99:00	1/Lt NO 3018622 Marshall, Charles R.	667	404
T78	1/Lt NO 3034494 Beerman, Frederick W. Jr.	947:15	574:20	2/Lt NO 3058298 Strevel, Wallace D.	534:55	121:50	2/Lt NO 2204876 Denzig, Allison G.	344	151
M79	Capt 153524 Beveridge, Richard F.	2595:50	8:55	2/Lt NO 3058732 Brown, Ferrell W. Jr.	397:25	58:50	2/Lt NO 3064396 Weizel, Robert L.	398	158
M80	Maj NO 1860497 Sanders, Lowell L.	2119:20	56:25	1/Lt NO 3021329 Watkins, Jack M.	349:00	45:55	2/Lt NO 3064265 Jennings, Hollis I. Jr.	322	154
M81	Capt NO 553533 Drenth, Ben E.	2258:05	20:00	1/Lt NO 2208975 McTavish, Cameron J.	373:55	42:55	2/Lt NO 3008712 Hindley, James D.	363	148
1t/col NO 401627 Lloyd, Robert L.				NON CREW PERSONNEL					
Capt NO 2066212 Caste, Dick J.				2/Lt NO 2210677 Childress, Thomas G.				1/Lt NO 2225707 Kroone, Lambert L.	
Capt NO 720659 Younger, Raymond C.				2/Lt NO 3059025 Grobowsky, Richard F.				TDY	
TDY INROUTE				2/Lt NO 3059149 Campisi, Francesco				2/Lt NO 3064768 Rodgers, James B.	
TDY INROUTE				2/Lt NO 3058833 Jeffery, Paul H.				208	
COPilots				1/Lt 28567A Mencher, Alan S.				14:00	
2/Lt NO 2208069 Strauss, Justin J.				2/Lt NO 3059039 Marvin, Edward A.				TDY	
2/Lt NO 3065107 Cochau, Theodore F.				2/Lt NO 3059094 Jaspers, Glenn J.				TDY	
2/Lt NO 2206543				TDY					

CREW ROSTER

305TH AIR REPAIR SQUADRON (M)
305TH BOMBARDMENT WING (M)

CREW NO.	AIRCRAFT COMMANDER	TOTAL TIME	KC-97 TIME	COPILOT	TOTAL TIME	KC-97 TIME	NAVIGATOR	TOTAL TIME	KC-97 TIME
<u>PROPOSED CREWS TO BE FORMED</u>									
	Capt NO 811054 Finkbinder, George D.	1948:00	734:00	2/Lt NO 3058718 Svec, John P.	354:40	39:40	1/Lt NO 2206236 Rough, Floyd D.	196	2:00
<u>STAFF PERSONNEL</u>									
	L/COOL 1700A Chorren, John M.	2931:40	15:40						
	MAJ 17716A Potter, Edward M. Jr.	4928:30	1518:15				Capt NO 2100930 Vollmer, Mervin W.	2571	987
	Capt NO 2227673 Badzik, John R.	1846:50	208:45						
<u>STAFF FLIGHT ENGINEER</u>									
	Capt NO 941166 Hughes, Paul F.				3378:25	976:35			

305TH Historian

305TH BOMB WING

CREW FLIMSY

STREAM MISSION

FLAGPOLE ALPHA

BRAVO

6 JULY 1956

6673

0327

FLAGPOLE ALPHA ROUTE						
LINE NO	FLAG POLE NO	TAIL NO	ACFT COMDR	T/O	CP CHARLESTON	ALT CHARLOTTE
1	63	321	TREVISANI	1645	1848	34.5
2	60	491	ANGLEY	1646	1903	35.0
3	64	184	CROWE	1647	1918	34.5
4	59	499	JOYCE	1648	1933	35.0
5	47	193	NALER	1649	1948	34.5
6	58	501	KLEINE	1650	2003	35.0

FLAGPOLE BRAVO ROUTE						
1	21	432	HELLER	1946	2149	34.5
2	23	334	PROUT	1947	2204	35.0
3	24	189	BALL	1948	2219	34.5
4	15	190	HYNDS	1949	2234	35.0
5	13	355	COX	1950	2249	34.5

FUEL LOAD: 81000 RESERVE: 31800 (Over Spartanburg - lowest acft)

DISTANCE: 1532 DURATION: 3:45 (To Spartanburg)

TAS ENROUTE AND ON RBS: 430 K

REQUIREMENTS: Fly Safely - 1 RBS Run and as scheduled by Squadron

MISSION FLIGHT # K		D.O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
AIRCRAFT BASIC WEIGHT		82000						FLACPO ALPHA - BRAVO 6 JUL 56
CREW WEIGHT		1075						
OIL WEIGHT		425						
ATO WEIGHT								
BACK WEIGHT								
EXT. TANKS WEIGHT (EMPTY)		1600						
MISCELLANEOUS								
OPERATING WEIGHT		85100						
TOTAL FUEL		01000						
BOMBS WEIGHT								
AMMO WEIGHT		100						
WATER AUG WEIGHT								
INITIAL GROSS WEIGHT		166500						
START ENGINES AND TAXI FUEL ALLOWANCE		2000						
ADJUSTED TAKE-OFF WEIGHT								
ADJUSTED TAKE-OFF DISTANCE								
ADJUSTED TAKE-OFF SPEED								
PRESSURE ALT.		S/L						
LENGTH		10000						
CRITICAL FIELD LENGTH		9900						
CRITICAL AIR TEMP.		95°						
DISTANCE		3000						
SPEED		175						
CRITICAL WIND COMPONENT								
1ST LEG								
2ND LEG								
3D LEG								

PRE-FLIGHT PLAN														
FROM:	FLY. COND.	T. C.	WIND COMP. + DRIFT	T. H.	VAR.	M. H.	TEMP.	MACH.	T. A. L.	U. S.	GRD DS	TIME	AIR DS	ETA
ROUTE							ALT.				ACC. GRD DS	ACC. TIME	ACC. AIR DS	
MacDILL AFB, Fla														
COMMON ROUTE ALL FLAGPOLE AIRCRAFT														
S/T/TO/ACC												:03		
L/O	2751N										140	:21		
	8508W	270					30.0		410			:24		
No. 1 Acft														
							30.0					:24		
	2547N						30.0				127	:18		
	8508W	180					30.0		425			:22		
TAMPA VOR		045					30.0		425		183	:26		
No. 2 Acft														
							30.0					1:08		
	2751N						30.0				49	:07		
	8605W	270					30.0		425			:31		
	2548N						30.0				125	:18		
	8605W	180					30.0					:49		
	2547N						30.0				52	:08		
	8508W	091					30.0				183	:26		
TAMPA VOR		045					30.0					1:23		
No. 3 Acft														
							30.0					:24		

2AF FORM 124
1 NOV 55

AIR FORCE - 2AF BARNSDALE NOV 55

0329

FROM	27°N	FLT	WIND COMP	T.H.	VAR.	M.H.	TEMP	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
L/O	8500	COND.	+ OR -	DRIFT			ALT.				ACC	ACC	ACC		PRED. FUEL
ROUTE											GRD DIS	TIME	AIR DIS		REMAINING
2751N											100	:14			68400
8702N		269					70.0	425			124	:18			153900
2546N		180					30.0				104	:15			15400
8703N							30.0				124	:18			153900
2547N		090					30.0				104	:15			15400
8508N							30.0				124	:18			153900
TAMPA VOR		045					30.0				104	:15			15400
			No. 4 Acft								124	:18			153900
2750N							30.0	425			149	:21			15400
8757N		269					30.0				123	:17			15400
2547N		180					30.0				155	:22			15400
8757N							30.0				183	:26			15400
2547N		090					30.0				183	:26			15400
8508N							30.0				183	:26			15400
TAMPA VOR		045					30.0				183	:26			15400
			No. 5 Acft								198	:28			15400
2747N							30.0	425			338	:52			15400
8854N		269					30.0				122	:17			15400
2546N		180					30.0				460	1:09			15400
8854N							30.0				205	:29			15400
2547N		090					30.0				665	1:38			15400
8508N							30.0				183	:26			15400
TAMPA VOR		045					30.0				648	2:04			15400
			No. 6 Acft								140	:24			15400
2744N							30.0	425			247	:35			15400
8950N		268					30.0				387	:59			15400
2544N		180					30.0				121	:17			15400
8950N							30.0				508	1:16			15400
2547N		089					30.0				255	:36			15400
8508N							30.0				763	1:52			15400
TAMPA VOR		045					30.0				183	:26			15400
							30.0				946	2:18			15400

2AF FORM 124A
1 NOV 58

AIR FORCE - 107 BARRETT 100 10

0330

COMMUNICATIONS

FLAGPOLE ALPHA
FLAGPOLE BRAVO

6 July 1956

1. CALL SIGNS:

a. AIR/GROUND - FLAGPOLE ALPHA (2 digit Nr.)

FLAGPOLE BRAVO (2 digit Nr.)

b. AIR/AIR - FLAGPOLE ALPHA OR BRAVO + (Stream Position Nr.)

2. AUTHENTICATION/IDENTIFICATION:

a. AFSAL 5104 KV

b. IFF Operate Mode 2 - Normal

3. REPORTING PROCEDURES:

a. Reporting Aircraft - 1st and last only.

b. Procedure - ALPHA (CAL).

4. HF STRIKE REPORT:

a. Target; CHARLOTTE

b. Control Stations; MacDill Awys (P)

Loring Awys (S)

5. SPECIAL FREQUENCY ASSIGNMENTS:

a. Interplane - 321.0mcs

b. RES; Charlotte

250.2 (P)

240.6 (S)

6. RECALL WORD: " FULL BACK "

305TH Historian

305TH BOMB WING

CREW FLIMSY

STREAM MISSION

(MASS NITE REFUELING)

FIRE BUG

9 JULY 1956

0333

FIRE BUG

9 JULY 1956

GENERAL INFORMATION:

1. REFUELING, FORMATION AND COMMUNICATIONS WILL BE IN ACCORDANCE WITH SAC TACTICAL DOCTRINE 55-5, MAY 1956.
2. ALL B-47 RECEIVER AIRCRAFT WILL REFUEL TO A MINIMUM OF 200000# Gross WT
3. UPON COMPLETION OF REFUELING, KC-97 AIRCRAFT WILL TURN LEFT 45° AND WHEN RECEIVERS HAVE CLEARED AREA WILL THEN TURN ON COURSE TO TAMPA VOR.
4. UPON COMPLETION OF REFUELING, B-47 AIRCRAFT WILL PROCEED IN CELL FORMATION TO BATON ROUGE VOR, PICK UP INDIVIDUAL CLEARANCES FROM NEW ORLEANS CENTER.
5. AIRCRAFT COMMANDERS WILL FILE INDIVIDUAL CLEARANCES FROM BATON ROUGE VOR PRIOR TO TURNING IN 175.

0334

KC-97

FIRE BUG ALPHA ROUTE

LINE NO	DRAPER NO	TAIL NO	ACFT COMDR	BRIEF	T/O	REFUEL ALT	REMARKS
1	16	184	STALEY	1700	1930	15.0	RDZ POINT: 2752N 8655W
2	27	231	parsons	1700	1931	15.5	RDZ TIME: 2035
3	18	242	STAMATOS	1700	1932	16.0	ON LOAD: 45000
4	11	271	FREEMAN	1700	1933	16.5	APN 12: RX-8 TX-8
5	17	838	HARTLEY	1700	1934	17.0	APN 76: TX-8 RX-8
6	14	840	MacDOWAL	1700	1935	17.5	CODE: 1-2-1
							REFUEL FREQ: (P) 256.0 (S) 321.0
							T/O FUEL - B-47: 90500
							B-47 FUEL RESERVE, BATON ROUGE: 105000#
1	12	364	BALL	1730	2000	15.0	TOTAL TIME TO BATON ROUGE: 1430
2	15	190	HELLER	1730	2001	15.5	REQUIREMENTS: Maximum Weight Mass Night Refueling
3	53	602	TREVISANI	1730	2002	16.0	
4	52	345	KELLER	1730	2003	16.5	
5	30	359	ANDREWS	1730	2004	17.0	
6	42	191	FOOTE	1730	2005	17.5	

REFUELING, FORMATION AND COMMUNICATIONS WILL BE IN ACCORDANCE WITH SAC TAC DOCTRINE 55-5

0335

MISSION FLIGHT PLAN		D. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
AIRCRAFT BASIC WEIGHT		82000						B-17E BUG BRAVO 12 July 1956
CREW WEIGHT		1075						
OIL WEIGHT		125						
ATO WEIGHT								
BACK WEIGHT								
EXT. TANKS WEIGHT (EMPTY)		1500						
MISCELLANEOUS								
OPERATING WEIGHT		83500						
TOTAL FUEL		9450						
TAKEOFF GROSS WEIGHT		92950						
BOMBS WEIGHT								
AMMO WEIGHT								
WATER AUG WEIGHT								
INITIAL GROSS WEIGHT		77500						
START ENGINES AND TAXI FUEL ALLOWANCE		1000						
NUMBER OF ATO BOTTLES REQUIRED FULL								
NUMBER OF ATO BOTTLES EMPTY								
ADJUSTED TAKE-OFF WEIGHT								
ADJUSTED TAKE-OFF DISTANCE								
ATO FIRING SPEED								
PRESSURE ALT.		SL 20000'						
LENGTH		8100'						
AIR TEMP.		83°						
CRITICAL ALT.		20000'						
CRITICAL AIR TEMP.								
TAKE-OFF DISTANCE		5700'						
SPEED		158K						
CRITICAL WIND COMPONENT								
1ST LEG								
2ND LEG								
3D LEG								

PRE-FLIGHT PLAN																
ROUTE	ALT. COND.	T. C.	WIND COMP +0W- DRIFT	T. H.	VAR.	M. H.	TEMP. ALT.	MACH.	T. A. S.	G. S.	GRD DIS ACC. END DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAINING	GROSS WEIGHT
MacDill AFB, Fla.															83500	175000
S/T to 4000		270										1:03			4500	175000
L/O 2752N		270					200				69	1:10			85900	175000
8345W		270									67	1:13			4700	175000
RDV 2750N		270					104	.70	435		125	1:18			81200	175000
8647N		270									135	1:21			10000	175000
AR LEG 2752N		270					134		270		135	1:30			42200	175000
8647N		270									125	1:40			134900	200000
L/O 2752N		323					27.5		470		132	1:16			5400	175000
9022N		323									137	1:17			100300	175000
BATON ROUTE FOR		323					23.3	.74	440		92	1:13			3900	175000
											130	1:10			100400	175000
CAN FLY 9.20 TO 12.00# RES.																

2AF FORM 124
1 NOV 55

AIR FORCE - 3AF BARKDALE NOV 55

0336

[illegible]2AF FORM 124
1 NOV 68

AIR FORCE - CAP BARNESDALE & NEW R.

0 3 3 7

ENGINEER'S FLIGHT PLAN				DATE OF MISSION		TYPE(S) OF MISSION					
WING		SQUADRON		AIRCRAFT		COMPLETE SERIAL NO.					
		303th ARBPSM		KC-97G							
FIRST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)							
1. WEIGHT COMPUTATIONS				2. DENSITY (Lbs)		3. TAKE-OFF DATA					
a. ACFT BASIC WT				5.0# per Gal		TEMP - 30°F (27°C)					
b. OIL, ENG (On Ldg)				b. TOTAL LOAD (Lbs)		DP					
c. OIL, JET				2947#		RHP					
d. CREW				c. REQUIRED (Lbs)		EQ CR WT					
e. AMMO (50%)				16770#		TC DIST					
f. CARGO				d. RESERVE (Lbs)		ACC TO STOP					
g. MISC				12700#		9200'					
h. FUEL RESERVE				e. ON-LOAD (Lbs)		KC 97E FUEL LOAD					
i. MIN LANDING WT						1505, ORT 3740, Deck 7200 Gal					
j. OFF-LOAD FUEL											
k. AMMO (50%)											
l. BOMBS											
m. CHAFF											
n. OIL USED											
o. FUEL EXPENDABLE											
p. TAKE-OFF GROSS WT											
4. REMARKS											
FLY BASED ON 15° HOTTER THAN NACA.											
FLT PLAN APPLICABLE TO KC 97E ACFT.											
WING FUEL LOAD (115/145)											
INBDS - 1505 Gals DECK 7200 Gals JP-4											
OUTBDS - 3410 Gals EXHNS 4352 Gals 115/145											
TOTAL 1505 + 3410 + 4352 = 9267 Gals											
NO WIND PLAN				WIND PLAN							
A	B	C	D	E	F	G	H	I	J	K	L
CONDI- TION	HP	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
J AT %	V ₀	ENG F/F		TOTAL	TOTAL USED	16800	V _T (K)	TOTAL	TOTAL	TOTAL USED	TOTAL
1. RTTO	SL	R SOP		1.04	1347	1347	GS				
	270	J									
	30P	T SOP		1.02	1345	166675					
2. FORM UP	2550	R 7500		1.05	625	325					
	2550	J									
	1875	T 7500		1.07	1970	165000					
3. CL 1 & REND 2	12200	R 7500		1.17	6120	7120					
	12404	J		1.14	9090	168410					
	1875	T 7500									
4. AR	18200	R 7500		1.30	3750	3750					
	18655	J		1.34	12840	168160					
	1875	T 7500									
5. OFF-L		R				4000					
		J		1.34	12840	168160					
		T									
6. CR 2	18200	R 2520		1.30	3490	3490					
	18655	J		1.34	16770	168270					
	1875	T 2620									
7.		R									
		J									
		T									
8.		R									
		J									
		T									
9.		R									
		J									
		T									
10.		R									
		J									
		T									

2AF FORM 26 APR 55 83 TEMP

0338

B-47

COMMUNICATIONS

FIRE BUG

9 JULY 1956

1. CALL SIGNS:

- a. AIR/GROUND - FIRE BUG / FLAGPOLE / (2 digit Nr.)
- b. AIR /AIR - FIREBUG / (Stream Position Nr.)

2. AUTHENTICATION / IDENTIFICATION:

- a. AFSAL 0001 KM
- b. IFF Operate Mode 2 - Normal

3. REPORTING PROCEDURES:

- a. Reporting Procedure - ALFA (CAM)
- b. Reporting Aircraft - 1st and last only if in stream, other wise normal reporting procedures.

4. SPECIAL FREQUENCY ASSIGNMENTS:

- a. Interplane - 321.0 Mcs

5. RECALL WORD: " FULL BACK "

6. AIR REFUELING:

- a. IAW SAC Manual 100-1

0339

KODAK 35

Historian

305TH BOMB WING

STREAM MISSION

CREW FLIMCY

"HOT DOG"

12 JULY 1955

0340

HOT DOG STREAM

12 July 1956

LINE NO	FLAG NO	TAIL NO	ACFT CDR	T/O	PRE T/O	CP CLARKSVILLE	BOMBING ALTITUDE		
					BRIEF	VA	CHARLOTTE	ATLANTA	TAMPA
1	60	491	BRYAN	1328	1100	1615	36.0	36.0	37.0
2	56	333	ROBERTSON	1343	1100	1630	36.5	36.5	37.5
3	64	184	CROME	1358	1100	1645	36.0	36.0	37.0
4	52	345	KELLER	1413	1100	1700	36.5	36.5	37.5
5	61	346	CLARK	1428	1200	1715	36.0	36.0	37.0
6	30	359	ANDREWS	1443	1200	1730	36.5	36.5	37.5
7	34	312	NICHOLS	1458	1200	1745	36.0	36.0	37.0
8	31	498	RYAN	1513	1200	1800	36.5	36.5	37.5
9	47	193	NALER	1528	1300	1815	36.0	36.0	37.0
10	40	496	LEITZEL	1543	1300	1830	36.5	36.5	37.5
11	18	360	MACMULLIN	1558	1300	1845	36.0	36.0	37.0
12	12	364	BALL	1613	1300	1900	36.5	36.5	37.5
13	22	502	BEATY	1628	1300	1915	36.0	36.0	37.0

ENROUTE & BOMBING TAS 430

FUEL LOAD 61000 RESERVE 27900#

DISTANCE 1977NM DURATION 4:35

REQUIREMENTS 3 RBS RUNS, 3 CAMERA ATTACKS, 1 DAY CELESTIAL

FLY SAFELY

0341

MISSION FLIGHT PLAN		O. D. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
AIRCRAFT BASIC WEIGHT	82000	F U E L	BOMBS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		HOT DOC 12 JULY 1956	
CREW WEIGHT	1075		AMMO WEIGHT		NUMBER OF ATO BOTTLES EMPTY		PRESSURE ALT. LENGTH AIR TEMP.	
OIL WEIGHT	125		WATER AUG WEIGHT				SL 10M 95°	
ATO WEIGHT			INITIAL GROSS WEIGHT		166100		CRITICAL FIELD LENGTH CRITICAL AIR TEMP.	
RACK WEIGHT			START ENGINES AND TAXI FUEL ALLOWANCE		2600		9600'	
EXT. TANKS WEIGHT (EMPTY)	1600		ADJUSTED TAKE-OFF WEIGHT				TAKE-OFF	
MISCELLANEOUS			ADJUSTED TAKE-OFF WEIGHT				DISTANCE SPEED	
OPERATING WEIGHT	85100		TOTAL FUEL		81000		8400' 152K	
		TAKEOFF GROSS WEIGHT		163500		CRITICAL WIND COMPONENT		
				ATO FIRING SPEED		1ST LEG 2ND LEG 3D LEG		

PRE-FLIGHT PLAN														
FROM:	FLY. COND.	T. C.	WIND COMP 4 OR 5	T. H.	VAR.	M. H.	TEMP.	MACH.	T. A. S.	G. S.	GRD DES	TIME	AIR DES	ETA
MACDILL AFB, FLA			DRIFT				ALT.				ACC. GRD DES	ACC. TIME	ACC. AIR DES	
ROUTE														
S/T/TO/ACC												:03		
L O 3000N 8333W		120/10					33.2				150	:22		81000 166100
TGT AIRWAY		120/10						74	430		150	:25		8000 8000
SO TIP MARTIN LAKE		120/10									93	:10		62100 151500
BO TIP MARTIN LAKE		120/10									243	:35		
WILSONVILLE IND.		120/10									100	:15		
BO TIP MARTIN LAKE		120/10									251	:50		12100 13000
BO TIP MARTIN LAKE		120/10									336	:48		
BO TIP MARTIN LAKE		120/10					35.1		420		607	1:38		55400 110500
BO TIP MARTIN LAKE		120/10					36.4		425	155	607	:48		8000 8000
BO TIP MARTIN LAKE		120/10									1269	2:26		17400 132500
DILLMAN														
CLARKVILLE VA.		121	1615 BT								71	:11		5100 5000
TP GREENSBORO		240									1132	2:37		
TGT CHARDOTTE "K"		225					37.1				65	:09		
I P ATHENS		238									1197	2:16		
ATLANTA		259									73	:10		
											1269	2:56		12400 127500
											147	:21		
											1416	3:17		
											52	:07		11400 10000
											1468	3:24		

2AF FORM 124 1 NOV 55

AIR FORCE - SHF BARISCALE NOV 55

0342

COMMUNICATIONS

HIT LOG

12 July 1956

1. CALL LOGS:
 - a. 10/10/56 - 100 100 / 100 100 / (2 100 100)
 - b. 10/10/56 - 100 100 / (2 100 100)
2. 10/10/56 / 10/10/56
 - a. 100 100 ()
 - b. 100 100 - 100 100 2 100 100
3. 10/10/56
 - a. 100 100 - 100 100 ()
 - b. 100 100 - 100 100 only of 100 100 addressing 100 100 procedures.
4. 10/10/56
 - a. 100 100 - 100 100
 - b. 100 100 - 100 100 ()
100 100 ()
 - c. 100 100 - 100 100 Alfa
5. 10/10/56
 - a. 100 100 - 100 100 Alfa
 - b. 100 100 - 100 100

	<u>Atlanta</u>	<u>Tampa</u>
250.2 (P)	331.6 (P)	250.2 (P)
240.6 (S)	356.3 (S)	240.6 (S)
6. 10/10/56 - " 100 100 "



"CAN DO"

HEADQUARTERS
305TH BOMBARDMENT WING (M)

OPERATIONS
AND
MAINTENANCE
PLAN

(BOMBARDMENT)

NUMBER

DATE JUL 1956



"WE WILL BE THERE"

0345

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

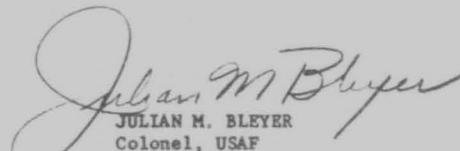
305DO

28 June 1956

SUBJECT: Wing Operations and Maintenance Plan for July 1956

TO: See Distribution

Wing Operations and Maintenance Plan for the month of July 1956
is transmitted herewith.


JULIAN M. BLEYER
Colonel, USAF
Commander

DISTRIBUTION:

Cmdr 364th BS - 8 cys
Cmdr 365th BS - 8 cys
Cmdr 366th BS - 8 cys
Cmdr 305th ARS - 4 cys
Cmdr 305th A&E - 3 cys
Cmdr 305th FMS - 2 cys
Cmdr 305th FMS - 2 cys
Cmdr Hq Sq - 1 cy

INFO:

Cmdr 305BW - 2 cys
Dir of Materiel - 2 cys
Dir of Operations - 15 cys
Maint Control - 3 cys
Wing Inspector - 1 cy
Wing Comptroller - 1 cy
Dir of Personnel - 1 cy

Cmdr 6AD - 2 cys
6AD Materiel - 2 cys
Base Operations - 2 cys
3942d SES - 2 cys
809th ABGp - 2 cys
2AF Materiel - 2 cys (Attn: DM4A)
2AF Operations - 2 cys

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

MONTHLY OPERATIONS AND MAINTENANCE PLAN

JULY 1956

TABLE OF CONTENTS

CALENDAR OF EVENTS

OPERATIONS PLAN:

<u>Chapter</u>	<u>Title</u>	<u>Page No.</u>
I	Objectives	1
II	Requirements	1
III	General	7
IV	Standboard Activities	9
V	School Quotas	14
VI	Monthly Ground Training Order	17

MAINTENANCE PLAN:

I	Monthly Maintenance Order	1
II	Maint Plan & Schedule, 364BS	5
III	Maint Plan & Schedule, 365BS	6
IV	Maint Plan & Schedule, 366BS	7
V	Maint Plan & Schedule, 305ARS	8
VI	Maint Plan & Schedule, 305PMS	9
VII	Maint Plan & Schedule, 305FMS	10
VIII	Maint Plan & Schedule, 305A&E	11
IX	Maint Plan & Schedule, 809ABG	12

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 CALENDAR OF EVENTS JULY 1956	2 0800-Observers' Mtg - 364th Brief Rm. 0930-ECM Lec- ture, 2 hrs, ALL co-pilots- 366th Brief Rm.	3	4 MONDAY	5 1430-Weekly Scheduling Meeting	6 Alert STREAM	7
8	9 0730-Wing Com- mander's Call 0815-10-57 Briefing, all crews - Wg Brief Rm. Nite Mass Re- fueling.	10 Start COTTON PATCH 1530-STREAM Briefing - Wg Brief Rm	11	12 STREAM 1430-Weekly Scheduling Meeting	13	14
15	16 0800-Observers Meeting-364th Brief Rm. 0930-Co-pilots- 366th Brief Rm. 0900-AC Mtg - 365th Brief Rm. 1230-Brief for 82-2-WG Brief Rm. END COTTON PATCH	17 SIX (6) CREWS 82-2	18	19 1430-Weekly Scheduling Meeting. 1530-Monthly Scheduling Meeting.	20 1600 - DIVISION PARADE	21
22	23 NO NOTICE ALERT	24	25	26 1430-Weekly Scheduling Meeting. 1530-Monthly Scheduling & Confirmation Meeting	27	28
29	30	31				

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

MONTHLY OPERATIONS PLAN
July 1956

I. OBJECTIVES.

- A. Missions ordered by higher headquarters.
 - 1. SES evaluation for 305th Bomb Wing crews during July 1956.
 - 2. SES support flights for July 1956.
- B. Training for Non-Ready Crews and Non-Ready Individuals.
- C. SAC Reg 51-26 and 50-8 training for all Combat Ready, Lead, and Select Crews.
- D. EWP Study and Training.
- E. B-47 Crew Standardization Board Activities.
- F. Bomber Streams.
- G. Nite Air Mass Refueling.
- H. Block and Non-Block Ground Training.
- I. Tanker Support Missions.
- J. Operations Order 82-2.
- K. Air Weapons Training Requirements.

II. REQUIREMENTS.

- A. Missions ordered by higher headquarters.

- 1. SES evaluation for 305th Bomb Wing crews:

<u>9 July</u>		<u>Squadron</u>	<u>Crew</u>	<u>Acft #</u>
		364th	Baker	341
		366th	Kleine	501
	Alternate	364th	Cox	355
<u>16 July</u>		364th	Cox	355
	Alternate	365th	Naler	193
<u>30 July</u>		365th	Naler	193
	Alternate	366th	Bryan	491

Ops Plan, Jul 56 (contd)

Crews will fly on first Friday after arrival, the following Tuesday and Friday and be returned to the 305th Bomb Wing on the following Tuesday. Aircraft will accompany crew and will be parked in SES area and will not be returned to the normal parking area until the crew signs out after completion of evaluation.

Refresher courses for crew will be scheduled through the Wing Ground Training Officer. Final briefing and critique for crews will be conducted on 6, 13, and 27 July at 1230 hours, in the North Area Air Weapons school. Simulator missions will be continued as scheduled.

2. SES support missions for July: The 305th Bomb Wing will provide B-47 aircraft for the 3942d SES according to the following schedule:

Sqdn	Date	Mission	T/O	Duration	Fuel	Cameras
364th	17	RBS	1800	6:00	85,000	0-15
365th	19	Trans	1200	4:30	82,000	0-15
366th	20	RBS	1800	6:00	85,000	0-15
364th	23	Trans	1200	4:30	82,000	0-15
365th	24	RBS	1800	6:00	85,000	0-15
366th	26	Trans	1200	4:30	82,000	0-15
364th	27	RBS	1800	6:00	85,000	0-15
365th	30	Trans	1200	4:30	82,000	0-15
366th	31	RBS	1800	6:00	85,000	0-15

B. Maximum command emphasis will be given to crew formation and upgrading. Non-Ready crews who have completed the requirements of SAC Reg 51-19 and are qualified to fly solo will be scheduled for a minimum of 40 hours. All other crew members undergoing upgrading will be scheduled for the maximum number of hours consistent with available instructor personnel.

C. All Combat Ready and higher category crews will be scheduled to complete the requirements of SAC Regs 50-8 and 51-26 for the quarter. Utilization of all flying time is of paramount importance; therefore, all sorties will be scheduled to obtain the maximum training per flying hour flown. Command attention to upgrading will not permit additional sorties for the purpose

Ops Plan, Jul 56 (contd)

of improving proficiency items of training.

D. EWP Target Study and Training.

1. All Select, Lead, and Combat Ready Crews will be required four (4) hours study on the present 50-57 plan.
2. Each crew must brief the Wing Commander or Deputy Wing Commander prior to 31 July. Time schedule as listed below will be used for this briefing:

10 July	0930-1130	1330-1530
23 July	0930-1130	1330-1530
28 July	Make-up period	

Each squadron operations officer will contact Captain Adams at the EWP study vault for a scheduled time on one of the above dates.

3. Each observer is required to make a minimum of five (5) UST runs on his primary target in addition to the four (4) hours of study.
4. The crew folders for the 6th Air Division Operations Plan 10-57 must be completed prior to 20 July 1956. The format and requirements of the crew folder will be forwarded to the bomb squadrons separately as the squadrons are required to complete the folders as follows: 364th Bomb Squadron, 18 folders; 365th Bomb Squadron, 18 folders; and 366th Bomb Squadron, 17 folders.

E. Standardization Board Activities: See Chapter V of this plan.

F. July 1956 Bomber Streams: The 305th Bomb Wing will launch three

(3) bomber stream missions during July.

6 July - Briefing to be announced

<u>Squadron</u>	<u># of Acft</u>
364th	5
365th	1
366th	5

Ops Plan, Jul 56 (contd)

	<u>Squadron</u>	<u># of Acft</u>
11 July - Briefing to be announced	364th	3
	365th	3
	366th	3
12 July - Briefing 1530 Hours, 10 July, Wing Briefing Room	364th	3
	365th	5
	366th	5

For the stream on 12 July, each squadron will furnish a ground spare which may be used for an alternate mission if not committed.

Operation flimsies will be issued by the 305th Bomb Wing Plans Section in advance of each mission briefing. Critique for each stream mission will be conducted by the Bomb-Nav Section for bombing and navigation. Pilots and co-pilots will be critiqued by the squadron operations officers. Comments covering the mission will be forwarded to the 305th Bomb Wing Director of Operations.

G. Nite Air Mass Refueling: On 9 July 1956, the 305th Bomb Wing will support a night air mass refueling, launching six (6) B-47 aircraft and six (6) KC-97 aircraft. Maximum training will be accomplished for SAC Regs 50-8 and 51-26. Flimsies will be issued by the 305th Bomb Wing Plans Section in advance of the scheduled briefing in the Wing Briefing Room, time to be announced.

H. Block and Non-Block Ground Training Schedules for July 1956 appear in Chapter VI of this plan. All crews will be scheduled for completion of the minimum requirements of SAC Reg 50-24.

I. The following schedule reflects July tanker availability and assignment by squadron:

<u>Date</u>	<u>364th</u>	<u>365th</u>	<u>366th</u>
2 July	1	1	CC
3	CC		
9	2	2	2 (Nite Air Mass)
10	CC	1	1

Ops Plan, Jul 56 (contd)

<u>Date</u>	<u>364th</u>	<u>365th</u>	<u>366th</u>
11 July	1	CC	1
12		Country Cousin	
13		Country Cousin	
16		Country Cousin	
17		Country Cousin	
18		Country Cousin	
19		Country Cousin	
20		Country Cousin	
23		Country Cousin	
24	1	1	CC
25	CC	1	1
26	1	CC	1
27	1	1	CC
30	CC	1	1
31	1	CC	1

J. SAC Reg 82-2: SAC Reg 82-2 requires one (1) Air Weapons exercise per Wing per month. The 305th Bomb Wing has scheduled this exercise for 17 July 1956, beginning at 1630 hours for combat crew station time. Six (6) aircraft, combat crews, and associated personnel and equipment will be exercised. Each bomb squadron will provide two (2) aircraft and crews for this exercise as follows:

<u>364th</u>	<u>365th</u>	<u>366th</u>
Load Site #2	Load Site #6	Load Site #10
Phase E	Phase E	Phase F
Load Site #4	Load Site #8	Load Site #12
Phase E	Phase F	Phase G

Aircraft movement to loading sites will commence at 1200E, and loadings will begin at 1400E. Combat crews will perform receipting procedure, preflight, and pre-takeoff checks. IFI and IFE to be performed as briefed. Dependent on the need for Air Weapons missions, this exercise can be continued through the flight phase. Briefing for 82-2 will be in the Wing Briefing Room at 1230 hours on 16 July 1956.

K. Air Weapons Training:

1. One air weapons flight per Combat Ready, Lead, and Select Crew

Ops Plan, Jul 56 (contd)

per 50-8 training quarter is required. The number of flights per squadron will be limited to the schedule provided each bomb squadron. Squadrons will fill these quotas at the 60-9 meeting weekly. Take-offs will be at 1000E or later, but preferably before 1700E. Later take-offs may be approved by the Wing Air Weapons Officer. Units will not be available on 4, 6, 13, 18, 20, and 27 July 1956.

2. Loadings in compliance with SAC Reg 50-24 will be accomplished on Hardstands 41, 44, 45, and 48 each Tuesday. Two (2) aircraft per week will be provided with configurations in accordance with existing directives.
3. Special Weapons simulator^{missions}/required under SAC Reg 50-24: Three (3) simulator missions (SWS-01) per 50-24 phase (May, June, July, August). Squadrons will send one crew at 0730 hours and one crew at 1430 hours, each Thursday and Friday. Crews cannot receive credit for more than two missions in one month, and these must have seven days separation.
4. Special Weapons simulator missions required under SAC Reg 51-26: Three hours of simulator missions per 50-8 quarter (May, June, July). Simulator missions accomplished in May, June and July under SAC Reg 50-24 can apply on SAC Reg 51-26 requirements.
5. IFI and IFE (SWI-01) required: One per co-pilot and observer each 50-24 training phase (May, June, July, and August). These will be accomplished at simulator (SWS-01) schedules.
6. Block training under SAC Reg 50-24 for the Air Weapons phase will be accomplished on Monday, Tuesday, and Wednesday of each week. Each squadron is authorized two crews per week.

Ops Plan, Jul 56 (contd)

III. GENERAL.

A. Flying Time Allocation:

364th Bomb Squadron	--	448 hours
365th Bomb Squadron	--	424 hours
366th Bomb Squadron	--	<u>448 hours</u>
Total		1320 hours
AREFS	--	650 hours

A total of 263 sorties for 1463 hours has been scheduled to insure the accomplishment of a confirmed 1320 B-47 flying hours.

B. There will be no scheduled flying between the hours of 1300 and 1730, local time, on the date of the Division Parade. Flying scheduled to begin at 1730 hours will not interfere with any unit providing the required 80% participation in the parade ceremony. Strict compliance is required.

C. No take-offs will be scheduled prior to 1500 EST on the second Monday of the month. On other Mondays and where possible after holidays, take-offs will not be scheduled earlier than 1200 EST.

D. Test hops for B-47 aircraft will be scheduled for 0800 station time with 1100 take-off, except on Mondays when station time will be 0900 and take-offs at 1200 EST. KC-97 aircraft will be scheduled for 1200 station time with a 1500 take-off. There will be no KC-97 test hops scheduled on Mondays. Unscheduled test hops on Monday will conform to normal Monday limitations.

E. Time Tolerances on Take-Offs will be:

1. All take-offs should be made within five (5) minutes of scheduled take-off time.
2. No take-off will be made after original scheduled time plus two hours (exceptions must be approved by the Directors of Operation and Materiel).

Ops Plan, Jul 56 (contd)

F. Any request for flight test changes (either date or take-off time) will be forwarded to the Chief of Maintenance for approval. This request will include proposed take-off date and time. After approval is granted, the squadron operations officer and the Wing Director of Operations will confirm take-off times and dates and immediately notify "Flagpole Control". "Flagpole Control" will then notify the squadron concerned, and Maintenance Control who will in turn notify all maintenance agencies concerned.

Aircraft aborting flight tests will be scheduled for take-off at the standard times on the next day indicated for flight on the tail number schedule.

3 Incls
Wing Administrative Functions

HEADQUARTERS 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base, Florida

305A

18 June 1956

SUBJECT: Officers, NCO's, and Airmen Calls for JULY 1956

TO: See Distribution

1. Officers, NCO's, and Airmen calls for the month of JULY 1956 will be held in the Base Theatre on Monday 9 July 1956 in accordance with the following schedule.

a. Airmen's Call	0745
b. NCO Call	0915
c. Officer's Call	0945
d. Flying Safety Meeting	1415

2. Attendance of all personnel who are present for duty is mandatory and roll will be taken. Formation of Officers and Master Sergeants is left to the discretion of squadron commanders. All other personnel will march from the squadron areas to the Base Theatre and be marched into the theatre to insure that all the front seats are filled and be in their seats five minutes prior to their respective call. All rated personnel assigned the 305th Bomb Wing for flying, line chiefs, flight chiefs and crew chiefs will attend the flying safety meeting at 1415 hours.

3. Squadron commander will forward the names of individuals who are present for duty but who did not attend the above calls to the Wing Adjutant's office so as to arrive thereat MDT 10 July 56. Personnel who have missed their appropriate call will attend the make-up period in the Wing Briefing Room (Bldg S-182) at 1600 hours on 11 July 56.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
S, plus

110 - 305th BW OMT

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

WING REGULATION)
NO. 11-10

HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida 18 June 1956

*WR 11-10

ADMINISTRATIVE PRACTICES

Schedule of Recurring Events

1. PURPOSE AND SCOPE: To establish the program on scheduling recurring events. This regulation is applicable to all activities of the 305th Bombardment Wing, Medium.
2. RESPONSIBILITY: a. The Wing Adjutant is responsible for:
 - (1) Supervising the program
 - (2) Scheduling the Wing Conference Room
 - (3) Publishing changes as required
 - (4) Levying personnel quotas to accomplish the tasks
3. PROCEDURE: Reservations for the Wing Conference Room is made through the Wing Adjutant. Reservations should be made as far in advance as possible giving date, time, and estimated length of use.
4. RECURRING EVENTS:

DAILY AND WEEKLY

<u>EVENTS</u>	<u>PARTICIPANTS</u>	<u>PLACE</u>	<u>DAY</u>	<u>TIME</u>
Operational Briefing (Stand-up)	Commanders, Wing Staff Sq Operations Officers	Control Room	Mon thru Fri	0845
Commander's Staff Meeting	Sq Comdrs, Wing Staff, 1 MSgt fr ea Sq selected by Squadron Commanders	Conference Room	Thurs	1030
Weekly Aircraft Scheduling Meeting	Sq Operations Officers, D/Ops and D/Mat	Conference Room	Thurs	1430
Weekly Ground Training Meeting	Sq Ground Training Officers, Wg Ground Training Officer	Wing Grnd Tng Section	Fri	1600
*Traffic Review Board	As Aptd on Wg SO's	Conference Room	Fri	1500

* This regulation supersedes WR 11-10, 16 May 1956

0358

<u>EVENT</u>	<u>PARTICIPANTS</u>	<u>PLACE</u>	<u>DAY</u>	<u>TIME</u>
	<u>MONTHLY</u>			
Airmen's Call	All Airmen	Base Theatre	2nd Mon	0745
NCO Call	All NCO's	Base Theatre	2nd Mon	0915
Officer's Call	All Officers	Base Theatre	2nd Mon	0945
Flying Safety Meeting	Crew Members, Line Chiefs Flight Chiefs, Crew Chiefs	Base Theatre	2nd Mon	1115
NCO Council	Noncommissioned and Staff NCO's	Conference Room	2nd Tues	1300
***Division Parade	All Personnel	Parade Ground	3d Fri	1600
Standardization Review Board	Mg Comdr, D/Ops, Chief B-47 Standboard, Chief Tng, Staff Observer	Conference Room	4th Mon	1000
Flyaway Kit Board	D/Mat Reps and 809th ABG Representatives	Logistics Office	1st Mon after 15th	1300
Aircraft Malfunction Board	Wing Commander, Wing Staff Officers, Sq Comdr and Operations Officer	Conference Room	2nd & last Thurs	1430
Aircraft Commander Meeting	Aircraft Commander	365th Briefing Room	3d Mon	1030
Observers Meeting	All Observers	364th Briefing Room	1st and 3rd Mon	0800
Monthly Aircraft Scheduling	Sq Operations Officers, D/Ops, and D/Mat	Conference Room	Thurs Nearest 25th	1430
First Sergeants Meeting	All First Sergeants	Conference Room	o/a 28th	1300

** Traffic Review Board will be held at 0930*hours on Parade days

*** Additional selections for the Retreat parade are as follows:

<u>DUTY</u>	<u>JULY</u>	<u>AUG</u>
Troop Commander	Lt Col Swofford	
Troop Adjutant	TC will select Field Grade Adj	
Wing Commander	Major Pulley	Major Carter
Wing Adjutant	Wing Commander will select	Wing Commander will
	Wing Adjutant	select Wing Adjutant

BY ORDER OF THE COMMANDER:

OFFICIAL:

Paul D. Armentrout

PAUL D. ARMENTROUT
Major, USAF
Adjutant

PAUL D. ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION:

S, plus

110 - 305th FW O&T

WING REGULATION)
NO 11-10A

HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida 20 June 1956

ADMINISTRATIVE PRACTICES

Schedule of Recurring Events

Wing Regulation 11-10 is changed as follows.

4. RECURRING EVENTS:

<u>EVENT</u>	<u>PARTICIPANTS</u>	<u>PLACE</u>	<u>DAY</u>	<u>TIME</u>
Aircraft Commander Meeting	Aircraft Commanders	365th Briefing Room	3d Mon	0900

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

DALE D. ARMENTROUT
Major, USAF
Adjutant

CHAPTER IV

STANDBOARD ACTIVITIES (July 1956)

1. For purpose of compliance with SAC Regulation 51-4, Annex 11, Paragraph 6c, the 305th Bomb Wing Operations Plan is considered as sufficient orders in view of individual Special Orders. Crew is required to meet all scheduled periods, as well as individual written examinations, and is considered Detached Service from Squadron during Standboard Activity.

2. All crews or individuals scheduled for Standardization Activity will personally report to the Wing Standardization Board for individual briefing and indoctrination at 0800 on Friday preceding the week scheduled for Standboard Check.

3. Individual missions will be prepared by the crews with briefing at 1230 each Monday by the Standboard. For purposes of minimum requirements the following criteria is established: Pilot's Mission: 1 ITO, 2 Jet Penetration, 2 GCA, 1 Simulated Instrument letdown using airborne radar, 1 Electronics Rendezvous and Refueling for A/C and maximum refuel training for co-pilots, gunnery with a minimum of 100 rounds of ammunition fireout per gun, 1 Visual RBS run or camera scored visual attack, 1 Radar Grid leg (if not accomplished on crew proficiency mission). Crew Proficiency Mission: Complete ground check of bombing system, Day or Night Celestial Grid Navigation leg (if not completed on Pilot's proficiency Mission). For other detailed requirements, reference is made to SAC Regulation 51-4, annex 11.

STANDBOARD ACTIVITIES

Crews and Individuals selected for Standardization Board Activities will be required to report to the Wing Standardization Board at 0800 the Friday preceding the week in which their activity is to be accomplished. Bring Tech Order, Plotting equipment, Bombing Tables, Almanacs, etc.

Below is an approximate schedule of events to be accomplished during the week of Standboard Activity:

Friday	0800	Examination	(Standboard Room)
Monday	1230	Briefing for Pilot Proficiency and Crew Proficiency flights	(Standboard Room)
Monday Morning		S-6, TIA, Sp Weapons	
Tuesday		Fly Pilots Proficiency or Crew Proficiency Mission	
Wednesday		AM & PM S-6, TIA, Sp Weapons	
Thursday		Fly Pilots Proficiency or Crew Proficiency Mission	
Friday		Critique of Standardization Check.	

STANDEBOARD ACTIVITIES (July 1956)

11

STANDBY ACTIVITIES (July 1966)

NAME	SCHEDULE	EXAMINATIONS				TRAINING		EXERCISES	FLIGHTS		CRITIQUE
		PROF	EMERG	SPECIAL WEAP	GUNNTRY	S-6	T-1A	SP WEAP LOAD	PILOTS PROF	CREW PROF	
Chism						10 Jul 1600-1800					TBA
Vitko	6 Jul 1230	11 Jul 0730	11 Jul 0730	11 Jul 0730		13 Jul 1300-1500			12 Jul		"
65 Johnson	"	"	"	"		13 Jul 1100-1300			12 Jul		"
Poncar						"					"
Harriman						13 Jul 1300-1500					"
Cooke						17 Jul 0700-0900	16 Jul 1430				"
Joyce	13 Jul 1230	16 Jul 0730	16 Jul 0730	16 Jul 0730		17 Jul 0700-0900		18 Jul 1100	17 Jul	19 Jul	"
Crowder	27 Jul 1230	30 Jul 0730	30 Jul 0730	30 Jul 0730		17 Jul 0900-1100			21 Jul		"
Caldwell						17 Jul 0900-1100					"
Zimmerman	13 Jul 1230	17 Jul 0730	17 Jul 0730	17 Jul 0730						18 Jul	"
Immler	20 Jul 1230	23 Jul 0730	23 Jul 0730	23 Jul 0730		23 Jul 0700-0900		24 Jul 1100	24 Jul	26 Jul	"
Miller						" "	23 Jul 1430				"
Keller	20 Jul 1230	23 Jul 0730	23 Jul 0730	23 Jul 0730		23 Jul 0900-1100		25 Jul 1500	24 Jul	26 Jul	"
Bell						" "	23 Jul 1530				"
Rogers	20 Jul 1230	23 Jul 0730	23 Jul 0730	23 Jul 0730						24 Jul	"
Schluster	23 Jul 1230	25 Jul 0730	25 Jul 0730	25 Jul 0730					26 Jul		

12

0365

[illegible]

MONTHLY OPERATIONS AND MAINTENANCE PLAN
JULY 1956

School Quotas, Requirements, and Personnel in School

A. Quotas (Confirmed)

<u>Quotas</u>	<u>Course</u>	<u>Quota Filled</u>	<u>Rept Date</u>	<u>Duration</u>	<u>Suspense</u>
1 Indiv	Aircraft Maint Off Course OA4311	No	24 Sep 56	9 Weeks	18 Aug 56
1 Indiv	C-97 HTTU Training	Yes	6 Jul 56	8 Weeks	Completed
3 Indiv	Medium, B-47, Observer Course Nr 152120B, Class 56-O 1st Lt Richard W. Place - 365th 1st Lt Virgil H. Carr Jr. - 364th 1st Lt Roland R. Renard - 365th	Yes	10 Jul 56	28 Days	29 Jun 56
2 Indiv	Medium, B-47, Observer Course Nr 152120B, Class 56-P 2nd Lt Frank J. Rice - 366th Capt Willis C. Dean - 365th	Yes	24 Jul 56	28 Days	9 Jul 56
3 Indiv	Nuclear Weapons Delivery Course, B-47 Special Capt Tom M. Rust - 365th 1st Lt Homer G. Bonin - 365th 1st Lt George P. Mosey - 365th	Yes	1 Jul 56	5 Days	Completed
2 Indiv	Radar Target Prediction and Simulation Course Capt Merdy E. Cherry - 364th Maj Woodrow D. Bullerman - Hq Sq	Yes	2 Jul 56	18 Days	Completed
2 Indiv	Refresher for Air Weapons	No	9 Jul 56	2 Weeks	20 Jun 56
1 Indiv	Special B-47 Co-Pilot Ground Training Course 1st Lt Frank D. Chafey - 365th	Yes	12 Jul 56	29 Days	Completed
1 Indiv	USAF Survival School	No	10 Jul 56	17 Days	27 Jun 56
4 Indiv	USAF Survival School	No	17 Jul 56	17 Days	2 Jul 56
1 Indiv	Weapons Employment Planning Indoctrination	No	30 Jul 56	2 Weeks	9 Jul 56
1 Indiv	Advanced Flying School (Medium Bomb Jet B-47) and Nuclear Weapons Delivery Course B-47	No	24 Jul 56	12 Weeks	1 Jul 56

B. Requirements (Not Confirmed)

5	Indiv	Advanced Flying School, B-47	No	Jul 56	12 weeks	Requested 23 May 56
1	Indiv	Air Weapons Orientation	No	Jul 56	5 days	Requested 1 Apr 56
3	Indiv	Comdrs Radar Bomb Familiarization				
		1 for Aug 56	No	Aug 56	5 days	Requested 14 Mar 56
		1 for Nov 56	No	Nov 56	5 days	Requested 14 Mar 56
		1 for Dec 56	No	Dec 56	5 days	Requested 14 Mar 56
4	Indiv	Medium Bomb B-47 Observer Course	Yes	1st Part	29 days	Requested 7 Jun 56
		Capt Kenneth A. Brower		of August		
		Capt John C. Williams				
		Capt Bertram A. Silva Jr.				
		2nd Lt Philip R. Alker				
27	Indiv	Nuclear Weapons Delivery, B-47 Special				
		9 for Aug 56	No	Aug 56	5 days	Requested 7 May 56
		3 for Sep 56	No	Sep 56	5 days	Requested 7 May 56
		3 for Oct 56	No	Oct 56	5 days	Requested 7 May 56
		3 for Nov 56	No	Nov 56	5 days	Requested 7 May 56
		9 for Dec 56	No	Dec 56	5 days	Requested 7 May 56
		Cr. 120005				
4	Indiv	Senior Off ECM Familiarization				
		1 for FY 57	No	FY 57	2 days	Requested 1 Feb 56
		1 for FY 58	No	FY 58	2 days	Requested 1 Feb 56
		1 for FY 59	No	FY 59	2 days	Requested 1 Feb 56
		1 for FY 60	No	FY 60	2 days	Requested 1 Feb 56
2	Indiv	Staff and Comdrs Maint Mgmt Course				
		1 for Aug 56	No	Aug 56	10 days	Requested 15 Feb 56
		1 for Dec 56	No	Dec 56	10 days	Requested 15 Feb 56
6	Indiv	Staff Off ECM Familiarization				
		1 for FY 57	No	FY 57	4 days	Requested 1 Feb 56
		1 for FY 58	No	FY 58	4 days	Requested 1 Feb 56
		2 for FY 59	No	FY 59	4 days	Requested 1 Feb 56
		2 for FY 60	No	FY 60	4 days	Requested 1 Feb 56
17	Indiv	USAF Survival School Combat Survival Training				
		6 for Aug 56	No	Aug 56	17 days	Requested 28 May 56
		6 for Sep 56	No	Sep 56	17 days	Requested 28 May 56
		2 for Oct 56	No	Oct 56	17 days	Requested 28 May 56
		3 for Dec 56	No	Dec 56	17 days	Requested 28 May 56

C. Personnel In School

<u>Name</u>	<u>Grade</u>	<u>Orgn</u>	<u>Course Attending</u>	<u>Departed</u>	<u>Due Back</u>
Robert E. Bailey	Capt	365th	ABC Delivery Instructor Course - Bomber	c/a 21 May 56	c/a 18 Jul 56
Glen E. Knox	LtCol	366th	Nuclear Weapons Delivery Course B-47 Special	c/a 24 Jun 56	c/a 1 Jul 56
Fay H. Lair	Capt	366th	"	"	"
Homer H. Helton	LtCol	366th	"	"	"
Jerry B. Anderson	2nd Lt	366th	Advanced Flying School	c/a 20 Apr 56	c/a 3 Aug 56
Ralph H. Elliott	Capt	365th	Advanced Flying School	c/a 17 May 56	c/a 18 Aug 56
Philip H. Krein	2nd Lt	364th	Advanced Flying School	c/a 4 May 56	c/a 3 Aug 56
Henry A. Schluter	2nd Lt	364th	USAF Survival School	c/a 26 Jun 56	c/a 12 Jul 56
George P. Traband	2nd Lt	364th	"	"	"
Willis C. Dean	Capt	365th	"	"	"
Robert R. Haggard	Capt	365th	"	"	"
Richard L. McCluney	Capt	366th	"	"	"
Lawrence H. Duval Jr.	1st Lt	366th	"	"	"
Lambert L. Kroone	1st Lt	A.R.S.	Advanced Observer Strategic Bomb Course	c/a 8 Apr 56	c/a 31 Aug 56
Robert S. Mellor	2nd Lt	366th	USAF Survival School	c/a 25 Apr 56	c/a 8 Jul 56
Richard F. Beveridge	Capt	A.R.S.	C-97 HTTU Training	c/a 8 May 56	c/a 5 Jul 56
John M. Chapman	LtCol	A.R.S.	Advanced Flying School (Med Bomb-Transition)	c/a 19 Apr 56	c/a 18 Jul 56
George D. Finkbiner	Capt	A.R.S.	C-97 HTTU Training	c/a 20 Jun 56	c/a 7 Aug 56
Richard F. Garbowsky	2nd Lt	A.R.S.	C-97 HTTU Training	c/a 20 Jun 56	c/a 7 Aug 56
John M. Allison	1st Lt	366th	Phase II Observer Training	c/a 4 Jun 56	c/a 9 Jul 56
Paul J. Donohoe	2nd Lt	364th	Phase II Observer Training	c/a 20 May 56	c/a 19 Jul 56
Edward E. Huling Jr.	1st Lt	365th	Phase II Observer Training	c/a 4 Jun 56	c/a 9 Jul 56
Raymond D. Johnson	Capt	366th	Phase II Observer Training	c/a 4 Jun 56	c/a 9 Jul 56
Russell R. Petty	1st Lt	365th	Phase II Observer Training	c/a 4 Jun 56	c/a 9 Jul 56
William I. Wall	Capt	365th	Phase II Observer Training	c/a 4 Jun 56	c/a 9 Jul 56
Wiley E. Burris	Maj	HqSq	Weapons Employment Planning Indoctrination	c/a 9 Jun 56	c/a 26 Jun 56

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHIEF OF STAFF

MONTHLY GROUND TRAINING ORDER FOR JULY 1956

TABLE OF CONTENTS

- I GENERAL
- II BLOCK GROUND TRAINING SCHEDULES
 - A. B-47 COMBAT CREW MEMBERS
 - B. KC-97 AIR REFUELING CREW MEMBERS
- III SYNTHETIC TRAINER SCHEDULES
- IV ASSOCIATED TRAINING

I GENERALA. COMBATIVE MEASURES (Reference SAC Manual 50-24A)

1. Personnel Concerned: All Combat Crew Personnel.
2. Building T-431 - - - Telephone 29-671.
3. Schedule:

<u>DAY</u>	<u>TIME</u>	<u>LESSONS</u>
Mon, Tues, Wed	0830-0930	1-6-11
Mon, Tues, Wed	0930-1030	2-7-12
Tue, Wed	1030-1130	3-8-13
Wed, Thurs, Fri	1330-1430	4-9-14
Wed, Thurs, Fri	1430-1530	5-10-15
Mon, Tues, Wed, Fri	1530-1630	Block Training
Thurs	1030-1130	Block Training
Tues	1330-1530	Make-up
Fri	0830-1130	Make-up

4. Size: Maximum eighteen (18) students.

B. PHYSICAL CONDITIONING (Reference SAC Manual 50-24A)

1. Personnel Concerned: All Combat Crew Personnel.
2. Place: Building T-431 - - - Telephone 29-671.
3. Dates: Monday thru Friday of each week.
4. Time: 0800-0900, 0900-1000, 1000-1100
1200-1300, 1300-1400, 1400-1500
1500-1600
5. Size: Eight (8) students per period.

C. HANDGUN QUALIFICATION

1. Personnel Concerned: All airmen on flying status, all officers and other personnel whose basic weapon is the handgun.
2. Schedule: 13, 18, 20 July 1956.
3. Size: Fifteen (15) students maximum.

D. QUALIFICATION IN ARMS (Carbine)

1. Personnel Concerned: All non-flying airmen except those whose basic weapon is the handgun
2. Place: Small Arms Range - - - Telephone 28-611

I GENERAL (Continued)

D. QUALIFICATION IN ARMS (Carbine) (Continued)

3. Schedule: 0730-1000 each day. Requesting organizations will contact ABTF (telephone 31-071) at least forty-eight (48) hours in advance of desired firing date.
4. Size: Minimum of twenty (20) personnel.
Maximum of sixty (60) personnel.

E. CHARACTER GUIDANCE

1. Personnel Concerned: All Personnel.
2. Schedule: 305th Bomb Wing (M) - 9 July 1956 -
0700 - Base Theater.

F. AQUATIC SURVIVAL

1. Personnel Concerned: All rated officers and airmen on flying status must attend one (1) class per year.
2. Place: Building S-986, North Area.
3. Schedule: 0730-1130 hours each Wednesday and Friday during July.

II - A.

PHASE II B-47 BLOCK TRAINING SCHEDULE

<u>DAY</u>	<u>TIME</u>	<u>SUBJECT</u>	<u>PLACE</u>	<u>RESPONSIBILITY</u>
MONDAY	0730-1630	SPECIAL WEAPONS	Building 98	Major BURRIS
	1630-1730	COMBAT MEASURES	Building 431	M/Sgt Page
TUESDAY	0730-1730	SPECIAL WEAPONS	Building 98	Major BURRIS
WEDNESDAY	0730-1630	SPECIAL WEAPONS	Building 98	Major BURRIS
	1630-1730	COMBAT MEASURES	Building 431	M/Sgt Page
THURSDAY	0730-1030	EMERGENCY COMMUNICATIONS	MTD - Room 3	T/Sgt Etman
	1030-1130	COMBAT MEASURES	Building 431	M/Sgt Page
	1230-1430	SURVIVAL INTELLIGENCE	MTD - Room 3	2/Lt WILKINSON
	1430-1630	TACTICAL DOCTRINE	MTD - Room 3	Major VIGNETTI
FRIDAY	0730-1130	AIRCRAFT SURVIVAL	Building 981 - North Area	S/Sgt Price
	1230-1430	COMBAT MEASURES	MTD - Room 16	S/Sgt Kuntz
	1430-1630	COMBAT MEASURES	Building 431	M/Sgt Page

20

0373

II - B.

PHASE II KC-97 BLOCK TRAINING SCHEDULE

<u>DAY</u>	<u>TIME</u>	<u>CREW POSITION</u>	<u>SUBJECT</u>	<u>PLACE</u>	<u>RESPONSIBILITY</u>
MONDAY	0730-1630	AC,FLT,FE,BO	AC SYSTEM	MTD - Room 7	M/Sgt Zulkus or M/Sgt Townsend
	0730-1130	OBSERVERS	POLAR NAVIGATION	MTD - Room 9	1/Lt ENGLE or 1/Lt UMSTEAD
	1230-1430	OBSERVERS	PRESSURE PATTERNS	MTD - Room 9	1/Lt ENGLE or 1/Lt UMSTEAD
	1430-1630	OBSERVERS	CELESTIAL PROBLEMS	MTD - Room 9	1/Lt ENGLE or 1/Lt UMSTEAD
	0730-1230	RADIO OPERATORS	COMMUNICATIONS PROCEDURES	MTD - Room 14	T/Sgt Eyman
	1330-1530	RADIO OPERATORS	HI FI PROBLEMS	MTD - Room 14	T/Sgt Eyman
	1530-1630	RADIO OPERATORS	JAMMING	MTD - Room 14	T/Sgt Eyman
TUESDAY	0730-1630	ALL	SMALL ARMS RANGE		M/Sgt Stilley
WEDNESDAY	0730-1130	ALL	AQUATIC SURVIVAL	Building 981- North Area	T/Sgt Branch
	1230-1430	AC,FLT,RO	CODE and BLINKER	MTD - Room 16	S/Sgt Kuntz
	1330-1430	BOOM OPERATORS	SAC MANUALS & PUBLICATIONS	MTD - Room 7	S/Sgt Hill
	1230-1430	OBSERVERS	ELEC. TREL.	MTD - Room 9	1/Lt UMSTEAD
	1430-1630	OBSRS,BO,FE	CODE and BLINKER	MTD - Room 16	S/Sgt Kuntz

III SYNTHETIC TRAINER SCHEDULES

A. ULTRASONIC TRAINER

364th B Sq from 1230 - 1350 each duty day in July

366th B Sq from 1350 - 1510 each duty day in July

365th B Sq from 1510 - 1630 each duty day in July

B. S-13 TRAINING

364th B Sq from 0930 - 1130 each duty day in July

365th B Sq from 0730 - 0930 each duty day in July

366th B Sq from 1430 - 1630 each duty day in July

305th Wing Staff from 1230 - 1430 each duty day in July

C. INSTRUMENT GROUND SCHOOL TRAINING

Instrument school for all pilots needing cards will be held in the MTD building on the following dates:

12 and 13 July 1956

26 and 27 July 1956

D. K-IFM MOCK-UP

1. Personnel Concerned: B-47 Observers.
2. Place: Building S-448 - - - Telephone 24-191
3. Dates: Monday thru Friday.
4. Crews and Times:
 - a. Ready and Non-ready 0730-0930, 1230-1430
2 thru 15 July 1956.
 - b. Lead and Select 0930-1130
16 thru 31 July 1956.
5. Size: Minimum of three (3) students per class.
6. Instructor: Mr. Downy - - - telephone 31-001.

III SYNTHETIC TRAINER SCHEDULES (Continued)E TIA TRAINER FOR JULY 1956

2 Jul from 1130-1230 - 366th B Sq
 (Mon) from 1230-1430 - 364th B Sq
 from 1430-1630 - Stand Board - ALL

3 Jul from 1130-1230 - 366th B Sq
 (Tues) from 1230-1430 - 364th B Sq
 from 1430-1630 - 365th B Sq

5 Jul from 1230-1430 - 364th B Sq
 (Thur) from 1430-1630 - 365th B Sq

6 Jul from 1230-1430 - 366th B Sq
 (Fri) from 1430-1630 - 365th B Sq

9 Jul from 1130-1230 - 365th B Sq
 (Mon) from 1230-1430 - 364th B Sq
 from 1430-1630 - Stand Board

10 Jul from 1130-1230 - 365th B Sq
 (Tues) from 1230-1430 - 366th B Sq
 from 1430-1630 - 365th B Sq

12 Jul from 1230-1430 - 366th B Sq
 (Thur) from 1430-1630 - 365th B Sq

13 Jul from 1230-1430 - 364th B Sq
 (Fri) from 1430-1630 - 366th B Sq

16 Jul from 1130-1230 - 364th B Sq
 (Mon) from 1230-1430 - 364th B Sq
 from 1430-1630 - Stand Board

17 Jul from 1130-1230 - 364th B Sq
 (Tues) from 1230-1430 - 366th B Sq
 from 1430-1630 - 365th B Sq

19 Jul from 1230-1430 - 364th B Sq
 (Thur) from 1430-1630 - 365th B Sq

20 Jul from 1230-1430 - 366th B Sq
 (Fri) from 1430-1630 - 365th B Sq

23 Jul from 1130-1230 - 366th B Sq
 (Mon) from 1230-1430 - 364th B Sq
 from 1430-1630 - Stand Board

24 Jul from 1130-1230 - 366th B Sq
 (Tues) from 1230-1430 - 366th B Sq
 from 1430-1630 - 365th B Sq

III SYNTHETIC TRAINER SCHEDULES (Continued)E. T1A TRAINER (Continued)

26 Jul	from 1230-1430 - 364th B Sq
(Thurs)	from 1430-1630 - 366th B Sq
27 Jul	from 1230-1430 - 366th B Sq
(Fri)	from 1430-1630 - 365th B Sq
30 Jul	from 1130-1230 - 365th B Sq
(Mon)	from 1230-1430 - 364th B Sq
	from 1430-1630 - Stand Board
31 Jul	from 1130-1230 - 364th B Sq
(Tues)	from 1230-1430 - 366th B Sq
	from 1430-1630 - 365th B Sq

F. OQ RANGE

305th Bombardment Wing (M) allocated six (6) three - day quotas for the AVON PARK OQ RANGE for 11 July 1956.

IV ASSOCIATED TRAINING:A. 2-12-1942 TO 12-31-1942 JULY 1942

2 Jul	1400-1600	Johnson-Poncar
2 Jul	1600-1800	Bates-Vogt
3 Jul	1100-1300	Reckert-Peak*
3 Jul	1300-1500	Johnson-Shepard
3 Jul	1500-1700	Johnson-Shepard*
6 Jul	1400-1600	Reeves-Staley*
6 Jul	1600-1800	Waldo-Parker
9 Jul	1100-1300	Baker-Johnson*
9 Jul	1300-1500	Waldo-Parker*
9 Jul	1500-1700	Johnson-Shepard
9 Jul	1700-1900	Bates-Vogt*
10 Jul	1400-1600	Waldo-Parker
10 Jul	1600-1800	Bird-Chism*
13 Jul	1100-1300	Johnson-Poncar*
13 Jul	1300-1500	Vitko-Herriman*
13 Jul	1500-1700	Staley-Wedeman
13 Jul	1700-1900	Waldo-Parker
16 Jul	0700-0900	Ferriell-Bowman*
16 Jul	0900-1100	McCluny-Traband*
17 Jul	0700-0900	Joyce-Cooke*
17 Jul	0900-1100	Crowder-Caldwell*
17 Jul	1400-1600	Vogt-Bentz
17 Jul	1600-1800	Bowman-Peak
20 Jul	0700-0900	50-24 - - - 364th B Sq
20 Jul	0900-1100	50-24 - - - 364th B Sq
23 Jul	0730-0930	Immler-Miller*
23 Jul	0930-1130	Keller-Bell*
23 Jul	1430-1630	50-24 - - - 365th B Sq
24 Jul	0730-0930	50-24 - - - 366th B Sq
24 Jul	0930-1130	50-24 - - - 366th B Sq
26 Jul	1430-1630	50-24 - - - 365th B Sq
27 Jul	0730-0930	50-24 - - - 364th B Sq
27 Jul	0930-1130	50-24 - - - 364th B Sq
27 Jul	1330-1530	50-24 - - - 365th B Sq
27 Jul	1530-1730	50-24 - - - 365th B Sq

KODAK SAFETY

SAFE

IV ASSOCIATED TRAINING (Continued):A. B-47 SIMULATOR SCHEDULE - - - JULY 1956 (Continued)

30 Jul	0730-0930	50-24	- - -	366th B Sq
30 Jul	0930-1130	50-24	- - -	366th B Sq
31 Jul	0730-0930	50-24	- - -	364th B Sq
31 Jul	0930-1130	50-24	- - -	364th B Sq
31 Jul	1330-1530	50-24	- - -	365th B Sq
31 Jul	1530-1730	50-24	- - -	365th B Sq

B. Individuals whose names are followed by an asterisk (*) receive a Standboard check during periods indicated.

C. After the 17th of July 1956, the periods scheduled are contingent upon the S-6 trainer remaining in operation instead of being modified at the factory.

HEADQUARTERS 305TH BOMBARDMENT WING (BOMBUR)
MacDill Air Force Base, Florida

CHAPTER I

MONTHLY MAINTENANCE ORDER FOR JULY 1956

1. General.

a. This Maintenance Order presents the maintenance and flying schedule for the month of July 1956 and reflects all requirements known to the Wing at this time.

b. The maintenance and flying schedules (tail number schedules) contained in the succeeding chapters implement the flying requirements approved by the Flight Scheduling Committee, 305th Bombardment Wing (M), as directed by SAC Reg 60-9 and SAC Manual 66-3. These schedules include all known maintenance and operational tasks for July 1956.

c. This order is based upon B-47 and KC-97 operations. The available flying hours and average minimum turnaround time are contained in Inclosures 1 through 4 to this chapter.

2. Special Commitments.

a. Six (6) B-47 aircraft will be used in a special weapons loading exercise in accordance with SAC Reg 82-2. Two (2) aircraft from each squadron will be provided as indicated in the tail number schedule. Aircraft preparation will be in accordance with previous special weapons loading requirements. The loading sites, configuration, and times are as follows:

- (1) Aircraft on loading sites by 1330 hours, 17 July 1956.
- (2) Loading area secured, 1345 hours, 17 July 1956.
- (3) Loading begin at 1400 and will be completed by 1600, 17 July 1956.

Maint Order, July 56 (contd)

(h) Squadron	Site No.	Configuration
364th	2 & 4	E & E
365th	6 & 8	E & F
366th	10 & 12	F & G

b. Other special weapons loadings for compliance with SAC Reg 50-24 will be accomplished on Hardstands #44 and #45 each Tuesday.

c. The special missions on the 6th and 12th will be stream type activities which will include 11 aircraft and 13 aircraft on respective dates. There will be three spares (1 per squadron) for the 12th mission and if not used as spares they may fly on an alternate mission.

d. Nine (9) aircraft sorties will be furnished the staff personnel of the 3942d SSB for proficiency purposes in July. These sorties are so indicated in the July tail number schedules. The applicable flight line maintenance officer will personally monitor the preparation of each aircraft designated for this operation to minimize the possibility of a ground abort or cancellation.

e. KC-97 aircraft #51-184 will leave on or about 19 July for IRAN.

f. KC-97 aircraft #52-842 will return from IRAN on or about 28 July.

g. B-47 aircraft #52-492, #52-493, #52-495 and #52-497 will return during the week of 16 July.

3. Routine Requirements.

a. No sorties will be scheduled prior to 1200 hours on Mondays, except for flights to comply with the timing set forth in operations orders from higher headquarters and 1600 hours take off on Mondays of Commander's Call. These exceptions will be confirmed at each weekly schedule meeting.

Maint Order, July 56 (Contd)

b. Sorties scheduled for take-off on the second day after the last flight will take off after 1700 hours to insure two duty days between flights.

c. Normal duty hours for the month of July will be 0730-1130, 1230-1630, Monday through Friday.

d. A total of 263 sorties and 1463 hours are represented on the B-47 July tail number schedules. These schedules incorporate a confirmed 1320 flying hours, plus an 8% pad. This pad is distributed throughout the schedules and will be flown in complying with the schedules. A total of 115 sorties and 750 flying hours are scheduled for the KC-97 aircraft with 650 confirmed flying hours.

e. No deviation from the succeeding schedules will be made except as authorized by the Chief of Maintenance, and only then if additional requirements from higher headquarters so dictate. Strict consideration of the maintenance capability and program will be accomplished prior to authorizing such a change to insure minimum effect on the scheduled workload. Air crews have been scheduled to fly in their own aircraft, except for minor deviations which are indicated in the "Remarks" column of each tail number schedule.

5. Test flights following periodic inspection will be scheduled for take-offs at 1100 hours for B-47 aircraft on the day indicated by the "T" in the tail number schedule (1st scheduled day). Test flights scheduled on Monday will be scheduled for take off at 1200. Dock test take-off for KC-97's will be 1500 hours. No test hops will be scheduled on 9 July 1956 (Wing Commander's Briefing). Unscheduled test flights, e.g., those required for engine or control surface change, will normally be flown on the date

Maint Order, July 56 (contd)

indicated by the next "F" on the schedule unless otherwise directed by the Chief of Maintenance. Aircraft starting scheduled flight tests will be scheduled for take-off at the standard times on the next day indicated for flight on the tail number schedule.

6. Flights scheduled on Friday, 20 July will be scheduled so as not to interfere with the Division Parade. It is mandatory for each squadron to have 80% attendance at these parades; otherwise, the parades will be scheduled on Saturday mornings.

4 Incls
a/s

MO-57 AIRCRAFT AVAILABILITY - July 1956

5.7 Hour Sorties

Total aircraft days assigned	121
Five aircraft MOO	11
Two aircraft MOO	25
Total aircraft days available	405
Operational days in July	21
Total aircraft days available to wing in July	19
Average minimum turn around time, 200 hour cycle	2.45
Perform one periodic inspection	6
Perform eleven post flight inspections	16
Log and change status	4
Perform one fly 50 sorties	35
Miscellaneous maintenance per MOO	35
MOO Factor and operational days to fly a aircraft cycle	92.4
Days MOO	5%
Days to fly cycle	1.32
	87.70

87.73 (Days to fly inner cycle) - Days available
 35 (Days to fly outer cycle) - 2.5 minimum turn
 around time

Aircraft availability vs average minimum turn around time.

405 (Available aircraft days) - sorties available
 2.4 (Average turn around time) - 162 provided an engine
 is available

Total flying time available in July - 603 hours.

Total flying time projected in July - 650 hours.

Total sorties projected in July - 115.

Increased MOO Factor reflected above is due to the anticipated
 A-4360 engine losses and the insufficient supply of engines to meet
 replacement requirements.

NO-97

July 1956

B-29 SUPERSONIC CAPABILITIES

Projected assigned hours	151.7
Absent hours	3009
Indirect hours	2009
Total manhours available	10399

COST OF SORTIES (\$1.7 MIL)

Average Hours	
Postflight	1.5
Pre-flight	15.5
Miscellaneous	13.0
Total	30.0

CAPABILITIES

	Projected Productivity 1/H avail	Projected Sort Avail	Projected Flt Time Avail 1.1
305th MS	10399	400	661

Flying time projected for July - 650 hours.

Sorties projected for July - 115

The above figures are based on averages over the period February thru May 1956, therefore an excessive number of indirect and absent hours are reflected as created by intensive preparation for deployment and redeployment activity.

0386

B-47 FLIGHT LINE SQUADRON ASSIGNMENTS

JULY 1956

	36th BS	36th BS	36th BS	36th BS
Projected Assigned -----	12217	12217	12217	12217
Absent Hours -----	1111	1111	1111	1111
Indirect Hours -----	3027	3027	3027	3027
Total direct available hours -----	5179	5179	5179	5179

COST OF SORTIES (5.5 HOURS)

Pre-flight -----	10.1
Post-flight -----	12.2
Miscellaneous ground services -----	20.8
Total -----	43.1

CAPABILITY

	Projected Max Hours Available	Projected Sor Available	Projected Flying Time Available
36th Bomb Squadron -----	5510	72	396
36th Bomb Squadron -----	2411	24	127
36th Bomb Squadron -----	6202	79	431
Wing Total -----	14123	275	954

Total sorties projected for July - 275.

Flying time projected for July - 1500 hours.

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER II

MAINTENANCE PLAN AND SCHEDULE
364TH BOMB SQUADRON (M)

1. The 364th Bomb Squadron (M) will provide the number of sorties for a minimum of 1448 flying hours, as indicated in Inclosure No. 1.
2. Special weapons loadings will be performed with aircraft and on dates indicated in Inclosure No. 1. In addition, a special weapons exercise, in accordance with SAC Reg 82-2, will be performed on 17 July 56 which will consist of two (2) each aircraft per squadron.
3. Postflights and periodic inspections will be as indicated in Inclosure No. 1.
4. If aircraft cannot take off within two (2) hours following the scheduled take-off time (published in the weekly schedule), the mission will be cancelled.
5. TBCs will be scheduled on a day-to-day basis by Job Control and AF Form 26E must be accomplished and returned to Job Control in order to maintain an accurate accounting of TBC accomplishments.
6. Special missions for July 1956 are covered in Chapter I, this plan.

1 Incl
Tail Mbr Sched

364TH BOMB SQUADRON JULY 56 TAIL NUMBER SCHEDULE

Acft #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Remarks
Beatty																																
492																																
Dahl																																
364																																
Baker																																
341																																
Wellis																																
504																																
503																																
Tedrowe																																
189																																
Bell																																
493																																
Hunter																																
343																																
Dye																																
497																																
Cox																																
355																																
432																																
Heller																																
190																																
MacMullin																																
350																																
Hynds																																
495																																
Prout																																
502																																
Immler																																
334																																
438																																
Flts																																
Postflts																																

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER III

MAINTENANCE PLAN AND SCHEDULE
365TH BOMB SQUADRON (H)

1. The 365th Bomb Squadron (H) will provide the number of sorties for a minimum of 424 flying hours, as indicated in Inclosure No. 1.
2. Special weapons loadings will be performed with aircraft and on dates indicated in Inclosure No. 1. In addition, a special weapons exercise, in accordance with SAC Reg 82-2, will be performed on 17 July 56 which will consist of two (2) each aircraft per squadron.
3. Postflights and periodic inspections will be as indicated in Inclosure No. 1.
4. If aircraft cannot take off within two (2) hours following the scheduled take-off time (published in the weekly schedule), the mission will be cancelled.
5. TOCs will be scheduled on a day-to-day basis by Job Control and AF Forms 26E must be accomplished and returned to Job Control in order to maintain an accurate accounting of TOC accomplishments.
6. Special missions for July 1956 are covered in Chapter I, this plan.

1. Incl
All for Sched

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER IV

MAINTENANCE PLAN AND SCHEDULE
366TH BOMB SQUADRON (H)

1. The 366th Bomb Squadron (H) will provide the number of sorties for a minimum of 448 flying hours, as indicated in Inclosure No. 1.
2. Special weapons loadings will be performed with aircraft and on dates indicated in Inclosure No. 1. In addition, a special weapons exercise, in accordance with SAC Reg 82-2, will be performed on 17 July 56 which will consist of two (2) each aircraft per squadron.
3. Postflights and periodic inspections will be as indicated in Inclosure No. 1.
4. If aircraft cannot take off within two (2) hours following the scheduled take-off time (published in the weekly schedule), the mission will be cancelled.
5. TDCs will be scheduled on a day-to-day basis by Job Control and AF Forms 26E must be accomplished and returned to Job Control in order to maintain an accurate accounting of TDC accomplishments.
6. Special missions for July 1956 are covered in Chapter I of this plan.

1 Incl
Tail Nbr Sched

366TH BOMB SQUADRON JULY 56 TARI NUMBER SCHEDULE

Actr #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Remarks		
Spare		*								*						*				*1230													Crowe;10-Miller;	
357		F	PF							F						I				F	WR			(100 H									19-Knox;31-SB	
Bryan			45			*																											Angley	
491			SW			F				F		F	PF											F							F	F	Knox	
Angley																																		
333			(100 Hr							F		F				1230	82-2				F			PF		F					F		SES	
Joyce		PF								0730																								
499		100)				F				WR							F		F	PF													SES	
Arnold																																		
321			F	PF		F						F					F		PF	F				I		F					PF		Trevisani	
Spare	X	*																																
436				(501		TOC																												Howard;23-Moore
Spare																																		
445			(Dock #3	R					RU	RU																								8-Crowe;24-Kelle
Knox			*							*																								Moore;31-Upgrd
192			F							F								F		PF	F										F	PF	Robertson	
			*																															Staff
335			F																															Trevisani
Crowe																																		
184			F			F																												
Keller																																		
345			PF	F						F																								
Spare						*				1230	45																							12,18,23,30-
319						F				WR	SW																							Upgrd; 26-SES
Rob																																		
183			Mod	Mod		Mod	F	*																										Return XC Tucson
Trev										PF																								
602						F				X																								
Kleine																																		
501			F			F				PF	SES																							
Clark			*	F	*																													2,3-Barksdale
346			F	F	*					F	PF		F	WR																				13-Overnite X
Spare																																		
506			F*							F*																								
Flts	1	3	7		2	6			4	4	3	5	3				6	4	4	5	5		5	4	4	5	3		5	9				
Postflts		3	3		1	1			3	2	2	2	3				3	2	3	2	3		2	2	1	2	2		3	2				

0393

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER V

MAINTENANCE PLAN AND SCHEDULE
305TH AIR REFUELING SQUADRON

1. The 305th Air Refueling Squadron will provide the number of sorties for a minimum of 650 flying hours, as indicated in Inclosure No. 1.
2. Postflight and periodic inspections will be as indicated in Inclosure No. 1.
3. If aircraft cannot take-off within two (2) hours following the scheduled take-off time (published in the weekly schedule), the mission will be cancelled.
4. TOCs will be scheduled on a day-to-day basis by Job Control and AF Forms 26E must be accomplished and returned to Job Control in order to maintain an accurate accounting of TOC accomplishments.
5. Special missions for July 1956 are covered in Chapter I of this plan.
6. Aircraft scheduled for engine conditioning are indicated in Inclosure No. 1. This schedule will be strictly adhered to, and every effort will be made to obtain a high quality of maintenance in this area.
7. Every effort will be made to maintain thirteen (13) aircraft in commission at all times.

1 Incl
Tail Mbr Sched

305TH AIR REFUELING SQUADRON JULY 56 TAIL NUMBER SCHEDULE

Acft #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Remarks	
Adair 183					F						F	FF			SA	SA	F	WR								Engine (Conditioning)	F	FF				11-McDowell	
Richards 184				SA	SA	SA			F			F	FF			(PAS)	F															10-Sopkin	
Jenkinson 194																																	9-Staley
Stamatis 197																																	25-30-Rasz
Jones 199																																	19-Rasz; 16-Hartley, 11-Parsons
McDowell 201																																	19-Sopkin
Staley 203																																	10-Hillyer
Lane 205																																	
Godwin 231																																	9-Parsons
Culley 242																																	18-Hartley
Lansdale 270																																	9-Stamatis
Freeman 271																																	30-Parsons
Hook 837																																	
McKay 838																																	
Beerman 839																																	
Hillyer 840																																	
Parsons 842																																	
Hartley 843																																	
Swartz 642																																	
Carroll 841																																	
Flts																																	
Postflts																																	

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER VI

MAINTENANCE PLAN AND SCHEDULE
305TH PERIODIC MAINTENANCE SQUADRON

1. The 305th Periodic Maintenance Squadron will provide manning, tools, and equipment to process aircraft through the docks for periodic inspection in accordance with Inclosure Nos. 1 of Chapters II, III and IV (Tail Number Schedules) in this publication.
2. TDCs to be accomplished during periodic inspections will be scheduled during inspection planning meetings (Predock Meetings), per SIC Manual 66-15.
3. Periodic inspection test hop take-off time will be scheduled for 1100 hours for B-47 aircraft, and 1500 hours for KC-97 aircraft. The only exception to this is on Mondays when B-47 take-off time will be 1200 hours. If an aircraft cannot get off within two (2) hours following the scheduled take-off time, the test hop will be cancelled for that day.
4. Maintenance capability is outlined in Inclosures Nos. 1 and 2.
5. Every effort will be made to assist in the wing effort in maintaining thirteen (13) aircraft in commission at all times.

2 Incls

1. B-47 Maint Capability
2. KC-97 Maint Capability

B-47 PERIODIC MAINTENANCE ESTIMATION

July 1956

HOURS

Projected overhaul hours -----	11907
Project hours -----	3733
Indirect hours -----	1783
Proj. cost B-47 and mobility direct -----	1135
Dock, - B-47 2 docks will be direct -----	2211
Average overhaul per periodic insp. -----	536
Projected B-47 inspections avg. dock -----	10

B-47 2 Docks X 21 work days equal 42 dock days

42 Dock Days
 1.5 Days per B-47 Insp. - 9.33 B-47 Inspection days

9.33 B-47 Insp X 200 hour periodic equals 1866 flying
 hour support.

Sortie production capability is - 337 sorties.

Flying time projected for July - 1500 hours.

Total sorties projected for July - 270.

June 1956

KC-97

PERIODIC MAINTENANCE EVALUATION

Projected man and hours -----	17 33
Assigned hours -----	1536
Indirect hours -----	2701
Pre, Post Deck KC-97 available production -----	727
Deck, - KC-97 (one deck) available production -----	1572
Man to man hours for periodic inspection -----	516
Projected KC-97 Inspections available -----	4.3

KC-97 1 Deck X 21 days equals 21 deck days.

21 Deck Days ----- 4.7 KC-97 Inspection hours

4.7 KC-97 Inspection X 200 hour periodic equals 940 flying hour support.

Serbia production capability is 156 sorties.

Flying time projected for July - 650 hours.

Total sorties requested for July - 111.

HEADQUARTERS 305TH BOMBARDMENT WING (HEMIUM)
MacDill Air Force Base, Florida

CHAPTER VII

MAINTENANCE PLAN AND SCHEDULE
305TH FIELD MAINTENANCE SQUADRON

1. The 305th Field Maintenance Squadron will provide personnel, tools, and equipment to accomplish the necessary maintenance to meet the requirements set forth in Inclosure Nos. 1 of Chapters II, III and IV (Tail Number Schedules) in this publication.
2. Specialists to accomplish TOC's will be furnished in accordance with the schedule established by Job Control. SAC Form 26E will be issued as required.
3. Night shifts or standby will be accomplished in accordance with current SOP's.
4. Maintenance capability, by sections, is outlined in Inclosure No. 1.

1 Incl
Maint Capability

FIXED MAINTENANCE & MAJOR SUPPORT ACTIVITIES

July 1950

SHOP	PERSONNEL	TOOLING	DIRECT LABOR HRS		OVERHEAD HRS		TOTAL HRS
	ASSIGNED	AVAILABLE	PLN. WORKING	TO HRS	PLN. WORKING	TO HRS	
	2415	2415	1-1	1-1	2415	2415	2415
Gen. Repair	1777	5128	1.42		2430		2430
Instrument	3-60	2432	.10	.40	1170	250	1190
Tire	771	701	.24		380		380
Hydraulic	31.6	2187	.09	.31	755	71	826
IPA	202	1117	.07	.35	205	351	1556
Auto Repair	1075	1978	.32	.10	410	35	445
Electric	6387	5213	.90	.61	1170	416	1586
Mechanic	1-12	530	.14	.15	210	27	237
Paint	3-1	265	.04		90		90
Welding	909	6-13	.13		135		135
Drop Chute	1526	3424	.15		245		245
Sheet Metal	1712	1135	1.13	.63	1465	429	2094
CLP	1291	3410	.37		555		555
Rep. Log Shop	2714	2632		5.25		3432	3432
Drop Shop	1471	1151		.95		624	624

Increase in Direct Labor Hrs per flying hour on KC-97 aircraft in comparison with that of previous month (3.16) is due to influx of KC-97 aircraft with 1-1350-35 engine, requiring more maintenance.

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER VIII

MAINTENANCE PLAN AND SCHEDULE
305TH ARMAMENT & ELECTRONICS SQUADRON

1. The 305th Armament & Electronics Squadron will provide the necessary personnel, tools and equipment to accomplish the requirements as outlined in Inclosures Nos. 1 of Chapters II, III and IV (Tail Number Schedules) in this publications.
2. Aircraft configuration and take-off time for each sortie will be confirmed and published in the weekly schedule.
3. A special weapons loading will be conducted on Tuesday 17 July 56, in accordance with S.O. Reg 82-2. A total of six (6) each B-47 type aircraft will be involved. The sites and configurations are as follows:

<u>Squadron</u>	<u>Site</u>	<u>Configuration</u>
364th	2 & 4	E & E
365th	6 & 8	E & F
366th	10 & 12	F & G

4. Night shift or standby will be in accordance with current SOPs.
5. Harmonization of guns will be accomplished at every periodic inspection as outlined in T.O. 1B-47A-6.
6. Maintenance capability, by section, is outlined in Inclosure No. 1.

1 Incl
Maint Capability

ARMAMENT AND ELECTRONICS SQUADRON SUPPORT CAPABILITIES

July 1956

SHIP	ARMAMENT CAPABILITY	ARMAMENT CAPABILITY	ARMAMENT CAPABILITY	ARMAMENT CAPABILITY	ARMAMENT CAPABILITY	ARMAMENT CAPABILITY
<u>FLIGHT LINE</u>						
Deck Crew	10,000	7,000	1.0		5000	5000
Deck Crew	7,000	5,000	1.00	1.00	1000	2000
POC	5,000	3,000	1.00		3000	2000
Relatives	3,000	2,000	.70		1000	1000
Center	1,000	1,000	.50		750	750
DCU	1,000	1,000	.37		300	300
Auto Pilot	1,000	1,000	.50		500	500
<u>Boarding</u>						
Deck Crew	1,000	1,000	.50		750	750
Deck Crew	1,000	1,000	.50	.37	400	600
POC	1,000	700	.40		300	300
<u>Field</u>						
Deck Crew	3,000	2,000	.75		1000	1000
Deck Crew	2,000	2,000	.75	.37	750	1000
POC	1,000	1,000	.50		500	500

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

CHAPTER IX

MAINTENANCE PLAN AND SCHEDULE
809TH AIR BASE GROUP

1. The flying schedule for the 305th Bombardment Wing (Medium) for the month of July 1956 presents 270 B-47 sorties and 115 KC-97 sorties.
2. The minimum weekend work and flying are scheduled.
3. The normal working hours for the 305th Bombardment Wing (Medium) are 0730 to 1630, Monday through Friday. Monday sorties are scheduled to take off after 1200 hours, generally. Routine flying; scheduled take-offs are generally 0830-1130, and 1630-1930.
4. Special Weapons loadings will be in accordance with Inclosures Nos. 1 of Chapters II, III and IV (Tail Number Schedules) in this publication.
5. Specific Air Base Group requirements are:
 - a. Motor Vehicle Squadron:
 - (1) Provide daily dispatch of vehicles as outlined in SAC Reg 66-24.
 - (2) Provide additional vehicle support as coordinated with the Base Materiel Office.
 - (3) "Red Tag" priority maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and the Commander, 809th Motor Vehicle Squadron.
 - b. Supply Squadron:
 - (1) Normal supply support, 0730-1630, Monday thru Friday.

Ch IX, Maint Plan & Sched, 80948GP (contd)

- (2) Limited standby support at all other times.
- (3) Provide immediate delivery and/or action of all items requested via supply expeditor network.
- (4) Load and off-load ammunition and provide S¹ support in accordance with established schedule. Provide munitions alert support.

c. Operations Squadron: Provide airlift for pilot pickup of critical aircraft spares.

d. Refueling:

- (1) Normal daily requirements:

0730-1100, Mon thru Fri	3 JP-4 hydrants (B-47)
1230-2400, Tues & Thurs	2 JP-4 hydrants (B-47 SES)
2400-0730, Mon thru Fri	1 JP-4 hydrants standby
0730-2400, Mon thru Fri	2 115/145 hydrants
2400-0730, Mon thru Fri	1 115/145 hydrant standby

- (2) One JP-4 and one 115/145 hydrant on call at all times other than above.

- (3) Special missions requiring support in addition to the above will be coordinated at least 24 hours prior to execution of mission.

e. Defueling: FOL must maintain at all times one JP-4 and one 115/145 truck, and one JP-4 and one 115/145 pit for defueling.

f. Food Service: Normal support at all times.

g. Additional support will be required on the 5th and 11th of July which amounts to a maximum effort for those days and possibly a day or two following each of these dates.

MAINTENANCE
SUMMARY
FOR
JULY
1956

0405

DISCREPANCY TREND

<u>SHOP</u>	<u>FLIGHT LINE</u>		<u>DOCKS</u>		<u>SAFETY OF FLIGHT</u>	
	<u>Jun</u>	<u>Jul</u>	<u>Jun</u>	<u>Jul</u>	<u>Jun</u>	<u>Jul</u>
Autopilot	0.5	0.5	0.2	0.1	0.0	0.0
Camera	0.2	0.2	0.1	0.1	0.0	0.0
Gunnery	1.5	1.9	0.2	0.2	0.0	0.0
K System	2.7	2.1	1.3	0.8	0.1	0.0
Radar	1.1	0.8	0.9	0.4	0.0	0.0
Radio	3.2	3.4	2.3	1.4	0.0	0.0
Weapons	1.2	1.8	0.3	0.3	0.0	0.0
Electrical			3.8	3.6	0.0	0.3
Hydraulics			3.8	2.0	0.3	0.0
IFR			0.8	0.4	0.0	0.0
Instruments			2.1	1.4	0.2	0.1
Sheet Metal			0.0	0.0	0.0	0.0
Props & Miscellaneous			1.9	1.7	0.1	0.0

This information compiled from Quality Control statistics.

Overall tendency shows a downward movement in the docks and safety of flight, which is very satisfactory. Flight line A&E discrepancies showed a 0.3 upward movement. Perfection in all of these systems is next to impossibility, but we must strive for a consistently low average. The systems showing the higher average should attempt to lower their figures.

QUALITY CONTROL DISCREPANCY REPORT
(All figures are averages)

<u>A&E SHOPS</u>	<u>DOCKS</u>	<u>FLIGHT LINE</u>
Auto-pilot	0.0	0.5
Camera	0.3	0.1
Gunnery	0.3	2.0
K System	0.7	1.9
Radar	0.2	0.4
Radio	1.5	2.4
Weapons	0.2	0.9
ECM	0.3	0.9
Average	0.4	1.1

PERIODIC INSPECTIONS (APG and Engines)

<u>DOCKS</u>	<u>AVERAGE</u>	<u>SAFETY BY FLIGHT</u>
#1	13.0	0.0
#2	24.0	1.0
#3	20.5	3.0

FMS SHOPS

Electric	3.7	0.0
Hydraulic	4.7	0.0
Instrument	1.0	0.0
IFR	0.3	0.0
Sheet Metal	0.0	0.0
Miscellaneous	1.2	0.0
Average	1.8	0.0

FLIGHT LINE INSPECTIONS

364th Bomb Sq	18.3	1.3
365th Bomb Sq	19.5	0.5
366th Bomb Sq	24.2	1.6
Air Refueling Sq	27.0	1.3
Average	22.2	1.2

DISCREPANCY TREND

<u>PERIODIC MAINTENANCE</u>	<u>AVERAGE PER DOCK</u>		<u>SAFETY OF FLIGHT PER DOCK</u>	
	<u>Jun</u>	<u>Jul</u>	<u>Jun</u>	<u>Jul</u>
Dock #1	22.5	16.0	0.5	0.0
Dock #2	12.0	12.5	1.0	1.7
Dock #3	24.4	12.5	0.3	0.3
A & E	11.4	7.2	0.0	0.0
FMS	<u>11.5</u>	<u>9.1</u>	<u>0.5</u>	<u>0.2</u>
Dock Averages	16.4	11.5	0.5	0.4

<u>ORGANIZATION</u>	<u>AVERAGE PER ACFT</u>		<u>SAFETY OF FLIGHT PER AIRCRAFT</u>	
	<u>Jun</u>	<u>Jul</u>	<u>Jun</u>	<u>Jul</u>
364th Bomb Sq	27.9	26.8	0.7	0.8
365th Bomb Sq	27.3	27.4	1.5	2.2
366th Bomb Sq	20.3	26.3	0.6	1.3
A & E	21.8	22.4	0.0	0.0
Air Refueling Sq	<u>29.4</u>	<u>30.2</u>	<u>0.8</u>	<u>1.2</u>
Wing Averages	25.3	26.6	0.7	1.1

This information compiled from Quality Control statistics.

Periodic Maintenance docks had a large 4.9 drop in averages, and a small 0.1 in safety of flights, which is the desired movement.

Flight line organizations showed an increase in both averages and safety of flights. They should take a good look into their setup and reverse this trend immediately.

AIRCRAFT STATISTICS - JULY 1956

	<u>364th</u>	<u>365th</u>	<u>366th</u>	<u>B-47 305BW</u>	<u>ARS</u>	<u>Total</u>
Asgd Hrs	9919	12131	12195	34245	13010	47255
Incom Hrs	8026	9933	10165	28124	10165	38289
Incom Rate	80.92	81.88	83.35	82.13	<u>78.13</u>	81.00
AACP Hrs	0	0	0	0	0	0
AACP Rate	0	0	0	0	0	0
AOCM Hrs	1893	2198	2030	6121	2945	8960
AOCM Rate	19.08	18.12	16.65	17.87	21.67	18.97
Hrs Flown	517:55	578:55	579:20	1577:10	698:25	2375:35
Av Hrs per A/C	39:40	35:30	34:45	36:30	39:55	37:25
Util Rate	6.58	5.83	5.61	5.96	6.87	6.20
Serties	94	93	103	300	112	412
Acft Poss	16	16	17	47	18	65
Av A/C Poss'd	13.3	16.3	16.4	45.0	17.5	63.5
ANFE Rate	0	0	0	0	0	0

HERE'S HOW OUR ENGINE TIMES RAN:

<u>J-47-25</u>	<u>R-4360</u>
Over 900 hours -- 8	Over 900 hours-- 1
800 to 900 ----- 15	700 to 750 ----- 1
700 to 800 -----101	600 to 700 ----- 2
600 to 700 ----- 87	500 to 600 ----- 5
500 to 600 ----- 33	400 to 500 ----- 5
400 to 500 ----- 12	300 to 400 ----- 11
300 to 400 ----- 11	200 to 300 ----- 14
200 to 300 ----- 11	100 to 200 ----- 14
100 to 200 ----- 12	0 to 100 ----- 19
0 to 100 ----- 4	
Total--294	Total-- 72

Seven (7) jet engines were changed in July:

- 2 - Foreign object
- 4 - Compressor damage
- 1 - Outer band failed

<u>Average time</u>	<u>2AF Average</u>	<u>Effectiveness</u>
402 hours	340	118%

Seven (7) reciprocating engines were changed in July:

- 5 - Internal failures
- 1 - Hole in cylinder
- 1 - Excessive maintenance

<u>Average time</u>	<u>2AF Average</u>	<u>Effectiveness</u>
335 hours	458	73%

Our engine change experience for July indicates one jet engine change for every 240 flying hours; and every 100 flying hours a reciprocating engine was changed.

Average cost per engine change:

<u>Type</u>	<u>Manhour Cost</u>	<u>Dollar Cost</u>
Reciprocating	35	\$43.75
Jet	12	15.00

SORTIE AND FLYING HOUR EFFECTIVENESS

	<u>364th BS</u>	<u>365th BS</u>	<u>366th BS</u>	<u>ARS</u>	<u>Wing Total</u>
Average number of aircraft possessed	13.3	16.3	16.4	17.5	63.5
Sorties programmed	78	96	96	115	385
Sorties flown	94	98	108	112	412
Effectiveness	121%	102%	113%	97%	107
Actual length of sortie	5.7	6.0	5.6	6.4	5.9
Proj length of sortie	5.4	5.4	5.4	5.3	5.4
Effectiveness	106%	111%	104%	123%	109
Flying hours programmed	434	530	536	650	2150
Hours flown	528	579	570	698	2375
Effectiveness	122%	109%	106%	107%	110

The sorties and flying hours programmed include the 10% Pad.

COST PER FLYING HOUR

<u>Organiza- tion</u>	<u>Direct M/Hrs Expended</u>	<u>Manhours per Flying Hour</u>	<u>Dollars per Flying Hour</u>	<u>Total Cost in Dollars</u>
364th BS	5703	10.8	\$13.50	\$ 7,135.00
365th BS	6368	11.1	13.98	7,960.00
366th BS	6760	11.9	14.88	8,450.00
ARS	8826	12.6	15.75	11,032.50
A&E	28,475	12.0	15.00	35,593.75
FMS	24,735	10.4	13.00	30,918.75
PMS	7038	3.0	3.75	8,797.50
Wing Total	87,910	37.0	\$46.25	\$109,887.50

"A manhour is worth \$1.25 regardless of rank."

UTILIZATION EFFECTIVENESS

	D I R E C T			A V A I L A B L E			I N D I R E C T			N O N A V A I L A B L E		
	July	2AF Av	Effect- iveness	July	2AF Av	Effect- iveness	July	2AF Av	Effect- iveness	July	2AF Av	Effect- iveness
364th	60%	54%	111%	71%	73%	97%	40%	46%	115%	26%	27%	96%
365th	59%	54%	109%	78%	73%	107%	41%	46%	112%	22%	27%	123%
366th	65%	54%	120%	80%	73%	110%	36%	46%	128%	20%	27%	135%
ARS	66%	--	--	79%	--	--	34%	--	--	21%	--	--
A&E	64%	33%	168%	74%	71%	104%	36%	62%	172%	26%	29%	112%
FMS	54%	44%	123%	71%	64%	111%	46%	56%	122%	25%	36%	144%
FMS	64%	43%	149%	63%	72%	88%	36%	57%	158%	37%	28%	76 %
Hq	--	--	--	82%	--	--	100%	--	--	10%	--	--
Total Wing	58%	48%	121%	73%	71%	103%	42%	52%	124%	25%	29%	116%

In Direct and Available, 100% or above effectiveness is comparable with or above the Second Air Force average.

In Indirect or Non-Available, 100% or above is comparable with or below the Second Air Force average.

PRODUCTIVE INDIRECT, NONPRODUCTIVE INDIRECT AND NON-AVAILABLE, 305BW
JULY 1956

The following breakdown is presented to aid supervisors to more capably monitor the assignment of maintenance personnel. Figures represent average men per day, eight hours per day, 21 work days per month. Where manhours, expenditures average less than 0.1 (1/10) man per month, figure is omitted as negligible.

Productive Indirect

	<u>Hq Sq</u>	<u>364th</u>	<u>365th</u>	<u>366th</u>	<u>ARS</u>	<u>A&E</u>	<u>FMS</u>	<u>FMS</u>
Supervision	7.6	7.2	9.3	11.1	7.4	20.2	26.1	5.1
Clerical	11.2	2.5	2.1	1.6	1.7	16.3	10.2	1.9
Stock Chasing	2.0	0	0	.2	2.2	.3	6.2	2.7
Tool Supply 263	0	3.0	2.7	2.3	1.6	1.2	2.8	1.0
Veh & Equip Oper	0	3.4	2.9	1.6	4.5	5.4	8.4	1.8
Qual Control Insp	3.7	0	0	0	0	0	0	0
AC Qual Cont Insp	6.3	0	0	0	0	0	0	0
AMSB Operation	4.1	0	0	0	0	0	0	0
Cleaning & Policing	0	.5	.6	.2	.4	.7	3.6	2.3
Pack Crate, not acft	0	0	0	0	0	.4	0	0
Mobility	3.4	2.2	.8	.9	2.9	23.1	21.6	4.9
Maint/Sft Meet	0	.1	.4	.1	.2	.7	.1	0
Acft Security Guard	0	1.4	3.3	1.8	0	0	0	0
Standby alert	0	1.1	1.4	2.1	5.0	9.7	17.6	.4
Plt & Equip	0	.1	0	0	1.1	1.4	9.1	1.6
Training OJT	1.6	.2	1.6	.5	0	6.6	12.2	.1

Nonproductive Indirect

	<u>Hq Sq</u>	<u>364th</u>	<u>365th</u>	<u>366th</u>	<u>ARS</u>	<u>A&E</u>	<u>FMS</u>	<u>FMS</u>
Lag time parts	0	0	0	0	0	5.9	.1	0
Lag time equip/tools	0	.2	0	0	0	.3	.4	0
Lag trans to job	.1	0	0	0	0	.8	.2	0
Lag trans from job	.1	0	0	0	0	.8	0	0
Lag work assign/inst	0	0	0	0	.2	3.9	4.0	.4
Lag await assistance	0	.1	0	.1	0	.1	0	0
Lag power on/off	0	0	0	0	0	.3	0	0
Lag sec base alert	0	.1	.9	.3	0	.7	1.2	1.2
Lag weather	0	0	0	.1	0	1.4	.3	.1

Non-Available

	<u>Hq Sq</u>	<u>364th</u>	<u>365th</u>	<u>366th</u>	<u>ARS</u>	<u>A&E</u>	<u>FMS</u>	<u>FMS</u>
Leave	2.3	2.3	5.6	3.5	10.3	30.4	21.6	7.6
Pass written	.8	.4	.6	.1	.1	2.3	1.7	.6
Excused from duty	.9	1.1	1.8	1.5	.8	15.5	9.1	12.3
Sqdn duty	1.1	3.6	2.9	3.4	1.9	14.1	19.4	3.4
Medical outpatient	.2	0	.1	.1	.2	1.0	1.0	.2
Hospital confinement	0	1.3	0	0	.7	1.8	2.8	.6
Medical (other)	0	.2	.3	.2	.1	1.2	1.7	.3
TDY	1.8	9.3	2.9	2.0	2.8	7.6	7.6	1.2
AWOL (confined)	0	0	0	0	.1	.2	.1	0
Military training	.9	.4	.2	.8	.6	3.7	5.4	2.4
Loaned non rpt acty	0	0	1.1	0	.9	1.0	1.0	.9
Compensatory time off	.4	1.0	.1	1.9	.4	6.3	13.1	2.4

Supervisors desiring additional information regarding Maintenance Personnel Utilization, or who may require a special study concerning Personnel Utilization problems within their activity, should feel free to contact the Production Analysis Section at any time.

SUPERVISION

<u>Sq</u>	<u>Supervision Manhrs</u>	<u>Man Equivalent</u>	<u>Assigned Manhours</u>	<u>Man Equivalent</u>	<u>Ratio Super to Assigned</u>
364th	1,208	7.2	11,653	69.4	1 to 9.6
365th	1,554	9.3	11,641	69.3	1 to 7.4
366th	1,867	11.1	11,392	67.8	1 to 6.1
ARS	1,236	7.4	14,929	88.9	1 to 2.0
A&E	3,392	20.2	55,173	328.4	1 to 16.7
FMS	4,369	26.0	57,243	340.7	1 to 13.1
PMS	865	5.1	14,703	87.5	1 to 17.2
HQ	1,275	7.6	7,897	47.0	1 to 6.2
Total	15,766	93.8	184,631	1099.0	1 to 11.7

OVERTIME

<u>Sq</u>	<u>Overtime</u>	<u>Compensatory Time Off</u>	<u>Excused from Duty, & Pass</u>	<u>Difference</u>
364th	1,253	175	244	+ 834
365th	1,707	16	397	+ 1294
366th	1,538	315	278	+ 945
ARS	1,657	62	152	+ 1443
A&E	3,579	1,051	2990	- 462
FMS	3,511	2,201	1896	- 586
PMS	972	397	2145	- 1570
Hq	349	63	290	- 4
Total	14,566	4,279	8391	+ 1896

<u>Percent Overtime of available</u>	<u>364th</u>	<u>365th</u>	<u>366th</u>	<u>ARS</u>	<u>A&E</u>	<u>FMS</u>	<u>PMS</u>	<u>Hq</u>	<u>Total</u>
	13%	16%	14%	12%	8%	7%	9%	5%	10%

+ Manhours - Squadrons expending more overtime than they had time off under Codes 52, 41, and 42.

- Manhours - Squadrons having more time off under Codes 52, 41, and 42 than they had overtime.

HOW COME ???????

During July,

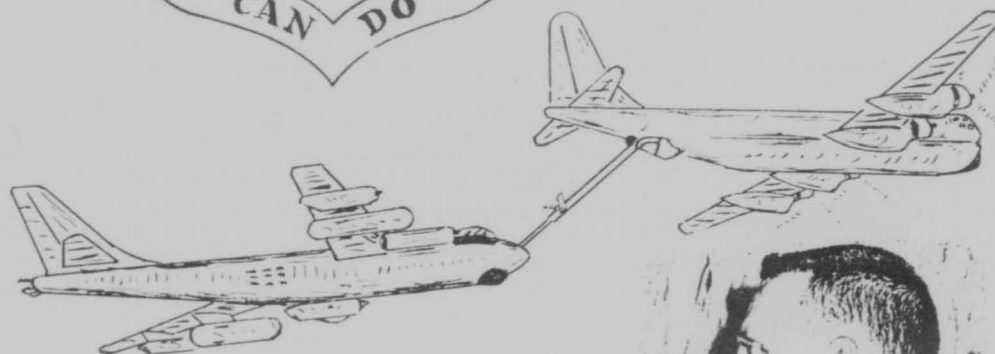
- Every squadron reported some overtime for non-available codes??
Note: There were 2.3 manhours reported in the Wing, 38 of which were Code 52 (Compensatory time off for overtime).
- The 364th BS, 365th BS, and Field Maintenance reported a total of 273 manhours under Code 13 (Cold Weather Operation)???? Could it be this Florida weather??
- The 366th BS reported 6.5 manhours for Prop Change????
- The 305th ARS reported 8 manhours for Canopy Change????
- The flight line squadrons, including ARS, reported time for predock in-dock, and post-dock??? A total of 368 manhours in the four squadrons. NOTE: Any time flight line personnel do dock work, their time card should show loaned to the dock.
- ASE reported 34.5 manhours in Codes 07 (Pench Check) and 08 (In Shop Repair)???? NOTE: Directives state Codes 07 and 08 will not be used by ASE.
- Some supervisors borrow men and then allow these men to show excused from duty on their time cards???? Why borrow men if they are not needed????
- PMS reflected 8 manhours for engine tear down on Form 48 Work Order
- PMS show 2.5 manhours for TOC on Form 48 Work Order.
- Some supervisors certify time cards, not showing Code 06 (Cannibalization) as required, yet cannibalization authorizations on file in Maintenance Control show 33 B-47 and KC-97 cannibalizations effected during July???
- ARS did not reflect any Code 11 (Fire Guard)????
- ASE reflected 8 manhours on time cards for Prop Change????
- ASE show 2 manhours on Jet Engine Change?????
- ASE show 6 manhours on Form 48 Work Order for engine buildup????
- The 364th can service about 1 million gallons of fuel in about 1/2 the time it takes the other squadrons to service the same amount??

WE WOULD LIKE TO BELIEVE ALL THESE ERRORS WERE MADE BY THE MACHINE ROOM.....

NUT & BOLT



305TH BOMB WING
(MEDIUM)



WING
MAINTENANCE MAN
OF
THE MONTH

JULY '56



T/SGT JAMES H. GRANT
305TH BOMB WING

0416

"NUT & BOLT"

A maintenance bulletin published monthly as directed by the Chief of Maintenance, 305th Bombardment Wing (Medium), MacDill Air Force Base, Florida; assembled and distributed by the Maintenance Standardization Branch, by authority of Wing Regulation 5-7, dated 24 Feb 55.

JULIAN M. BLEYER
Colonel, USAF
Commander

LT COL WILLIAM A. UTLEY
Director of Materiel

MAJOR NORMAN I. RADYN
Chief of Maintenance

CAPTAIN JOS. B. ROCHELLE
Director

M/SGT ROBT. W. BUCHNER
Editor

M/SGT THOMAS E. BOOTH
Mineographer

MRS. ANNE K. EATON
Typist

COVER PAGE BY BASE REPRODUCTION SECTION

Distribution of the "Nut & Bolt" is made to all commanders and units of the 305th and 306th Bombardment Wings, and to various commanders of MacDill Air Force Base. Additional copies will be furnished upon request. All personnel are encouraged to submit items of interest for publication to the Editor, Maintenance Standardization Branch, 305th Bombardment Wing (Medium), Extension 39-411.

The purpose of the "Nut & Bolt" is to inform maintenance personnel in all matters which are considered beneficial to the success of the assigned mission; the ultimate aim and intent being to increase maintenance efficiency by publicizing accepted, standard maintenance practices which contribute to high quality maintenance; also to publish articles of interest in leadership, management, safety, morale, and esprit de corps.

TRAFFIC VIOLATIONS

MacDill commanders are getting fed up with the numerous traffic violations, both off and on base, and if they don't come to a sudden halt, all of us are going to have to pay the penalty. In the words of Colonel Bleyer, 305th Bomb Wing commander, "I like MacDill as a duty station, the working hours, and the surrounding area, but if the traffic violations and accidents don't start a downward trend, Colonel Emrick, 6th Air Division commander, will have to take preventive measures".

In the Second Air Force standings, MacDill is No. 2 -- FROM THE BOTTOM -- need any more be said?

KODAK 84

THE "NUT & BOLT" TAKES GREAT PRIDE IN BEING IN A POSITION TO EXPRESS A WORD OF WELCOME TO OUR NEWLY ASSIGNED COMMANDER, COLONEL JULIAN M. BLEYER.

COLONEL BLEYER IS NO NEWCOMER TO THE 305TH BOMB WING. HE WAS PREVIOUSLY ASSIGNED AS THE DEPUTY WING COMMANDER BEFORE BEING ELEVATED TO THE POSITION OF WING COMMANDER.

WE WISH, ALSO, TO EXPRESS OUR REGRETS IN THE REASSIGNMENT OF OUR FORMER COMMANDER, COLONEL FRANK KURTZ. WE ARE SURE THAT ALL MAINTENANCE PERSONNEL WILL JOIN US IN WISHING COLONEL KURTZ CONTINUED SUCCESS IN HIS CAREER AND MANY HAPPY LANDINGS IN THE FUTURE.

WE HOPE THAT COLONEL BLEYER WILL AVAIL HIMSELF OF THE "NUT & BOLT" IN ANY WAY THAT HE FEELS IT WILL HELP THE 305TH BOMB WING TO PERFORM ITS MISSION IN A SUPERIOR MANNER.

THE EDITOR.

CREW OF THE MONTH

CERTIFICATE:

Be it known that personnel who have been chosen for the Crew of the Month have demonstrated outstanding technical capabilities and perseverance in the performance of their assigned duties.

By their ability and performance, they have materially aided the progress and development of the mission assigned this command. By this token, these personnel are encouraged to continue performance of their duties and to impart to all others the benefit of their experience.

JULIAN M. BLEYER
Colonel, USAF
Commander

B-47 FLIGHT CREW OF THE MONTH

AC - Major Harold P. Dye
P - 1/Lt Oswald E. Barnes
O - Major Donald K. Kleiner

KC-97 FLIGHT CREW OF THE MONTH

AC - Captain Francis M. Richards
P - 1/Lt Michael C. Freeman
N - 1/Lt Donald R. Dewing
FE - M/Sgt Robert N. Pierce
RO - A/1C Leonard A. Cousino
BO - M/Sgt Charles A. Fahrney
BO - A/1C Marvin D. Saville

MAINTENANCE MEN OF THE MONTH

This headquarters has established a program for selection of outstanding maintenance personnel. A board of NCO's has been designated to select those personnel who have performed outstanding duties, and award them with the distinction of being the Maintenance Men of the Month.

The following named personnel, who have been chosen by the Board, were recommended by their respective squadron commanders as being the outstanding maintenance men within their squadrons. Upon review of these recommendations, the Wing Selection Board selected the following named personnel as being the best maintenance men assigned to the Wing for the month of June 1956:

WING MAINTENANCE MAN OF THE MONTH	T/SGT JAMES B. GRANT, FMS
B-47 CREW CHIEFS	S/SGT MICHAEL W. SCHROEDER, 364BS A/1C JOHN G. STROUD, 365BS S/SGT GEORGE W. MULLINS, 366BS
B-47 POSTFLIGHT MEN	A/2C RICHARD P. MACDONALD, 364BS A/1C WILLIAM E. SCARBERRY, 365BS A/2C JOHN H. STREICHERT, 366BS
FMS MAINTENANCE MAN OF THE MONTH	T/SGT JAMES B. GRANT, FMS
FMS MAINTENANCE MAN OF THE MONTH	A/2C CLIFFORD M. CLANTON, FMS
A&E MAINTENANCE MAN OF THE MONTH	A/1C JAMES R. AYERS, A&E
KC-97 CREW CHIEF	S/SGT JOHN E. MITCHELL, ARS
KC-97 POSTFLIGHT MAN	A/2C JIMMIE FARRIS, ARS

305TH FIELD MAINTENANCE SQUADRON
305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base, Florida

305-FMSC

21 June 1956

SUBJECT: "Field Maintenance Man of the Month"

TO: Commandet
305th Bombardment Wing, Medium
MacDill Air Force Base, Florida

T/Sgt James B. Grant, AF 14266803, since being assigned to the 305th Sheet Metal Shop, has held the supervisor's capacity of the Flight Line, Night Shift, and the Shop Sheet Metal Sections.

During the time T/Sgt Grant supervised the Sheet Metal Flight Line crews, he was in direct supervision of nine Airframe repairmen. He constantly assisted the personnel of the bomb squadrons in the performance of their missions, and the manner he approached any task was of the greatest concern to him. His attitude, while in this position, created in the men he directed a willingness to accomplish the jobs in keeping with the high standards as set forth by the 305th Bomb Wing and the Air Force. His hours in this position were often long, but his daily ambition to see the job done right was always foremost in his mind.

During the time T/Sgt Grant was supervisor of the night shift sheet metal section, his duties were often varied. His performance in this position often assisted this Wing in the maintaining of the tail number schedule as no aircraft aborted a mission for lack of sheet metal repairs. His thorough knowledge of the type aircraft assigned this Wing was complete when he was assigned as supervisor of the Sheet Metal night crew.

T/Sgt Grant has been the supervisor of the Shop Sheet Metal crews for the past five months. During this time there has been a marked improvement in the attitude of his assigned personnel, thereby an improvement has also been shown in the type of repair maintenance performed by those working in his section. His willingness to accept the orders of his superiors and the manner in which he carries them out is always first in his endeavors. The men directly assigned to him have grasped the meaning of our mission, and the manner they perform their duties is in keeping with the high standards of this Wing and the Air Force.

Of all the persons the undersigned has considered for the Field Maintenance Man of the Month, T/Sgt Grant is, in my mind, the most qualified for this award.

J. S. DANIELL
Captain, USAF
Commander

5

0421

GROUND POWER UNIT FIRE

SAC message DM488-12 51559, 21 Jun 56: "Another incident involving a generator set and an aircraft resulted in damage to the aircraft by a fuel fed fire. This incident is attributed to inadequate daily inspection and improper operation. Moisture was allowed to collect and freeze thereby cracking compensator assembly P/N C 2569-G1 Vindex 65, Figure 21, T.O. 35C2-3-23-14. Inspection of heaters is set forth in Sec V Paragraph 5-51 thru 5-56 T.O. 35C2-3-23211. Apparently the heater control switch located on the panel was placed in the "on" position. This actuated valve assembly solenoid P/N B2319-T3 Index 55, Figure 21, T.O. 35C23-23-14 and allowed fuel to enter compensator assembly and subsequently following slope of ramp underneath the aircraft. The generator set was being used even though it was running rough and backfiring. This produced fluctuating voltage which is entirely unsuitable for checking communications and electronic equipment. From the incident report we cannot determine the exact sequence of happenings, however, it is believed that the leaking fuel from the generator set was ignited by hot carbon particles expelled by the engine due to the back firing during operation and/or a backfire caused by the sudden shut down procedure. This incident again points up the fact that maintenance and operation personnel must be thoroughly indoctrinated in maintenance procedures. SAC Manual 66-6 specifically states that ground powered equipment will not be reported as available for dispatch until such time as satisfactory operation is assured. Further, the operator is responsible for discontinuing the use of a malfunctioning piece of ground powered equipment and reporting this condition to the ground powered equipment shop. In the interest of increasing the margin of safety T.O. 35C2-3-1-528, 25 Jul 55, "Lengthening of Power Cable for C-21 Series, C-22 Series, A-3 Series, and C-26 Series Generator Sets" was published by SMAMA. Immediate action will be taken to requisition above kits and compliance with T.O. will be effected immediately upon receipt of this msg. Until such time as cables are lengthened every precaution will be taken to insure safe operation of generator sets. We are taking action with WADC and SMAMA in attempt to develop and procure a suitable spark arrestor for ground power equip. It is requested that the contents of this msg be brought to attention of maint and responsible operating personnel for ground powered equipment. **"

MAINTENANCE MAN OF THE MONTH

With the increased emphasis of the selection of the maintenance man of the month by Major Radin, Chief of Maintenance, and at the suggestions of the squadron commanders, the following criteria has been set as a guide.

All airmen nominated by the squadrons as their maintenance airmen of the month are eligible for the selection of Wing Maintenance Man of the Month. The Wing Maintenance Man of the Month is selected by a board consisting of all line chiefs, or their representatives, and the NCOIC of AMSB. All airmen nominated by their squadrons must meet this board before they can be considered to be nominated Wing Maintenance

Man of the Month. The questions will consist of general knowledge dealing mostly with the chain of command, job knowledge, SAC Manuals, Tech Orders, and general information. The nominees will be judged not only on the above but also hygiene, military manner, and appearance.

In being selected Wing Maintenance Man of the Month not only will the airman derive a lot of personal satisfaction and publicity, but it will help out the billfold. Some of the awards are a \$25.00 War Bond; a weekend at the beach with the normal bills paid, including your family; two weeks free ducats at a local drive-in movie; and other benefits.

These ain't to be sneezed at so we are getting very choosy who is selected as the Wing Maintenance Man of the Month. As you can see, this is a pretty good deal and it won't hurt you to get on the ball and stay there, because YOU could be the next one.

INCIDENT REPORT OF PARACHUTE SHOP

WHAT HAPPENED? The Parachute Shop received some parachute assemblies, Type 17-390B, used with the "Gibson Girl" radios for the six month inspection and repack. In the process of inspection it was discovered that three suspension lines were cut and removed from one of the parachutes.

WHAT DID YOU DO ABOUT IT? Notified the Branch Chief for further investigation and dissemination of this incident.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Bring this type of incident to the attention of all personnel.

(NOTE: The guilty party who cut and removed these suspension lines may not realize it, but he is flirting with a full time investigation by the FBI, CID, and other departments who definitely do not conduct their investigations in a humorous phase. This "Gibson Girl" radio is emergency equipment and if a downed crew does not have it when they need it, they could be in a desperate situation. For what reason these lines were cut, I do not know but I do know YOU had better keep your hands off - that is unless you have plenty of time to think things over in a Federal penitentiary.)

RECORDING OF SPECIAL WEAPONS RINGOUT IN DD FORM 781-2

2AF message DM4E1 3512, 15 Jun 56: " ** This message in three parts: Part I. To standardize procedure and eliminate failure to make proper entry and/or failure of crew chief to bring entry forward, the following procedure will be used: A. The word "ringout" will be placed in the blank space below the word "periodic" in Block 11 of the

DD Form 781-2. The word "ringout" will be interpreted to include correctness of installed configuration as well as electrical ringout of IFM and IFC equipment and will be followed by the numerical code provided in SAC Regulation 66-13, 27 Apr 56, indicating type of configuration installed. B. Date of completion of current ringout and due date for re-accomplishment will be entered in appropriate spaces of Block 11. Present ringout is based on 72 hour limit. Therefore, entry under "completed" and "due" should be made with date time group and month. Failure to re-accomplish within 72 hours will result in a red dash entry and an exceptional release. This should impose no hardship since rated officer participating as crew member on concerned flight is authorized to make the exceptional release. C. Crew chiefs will be briefed to bring this entry forward when making out the new days DD Form 781. Part II. Ringout will be performed regardless of mission requirements so as to insure operational readiness of system. Part III. SAC directs this message be placed in MIF and remain in effect until technical order change is received in the field. **".

MAIN LANDING GEAR DOOR RIGGING

Unclassified 2AF message DM4F1 0413, dated 3 Jul 56, is quoted for your information:

"This hq is concerned over the continuance of incidents wherein forward main landing gear doors on the B-47 are lost or damaged in flight. As the result of a thorough investigation by OCAMA and Boeing, the rigging procedures on the doors have been revised. Since the basic factor involved in these incidents has been improper preload on the forward main landing gear door actuator combined with air loads imposed on the doors during flight, request you take positive action to insure units of your command are complying with portions of the -2 handbook which call for preload check of the doors during rigging. All personnel engaged in wheel well door adjustments should be thoroughly familiar with paragraphs 2-44 and 2-45, Section II, of Technical Order IB-472-2-4. Short cuts should not be used when making door or latch adjustments."

(NOTE: There have been numerous messages, letters, TWX's, and every other form of communication covering this same subject. Evidently someone, somewhere, just can't read or hear when this subject is brought up. We have had a continuing project on landing gears and doors trying to keep this type of incident to an absolute minimum. Before you attempt any rigging or adjustment of the landing gear doors, read and reread the Tech Orders covering the doors. Call M/Sgt Mitchell, AMSB, Extension 39-411, every time your aircraft goes up on the jacks or has landing gear door adjustment, and he will assist you in every way possible.)

INCIDENT REPORT OF A/IC F. E. WALLACE, 365TH BOMB SQ

WHAT HAPPENED? Aircraft completed a flight Friday nite and was closed for the weekend. Crew chief discovered on Monday's inspection that the pitot tubes and windshield heat switch had been left in the "on" position.

WHAT DID YOU DO ABOUT IT? Placed the switches in the "off" position.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Just a friendly reminder to everyone concerned! If the power had been applied before these items had been checked, a windshield and both pitot tubes could have burned out. This would have amounted to many manhours and dollars being wasted.

(NOTE: "Nut & Bolt" is glad to point to another crew chief who is on the ball. Airman Wallace was pointing to the dollar standpoint. We will point to the fact that one of our combat ready aircraft could have been grounded unnecessarily. Even in that short time the big whistle could have blown. Let's all watch these little things and take care of the big ones as they come along.)

KC-97 SAFETY OF FLIGHT SUPPLEMENT

SAC message DOTRPP 51034, 19 Jun 56: "OCAMA message OCMTAB-2-6-123E, dated 13 Jun 56 is quoted for necessary action:

"These are interim safety of flight supplements interim technical orders 1C-97A-1W, 1C-97B-1R, 1C-97(V) D-IV, 1C-97(K)EGKC-1U, 1C-97(K)E(T) 1W, 1C-97-(K)F-1C and 1C-97(K)G-1K, dated 23 May 1956. This publication supplements T.O. numbers 1C-97A-1, 1C-97B-1, 1C-97(V)D-1, 1C-97(K)E(C)-1, 1C-97(K)E(T)-1, 1C-97(K)F-1 and 1C-97(K)G-1. Reference to these supplements will be made on the title page of the basic handbooks by personnel responsible for maintaining the publications in current status. Commanders are responsible for bringing these supplements to the attention of personnel cleared for operation of subject aircraft. Copies of these interim safety of flight supplements will be filed in the applicable dash one handbooks.

These supplements impose additional ground and flight restrictions on subject aircraft: To reduce to a safer level the dangerous and excessive vibratory stresses imposed on the propeller blades and hubs when operating in certain combinations of airspeed and configuration. To preclude the occurrence of such aero-dynamic excitations on the propeller blades and hub and to improve the flight safety aspects of propeller operation it is necessary that the instructions contained herein be followed.

For gross weights between 135,000 pounds to 155,000 pounds following take-off and after all obstacles have been cleared observe minimum airspeed for flap retraction and retract wing flaps in small increments to a five degree (11 percent) extended position and establish best climb airspeed in accordance with four engine normal rated power standard day best climb prediction

chart contained in appendix. For gross weights between 155,000 pounds and 175,000 pounds following take-off and after all obstacles have been cleared observe minimum airspeed for flap retraction and retract wing flaps in small increments to a ten degree (22 percent) extended position and establish best climb airspeed in accordance with the four engine normal rated power standard day best climb predicting chart contained in the appendix.

For cruise at gross weights above 135,000 pounds, establish airspeed recommended in the appendix for 99 percent maximum range plus five MPH EAS for each 10,000 pounds above 135,000 pounds. For descent at gross weights below 110,000 pounds establish lowest practical airspeed not exceeding 280 MPH EAS. For approach at gross weights below 110,000 pounds do not exceed 160 MPH EAS with wing flaps fully extended. During landing ground roll propeller reverse pitch operation will be limited to use only when deemed necessary by the pilot.' "

B-47 CANOPY CONTROL CABLE GUARD TUBES

Canopy control cable guard tubes, P/N's 3-64618-2 and -3, on the B-47s are sliding fore and aft in their clamps. This could cause the tubes to jam the control pulleys and render the system inoperative.

The prime AMA advises that the contractor has submitted ECP 2761 to correct this deficiency by a UR Digest entry. This ECP has been reviewed and approved by the ECP Review Board.

The following will appear in a forthcoming revision of T.O. 00-10-1:

- a. Inspect the Control Cable Guard Tubes, P/Ns 3-64618-2 and -3, located under the pilot's floor at approximately Station 282, Water Line 136 and Buttock Line 11.00, to determine that the guard tubes are installed in the aft AN 742-8 Tube Support clamps on the P/N 9-30179-502 Support Bracket.
- b. With a Number 20 drill, a hole should be drilled through one side of the support clamp and a matching hole through one wall of the guard tube in both tube installations.
- c. Install a CR117-5-2 blind rivet through each support clamp and guard tube.

(NOTE: The above information was taken from the Aircraft Accident and Maintenance Review, Number 5, dated May 1956. A few of our planes have been noted with this discrepancy, and this is a fix that will make your aircraft safer to fly.)

CAN YOU PASS THIS ROAD TEST ?

And the Lord said unto Cain, "Where is Abel, thy brother? And he said, "I know not: am I my brother's keeper?" Genesis: 4:9

It costs nothing, that small act of dimming lights. Just a simple motion of the foot is involved. Think of it as a way of saying, "Let's share the road. Hello and so long! We have never met, we may never pass again, but I wish you well."

You might say that dimming lights is SOP, yet it is not routine with all drivers. For one fleeting moment out there on the highway, by dimming your lights, you have answered the challenge for fewer accidents by passing a road test.

ARE YOU YOUR BROTHER'S KEEPER ?

CAN YOU PASS THIS ROAD TEST ?

JET FUEL FUMES CAN BE DEADLY !

Recent ground accident reports (AF Forms 122) cover two cases of acute poisoning caused by inhalation of fumes from jet aircraft fuel. Failure to follow prescribed safety measures caused one death and a near-fatal injury to airmen performing routine maintenance chores on jet aircraft fuel tanks. In each case, the airman was overcome by toxic vapors while inspecting or repairing jet fuel tanks not properly purged of fuel and fumes. Also, in both cases the victim lost consciousness while operating momentarily without the essential standby assistant.

The above incidents reflect adversely on operating personnel and supervisors who must comply with pertinent T.O.'s. The maintenance officer and supervisor must act to assure that all maintenance personnel are aware of the potential dangers involved in servicing jet fuel tanks or cells. Jet aircraft fuel tanks normally will not be serviced until defueled, inerted, depuddled, and purged. An individual should not enter a fuel tank without approved respiratory equipment and prescribed safety clothing until the tank has been treated as required and ventilated for three hours. It must then be tested and certified safe by authorized personnel.

When a defueled, purged tank must be serviced without waiting the 3-hour period, the following safety precautions must be observed and enforced:

Use of approved respiratory equipment, and prescribed safe clothing when fuel tank must be entered;

Assignment of more than one person to the job to provide a standby assistant at all times, if the tank must be entered;

Operation of adequate blower or exhaust-type ventilation equipment to carry off toxic fumes while tank undergoes repair;

Enforcement of requirement to have specified emergency available just outside the tank during the operation;

Compliance with current applicable T.O.'s can prevent tragedies. Maintenance personnel should be made acutely aware that fumes from jet fuel can be deadly -- loss of life can be the price of negligence for those who do not appreciate this fact! (Reference T.O.'s 1-1-3, 00-25-172, 1-1-309, 36A-1-4, 33A7-2-4-1, 33A7-2-3-1).

(NOTE: The above article is reprinted from the TIG Brief, Number 11, Vol. VIII, 30 May 1956. We go into quite a few tanks so remember this article while you can still read it.)

B-47 WING TANKS

One of our aircraft lost a wing tank on a recent take-off. Subsequent investigation showed the shear pin had sheared releasing the parachute. The tanks had not been refueled so the aircraft commander with some trouble was able to complete his take-off. If the tanks had been loaded with fuel, then we hate to think what could have happened.

To eliminate this type of incident, a closer inspection will have to be made on the shear pin. This inspection will be accomplished on the preflight inspection. Repeated shaking of the wing tank tail cone, checking for security, will initiate a shearing action on the shear pin and eventually will wear through the pin to where it will fail. This pin will be closely inspected on the preflight, and any indication of wear is reason for replacement of the pin.

INCIDENT REPORT OF S/SGT J. BROWN, 365TH BS

WHAT HAPPENED? The pin was pulled from initiator that is connected to cable from the canopy.

WHAT DID YOU DO ABOUT IT? Had personnel from Weapons reinstall and inspect pin.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Evidently the cable got hung and when the seat was rotated, the pin was pulled. Re-emphasize the inspection of ejection seats. Inform troops who use the ejection seat to make sure all pins are installed in their proper places before and after using seats, and inspect all cables.

(NOTE: The ejection seat is no piece of equipment to take for granted. Before anyone sits in an ejection seat, he should inspect it

for all ground safety pins in their proper places. He should inspect all these devices after getting out of the seat. If anyone has not had an ejection seat briefing, it will benefit him greatly to be thoroughly briefed before climbing into the cockpit of a plane with ejection seats. See your Ground Training NCO. These seats amount to a loaded gun just waiting for some unwary person to pull the trigger, and should be treated as such.)

IMPROPERLY LOADED JATO

Second Air Force message DM 3434, 15 Jun 56: "For personal attention of Chiefs of Maintenance and Base Staff Munitions Officers. Subject: (U) Stock Levels and Utilization of Combat Reserve and Training JATO. An incident occurred recently wherein JATO units were improperly loaded aboard a B-47 aircraft equipped with external racks. Subsequent firing of JATO units resulted in severe burning of fuselage skin which may require as yet undetermined structural repairs. In order to preclude any further incidents of this type, you will insure that the following directives are immediately reviewed by all appropriate personnel: (1) 2AF Letter, DM6C, 7 Mar 56, and change thereto included in 2 AF Message DM6C-1, 2 May 56, both subjects same as above; (2) Figure 1-17A, page 22A, Section I, Technical Order 1B-47E-1, revised 28 Feb 56. Extreme care must be exercised to insure that JATO units are loaded in accordance with the afore referenced directives. Toward this end, it is suggested that suitable "JATO Loading Check Lists" be locally developed and distributed to all interested personnel (i.e. aircrew members, munitions loading personnel, aircraft maintenance crew chiefs, etc.) This message will be retained in the MIF for a period of one year unless earlier rescinded."

INCIDENT REPORT OF S/SGT J. BROWN, 365TH BS

WHAT HAPPENED? During the Monday preflight inspection after a Friday night landing, the periscopic sextant mount opening was found to have been left open. Sand had already blown into the opening.

WHAT DID YOU DO ABOUT IT? Cleaned the sand out and closed the sextant port.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Several Incident Reports have been sent on this same subject. I wish someone would ask the observers to please close this port after landing or use of the sextant.

(NOTE: This is an old subject. Ground crews who meet the aircraft after regular duty hours could take a quick check and close this port, if found open, when they button the aircraft up for the night or week-end. The preparation the crew goes through on the preflight, the boring of holes through the atmosphere, and the debriefing, consumes quite a few tiresome hours for the flight crew and there can be some items they may forget after this strain is finished.

INCIDENT REPORT OF S/SGT J. ADAMS, 365TH BS

WHAT HAPPENED? Juice cans were found in the frame above pilot's and copilot's fuel panels.

WHAT DID YOU DO ABOUT IT? Removed the cans.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Have flight crews remove the cans after the flight. This is no refrigerator.

(NOTE: Looks as though this headache is arising again. It may inconvenience the ground crews to remove these cans, but the flight crews had better wake up and see how they are endangering their lives and a B-47. There have been some instances where these juice cans have caused a crack-up. Placed in this position, they can fall unnoticed into the throttle and flight control cables, jamming their operation. It is possible for these cans to fall and short out systems, particularly in and around the circuit breaker panel. These cans have jammed the canopy. The only place for the juice cans and trash is in the trash bags provided in the aircraft. You flight crews dispose of your trash this way as it is the easy way out.)

INCIDENT REPORT OF A/IC R. MARTIN, 365TH BS

WHAT HAPPENED? I started to move the rectifiers over to my aircraft when I noticed the lead on the AC rectifier was broken in two.

WHAT DID YOU DO ABOUT IT? Called Maintenance Control to notify the Consolidated Equipment Pool to repair unit.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Inform all personnel that when you tow ground power units of any type to make sure all leads, cables, hoses, etc. are secure to the unit.

(NOTE: We concur. CEP could provide more serviceable units if all mechanics would observe the above recommendation. Too many units are laid up for repairs because someone did not take the proper precautions. Parts are hard to obtain on ground powered equipment, and it takes time to replace or repair the parts after they are delivered. The next time you order a unit from CEP and it does not show up on time, it could be that someone damaged it to the extent that it will be laid up for some time and you will have to wait until someone else is through with theirs.)

INCIDENT REPORT OF T/SCT O. L. CROUCH, 365TH BS

WHAT HAPPENED? Many aircraft of this organization are late in taking off because the radio is not getting a preflight inspection.

WHAT DID YOU DO ABOUT IT? Called the radio shop to come and repair the radio.

WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT? Start the radio pre-flights again.

(NOTE: SAC message DM6D 47150, 7 Jun 56, states that all air-borne A&E equipment will not have a maintenance preflight inspection. The postflight will consist only of maintenance necessary to correct equipment deficiencies. In other words, if the equipment was working after the aircraft landed, it should work when it gets ready for the next take-off. This does not hold true in all cases, but it does in enough cases where there is a great savings in manhours.)

CREW CHIEF TOTEM POLE

To establish some friendly competition and esprit de corps, the "Nut & Bolt" presents its version of a Totem Pole. The crew chief will gain his place on the Totem Pole by having the most time and original engines installed on his aircraft. Observance of the Gold Broom campaign is of the utmost importance for a crew chief to establish his place on the Totem Pole.

<u>No.</u>	<u>Crew Chief</u>	<u>Squadron</u>	<u>A/C</u>	<u>Time</u>	<u>No.Orig. Engines</u>
1.	A/1C Wallace	365th BS	498	831:30	6
2.	T/S Royal	364th BS	504	802:40	6
3.	A/1C McAfee	366th BS	321	797:30	6
4.	A/1C Osness	365th BS	494	759:35	6
5.	A/1C Koss	365th BS	496	756:25	6
6.	A/1C Keene	365th BS	330	679:15	6
7.	A/1C Gunter	365th BS	489	659:40	6
8.	S/S Spring	366th BS	357	650:55	6
9.	A/1C Holman	364th BS	360	647:15	6
10.	A/1C Wilde	365th BS	312	792:45	5
11.	T/S Weinhold	364th BS	493	774:45	5
12.	A/1C Schlageter	366th BS	499	743:35	5
13.	A/1C Woody	366th BS	345	721:35	5
14.	A/1C Bargfrede	364th BS	334	710:10	5
15.	A/1C Davis	365th BS	505	702:05	5
16.	T/S Sessions	364th BS	343	687:55	5
17.	S/S Nicholas	364th BS	497	687:30	5
18.	S/S Hoke	366th BS	506	680:55	5
19.	A/1C Haynes	366th BS	333	678:55	5
20.	S/S Brown	365th BS	359	618:55	5

There are the "TOP TWENTY". The top nine remain unchanged except for one change in places. Airman Wallace opened a little more gap but not enough to be comfortable. Aircraft #502 dropped from his position because he had to change an engine for #2 bearing failure.

We had another engine changed because of foreign object damage. This makes a total of one between 17 May and 13 July 1956. We cannot complain of this type of record, but it is believed that foreign object damage can be prevented and that one is too many. A lot of money

is involved in just this one engine which would pay two M/Sgts on active duty for one year.

We have five aircraft which have passed the 800 hour mark. Several more are approaching these hours, but we would like to point out these pioneers:

A/C 495 - 860:25 flying hours
A/C 498 - 831:30 flying hours
A/C 438 - 821:20 flying hours
A/C 504 - 802:40 flying hours
A/C 432 - 800:20 flying hours

Last month we had six aircraft with old engines installed. This month we picked up another old engine. It looks like these old engines thrive on flying hours and the older they get, the better they feel. We are proud to point out these "grandpappys" to you:

A/C 193 - the #2 engine has 1254:15 hours
A/C 602 - the #1 engine has 1238:35 hours
A/C 501 - the #2 engine has 1207:55 hours
A/C 505 - the #6 engine has 1113:50 hours
A/C 317 - the #4 engine has 1113:15 hours
A/C 499 - the #1 engine has 1073:55 hours
A/C 190 - the #1 engine has 1044:45 hours

The following report is a little late but nevertheless interesting. The March Jet Engine Summary Change Report shows the 305th Bomb Wing had the highest cumulative time of any B-47 Wing assigned to SAC. Our engines' average accumulated time was 630:00 hours. SAC average was 344:00 hours.

We won't elaborate on the subject except "FOREIGN OBJECT DAMAGE" is a dirty word.

KEEP YOUR CAR SAFE

Whether the law in your town says to or not, check your car at least once or twice a year for SEVEN signs of safety:

1. Headlights properly aimed.
2. Good sound tires with tread still left.
3. Windshield wipers in operating condition.
4. Balanced and effective brakes.
5. Wheels aligned and steering gear tight.
6. Glass and mirrors clear and unobstructed.
7. Tail and stop lights that work.

CARS FAIL BECAUSE THE OWNERS DO.

THE CORRECT METHOD TO USE DYE CHECKING (SPOTCHECK) KITS
(T/Sgt J. H. Arline, QCB)

It has come to the attention of the Quality Control Branch that the correct procedure for applying the Dye Check (Spotcheck) Test is not being followed. This is caused partly by not having a complete kit and partly by not understanding the finer points of using the kit. This method of checking cracks can be invaluable aid to the crew chiefs and other maintenance men in the Wing. However, correct application is of the utmost importance.

First, something about the kit. It is a fully portable kit, easy to apply on the job, and correct usage will give you rapid results. Defects that can be found by this kit are fatigue cracks, heat treat cracks, seams, forging laps, lack of bond between joined metal, and even leaks through welds, such as in welded fuel tanks. However, only those cracks that are open to the surface can be detected by the dye checking method. For all practical purposes this article pertains to metal fatigue cracks as found in the drag angle of some models of B-47 aircraft, while complying with Tech Order 1B-47B-605.

This kit is composed of six articles - three separate application brushes and three numbered bottles containing the following formula:

- #1 bottle - a solvent, used in this case, as a cleaner.
- #2 bottle - the dye or penetrant.
- #3 bottle - the developer.

To obtain the correct reading of the area being tested, the following sequence of application must be adhered to:

1. Prepare the area to be dye checked by precleaning. Heavy contaminants in cracks such as paint, grease, etc. will make penetration difficult and indications weaker. Remove all paint, grease, and/or foreign materials.
2. Apply the contents of the #1 bottle (cleaner) and allow to remain until dirt, film, etc. have dissolved. Wipe clean using a clean rag or paper towel. Repeat above process as many times as necessary to insure a clean surface.
3. Apply the contents of the #2 bottle (dye or penetrant) to the suspected area. Use the dye applicator brush. Allow this dye to remain on the suspected area for a period of time from 2 to 30 minutes. Bear in mind that the smaller or finer the crack, the longer it takes the dye to penetrate. If the dye has a tendency to dry, re-wet it periodically. When sufficient penetration time has elapsed, wipe surface clean with a clean rag or paper towel and repeat if necessary. The surface should be as clean as possible without a trace of dye left.
4. Apply the contents of the #3 bottle (developer) using its application brush. Allow to dry. If the area has a crack, the white developer will indicate the crack by showing a BRIGHT RED line along the crack. A solid or dotted red line marks a fatigue crack.

As a reminder, the materials used in this kit are inflammable.
A temperature of over 60 degrees F is required for proper operation
of the Dye Check Kit.

Dye Check Kit materials are non-toxic, but taken internally can
cause violent gastric upsets of short duration. The area should be
well ventilated when using this kit.



0434

MAINTENANCE
SUMMARY
FOR
JUNE

0435

QUALITY CONTROL DISCREPANCY REPORT

(All figures are averages)

<u>A&E SHOPS</u>	<u>DOCKS</u>	<u>FLIGHT LINE</u>
Auto-pilot	0.1	0.6
Camera	0.1	0.2
Gunnery	0.1	1.9
K-System	0.8	1.9
Radar	0.5	0.9
Radio	1.3	3.4
Weapons	0.2	1.3
ECM	0.2	0.6
Average	0.4	1.4

PERIODIC INSPECTIONS (APG and Engines)

<u>DOCKS</u>	<u>AVERAGE</u>	<u>SAFETY OF FLIGHT</u>
#1	16.0	0.0
#2	15.0	2.0
#3	10.5	0.5

<u>FMS SHOP</u>	<u>AVERAGE</u>	<u>SAFETY OF FLIGHT</u>
Electric	3.6	0.0
Hydraulic	2.6	0.0
Instrument	1.4	0.0
IFR	0.2	0.0
Sheet Metal	0.0	0.0
Miscellaneous	1.8	0.0
Average	1.6	0.0

FLIGHT LINE INSPECTIONS

<u>ORGANIZATION</u>	<u>AVERAGE</u>	<u>SAFETY OF FLIGHT</u>
364th Bomb Sq	29.0	0.5
365th Bomb Sq	23.7	2.7
366th Bomb Sq	27.0	1.4
Air Refueling Sq	33.0	1.3
Average	28.2	1.5

TIME OFF vs OVERTIME

<u>ORGANIZATION</u>	<u>OVERTIME</u>	<u>TIME OFF</u>
Headquarters	987.7	4422.6
364th Bomb Sq	3286.7	4669.2
365th Bomb Sq	3448.2	4394.3
366th Bomb Sq	3016.3	5239.4
A & E	8347.5	33759.8
Air Refueling Sq	8064.3	3388.5
FMS	15214.6	25321.7
FMS	4214.6	15330.1

The above figures were compiled from statistics covering the period January to May 1956.

Time off covers leaves, passes, compensatory time off, and excused from duty.

DISCREPANCY TREND

<u>SHOP</u>	<u>FLIGHT LINE</u>		<u>DOCKS</u>		<u>SAFETY OF FLIGHT</u>	
	May	June	May	June	May	June
Auto-pilot	0.4	0.5	0.0	0.2	0.0	0.0
Camera	0.3	0.2	0.1	0.1	0.0	0.0
Gunnery	1.2	1.5	0.4	0.2	0.0	0.0
K System	2.9	2.7	0.8	1.3	0.1	0.0
Radar	1.1	1.1	0.3	0.9	0.0	0.0
Radio	3.4	3.2	1.6	2.3	0.0	0.0
Weapons	1.5	1.2	0.5	0.3	0.0	0.0
Electrical			3.4	3.8	0.0	0.0
Hydraulics			2.8	3.8	0.0	0.3
IPR			0.6	0.8	0.0	0.0
Instruments			2.2	2.1	0.2	0.2
Sheet Metal			0.0	0.0	0.0	0.0
Props & miscellaneous			1.9	1.9	0.0	0.1

This information compiled from Quality Control statistics.

DISCREPANCY TREND

<u>PERIODIC MAINTENANCE</u>	<u>AVERAGE PER DOCK</u>		<u>SAFETY OF FLIGHT</u>	
	<u>May</u>	<u>June</u>	<u>PER DOCK</u>	<u>PER DOCK</u>
	<u>May</u>	<u>June</u>	<u>May</u>	<u>June</u>
Dock #1	23.0	22.5	1.0	0.5
Dock #2	17.0	12.0	2.5	1.0
Dock #3	16.5	24.4	1.0	0.3
A & E	7.6	11.4	0.0	0.0
FMS	<u>10.9</u>	<u>11.5</u>	<u>1.0</u>	<u>0.5</u>
Dock Averages	15.0	16.4	1.1	0.5

This information compiled from Quality Control statistics.

DISCREPANCY TREND

<u>ORGANIZATION</u>	<u>AVERAGE PER AIRCRAFT</u>		<u>SAFETY OF FLIGHT</u>	
	<u>May</u>	<u>June</u>	<u>PER AIRCRAFT</u>	<u>PER AIRCRAFT</u>
	<u>May</u>	<u>June</u>	<u>May</u>	<u>June</u>
364th Bomb Sq	26.7	27.9	1.3	0.7
365th Bomb Sq	30.3	27.3	0.9	1.5
366th Bomb Sq	28.3	20.3	0.7	0.6
A & E	23.0	20.3	0.7	0.6
Air Refueling Sq	<u>23.3</u>	<u>29.4</u>	<u>0.0</u>	<u>0.8</u>
Wing Averages	26.3	25.3	0.6	0.7

This information compiled from Quality Control statistics.

PRODUCTIVE INDIRECT, NONPRODUCTIVE INDIRECT AND ABSENT MEN FOR JUNE 1956

(305th Bombardment Wing (Medium))

The following breakdown is presented to aid supervisors to more capably monitor the assignment of maintenance personnel. Figures represent average men per day, eight hours per day, 21 work days per month. Where manhours expenditures average less than 0.1 (1/10) man per day per month figure is omitted as negligible.

PRODUCTIVE INDIRECT

	<u>HQ SQ</u>	<u>364TH</u>	<u>365TH</u>	<u>366TH</u>	<u>ARS</u>	<u>A&E</u>	<u>FMS</u>	<u>PMS</u>
SUPERVISION	6.9	7.1	9.2	10.3	10.5	21.8	25.8	6.8
CLERICAL	12.2	1.2	1.9	1.6	1.7	16.8	12.4	1.9
STOCK CHASING	1.6	.1	-	-	2.7	10.7	5.8	2.5
TOOL SUPPLY 263	-	2.5	1.9	2.2	.8	11.0	2.4	1.6
VEH & EQUIP OPE	.1	2.2	1.7	1.1	8.2	4.3	8.2	1.9
QUAL CONTROL INSP	2.0	-	-	-	-	-	-	-
AC QUAL CONT INSP	7.4	-	-	-	-	-	-	-
AMSB OPERATION	3.8	-	-	-	-	-	-	-
CLEANING & POLICING	-	.5	1.0	.5	.3	.5	5.1	4.5
PACK CRATE, NOT ACFT	-	-	-	-	-	.2	2.7	-
MOBILITY	.7	1.0	.3	.3	2.2	2.0	5.2	.2
MAINT/SFT MEET	-	-	-	.4	.5	1.4	.3	.1
ACFT SECURITY GUARD	-	-	-	-	-	-	-	-
STANDBY ALERT	-	1.7	.2	1.4	.5	7.8	11.7	.5
PLT & EQUIP	-	-	-	-	.1	.8	10.4	1.0
TRAINING OJT	2.4	.9	.8	.2	.6	16.0	13.2	4.7

NONPRODUCTIVE INDIRECT

	<u>HO SQ</u>	<u>364TH</u>	<u>365TH</u>	<u>366TH</u>	<u>ARS</u>	<u>AAE</u>	<u>FMS</u>	<u>FMS</u>
LAG TIME PARTS	-	-	-	-	-	.6	.3	.3
LAG TIME EQUIP/TOOLS	-	-	-	-	-	.8	.1	-
LAG TRANS TO JOB	.1	-	-	-	-	.9	.6	-
LAG TRANS FROM JOB	.1	-	-	-	-	.9	.3	-
LAG WORK ASSGN/INST	-	-	-	-	-	10.2	1.6	.5
LAG AWAIT ASSISTANCE	-	-	-	.1	-	.2	.2	-
LAG POWER ON/OFF	-	-	-	-	-	.4	-	-
LAG SEC BASE ALERT	-	-	-	-	-	-	-	-
LAG WEATHER	-	-	-	-	-	1.3	.1	-

ABSENT

LEAVE	2.2	5.2	4.9	2.7	9.0	31.1	20.3	9.0
PASS WRITTEN	.8	.3	1.4	.6	.7	5.4	3.6	1.0
EXCUSED FROM DUTY	.7	1.3	1.5	1.2	1.1	20.9	12.2	16.9
SQDN DUTY	1.3	4.2	2.5	3.0	3.7	18.2	17.3	6.6
MEDICAL OUTPATIENT	.1	-	-	.1	-	.4	1.3	.3
HOSPITAL CONFINEMENT	.2	.7	.7	.5	1.6	.2	2.5	.1
MEDICAL (OTHER)	.1	-	.2	.2	.1	.9	1.6	.3
TDY (MILIT SCH OFF BAS)	.6	1.9	2.7	1.1	.3	3.3	1.3	1.5
AMOL (CONFINED)	-	-	-	.5	.1	1.0	.6	-
MILITARY TRAINING	1.6	.4	.8	.8	.7	2.8	5.5	1.1
LOANED NON RPT ACTY	-	.6	1.0	-	.6	2.1	1.2	1.0
COMPENSATORY TIME OFF	.3	1.0	-	1.4	-	4.3	10.9	3.1

Supervisors desiring additional information regarding Maintenance Personnel Utilization, or who may require a special study concerning Personnel Utilization problems within their activity, should feel free to contact the Production Analysis Section at any time.

PERSONNEL UTILIZATION AND ABSENTEE RATES FOR JUNE 1956

(305th Bombardment Wing (Medium))

The following is presented to enable supervisors to readily picture the degree of Maintenance Personnel Utilization within the Maintenance activity. These percentages are compiled from daily time cards submitted by the individuals of each squadron. The Direct, Productive Indirect and NonProductive Indirect times are percentages of available time which includes overtime. Absent hours are a percentage of assigned hours.

<u>SQUADRON</u>	<u>DIRECT</u>	<u>PRODUCTIVE INDIRECT</u>	<u>NONPRODUCTIVE INDIRECT</u>	<u>ABSENT</u>	<u>OVER TIME</u>
Headquarters	0%	99%	1%	18%	128.6
364th Bomb Sq	68%	32%	0%	29%	881.7
365th Bomb Sq	69%	31%	0%	23%	536.5
366th Bomb Sq	70%	30%	0%	18%	735.3
305 Air Refuel	65%	35%	0%	20%	795.0
305 A&E	63%	31%	6%	29%	1507.6
305 FMS	61%	38%	0%	23%	2076.1
305 FMS	65%	35%	0%	38%	641.1
Wing	61%	37%	2%	25%	7301.9

The following is the aircraft statistics for the month of Jan. 1956.

U. F.	ASCD ACCD	INCO INCO	ACCO ACCO	ACCP ACCP	ACCP ACCP	ACCO ACCO	ACCO ACCO	ACCO ACCO	ACCO ACCO	ACCO ACCO	ACCO ACCO	ACCO ACCO	ACCO ACCO	ACCO ACCO	ACCO ACCO
304th	11243	8272	72.57	64	0.57	2707	25.06	612:55	39:45	7.49	100	13	15.6	0.03	
305th	12240	9734	79.53	0	0	2506	20.17	514:10	36:15	5.20	82	17	17	0	
306th	11305	8379	74.12	95	0.84	2631	25.04	496:20	31:25	5.22	84	15	15.7	0.02	
B-47	34780	26305	75.85	159	0.16	6244	23.70	1630:25	33:45	6.18	266	45	40.3	0.010	
ATS	13095	9598	73.30	472	3.30	3025	23.10	716:05	37:20	7.46	106	18	10.2	0.027	
TOTAL	47003	35903	75.15	631	1.32	11269	23.53	2344:30	35:20	6.52	372	63	66.5	0.031	

Norman J. Radin
 NORMAN J. RADIN,
 Major, USAF
 Chief of Maintenance

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida

REPORT OF PROCEEDINGS OF
FLYAWAY KIT REVIEW BOARD

Proceedings of a meeting of the Flyaway Kit Review Board which convened under the provisions of Letter Order 276, Hq 6th Air Division, 15 May 1956.

The Board met pursuant to the foregoing orders at 1300 hours, 17 July 1956.

The following were present:

Lt Colonel Utley	Director of Materiel
Major Radin	Chief of Maintenance
Major Beanland	Wing Logistics Officer
Captain Everingham	Wing Supply Officer (Recorder)
2d Lt Brady	Air Refueling Squadron
1st Lt Southerland	A&E Squadron
M/Sgt Barlow	364th Bomb Squadron
M/Sgt Reed	365th Bomb Squadron
M/Sgt Thompson	366th Bomb Squadron
M/Sgt Jernigan	Field Maintenance
M/Sgt Kraus	809th FAK Section

1. FAK Percentages. Percentages as of 15 July 1956 are:

	<u>Prestrike</u>	<u>Poststrike</u>	<u>Base</u>
364th Bomb Sq	77.4	93.5	55.8
365th Bomb Sq	69.9	85.8	69.0
366th Bomb Sq	64.8	73.4	68.4
Air Refueling Sq			83.4

2. Rebinning was completed 22 June 1956, and remarking of bins has included a red diamond for Post Kit, red square for Pre Kit, red circle for Transit Maint Kit, and red triangle for Recovery Kit.

3. Components of individual aircraft flyaway kits prescribed in 2AF message DM3A5 3956, 19 Jun 56, do not meet the individual aircraft kit requirements of the Wing. Of those components listed on subject message, only one (oxygen regulator) is considered necessary. This Wing submitted a list of recommended components as requested, but none of these were included.

4. More emphasis was placed on TOC items in flyaway kits.

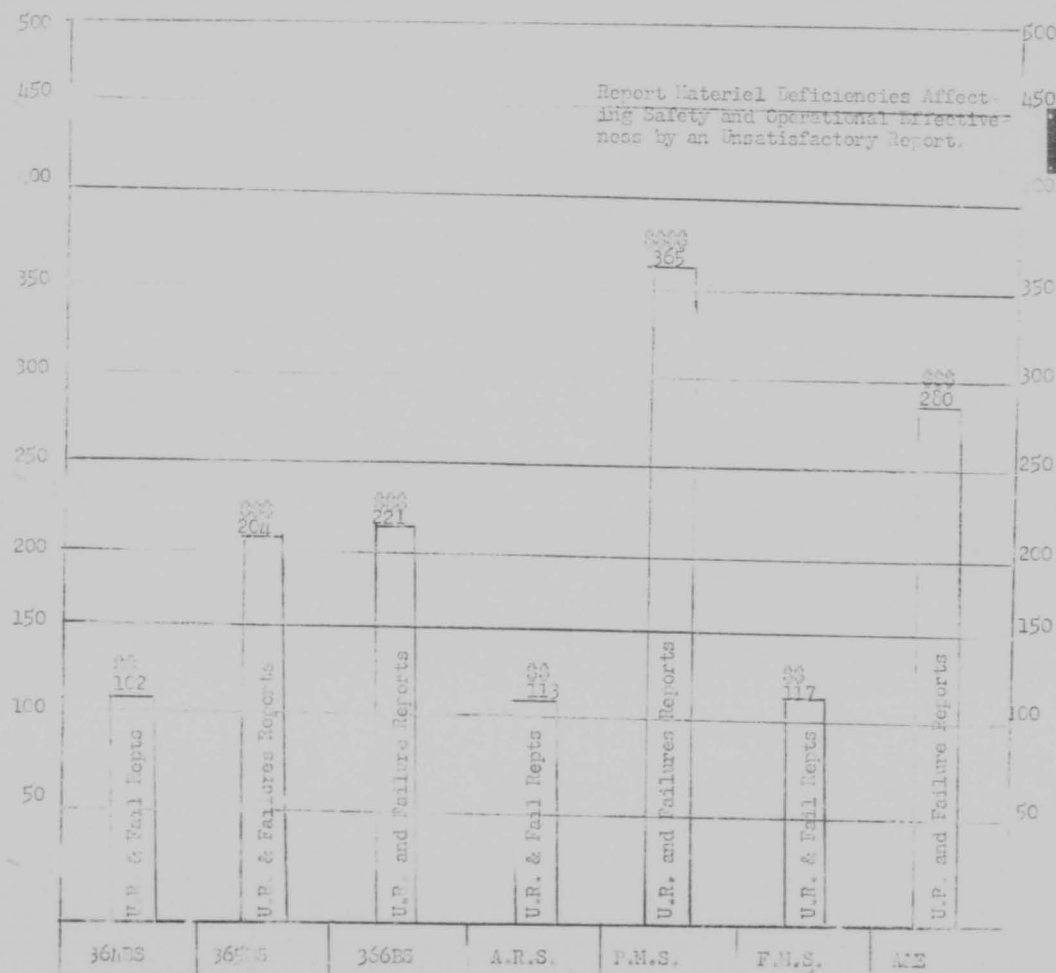
5. No FAK Officer is assigned to the FAK Section as a primary duty.

DISTRIBUTION:

- 1 - Ea Board Member; 6AD
- DM, Ea Staff Section
- 305BW; 2AF, Attn: DM2A;
- 4 - Wing Adjutant

Albert K. Everingham
ALBERT K. EVERINGHAM
Captain, USAF
Wing Supply Officer
(Recorder)

PRODUCT IMPROVEMENT SECTION
CLEARING & CONTROL OFFICE
305TH BOMBARDMENT WING (H)
MACDILL AIR FORCE BASE, FLA



The total number of reports submitted for July was 1408. 1287 Failure Reports and 121 U.R.'s. Lots of money was made by all squadrons this month, therefore, the eight ball will stay in this office.

George L. Green
GEORGE L. GREEN
Major, USAF
PIF Officer

180051/351H

RL 045

FM RJWFKL RJESDL RJWFKB RJESHN RJESIU RJWFGH RJESKH RJESAK RJESKL

RE RJWFKL 284B

FM 25/2215Z ZEX

FM COMAF 2 BARKSDALE AFB LA

TO RJWFKL/COMADIV 4 BARKSDALE AFB LA

RJESDL/COMADIV 6 MACDILL AFB FLA

BT

/UNCLAS/ FROM DM3A2 4404. FOR AIR DIVISION. WING AND BASE DM. THE FOLLOWING ARE ANFE RATES FOR 2AF UNITS FOR THE WEEK ENDING 13 JULY 86:

NIT TYPE A/C PERCENT

121ST BW B-47 18.2

KC-97 8.9

370TH BW B-47 4.3

KC-97 12.4

3D SSS C-124 12.7

3D BW KC-97 12.4

120TH BW B-47 7.5

KC-97 3.3

300TH BW B-47 2.4

KC-97 0

300TH BW B-47 3.1

KC-97 3.6

44TH BW B-47 18.4

60TH BW B-47 4.2

KC-97 1.6

10TH SRW RB-47 2.4

38450 P2 F-47 22.6

19TH BW B-47 22.6

321ST BW B-47 5.9

370TH BW BA47 8.8

19TH ARS KC-97 29.5

321ST ARS KC-97 7.1

100TH ARSKC-97 31.4

380TH ARSKC-97 4.5

11ST SFW F-84 0

KB-29 17

4000TH SRWD-57 35.1

500TH SFW F-84 0

12TH SFW F84 7.7

KB-29 13.7

27TH SFW F-84 11.8

27TH SFW F84 11.8

KB-29 10

12ND SRW RB-36 32.1

7TH BW RB-36 26.9

11TH BW RB-36 35.1

300D ARS KC-97 27.7

THIS MESSAGE TRANSMITTED TO LIMA, MIKE, AND OSCAR.

BT

25/2227Z JUL RJWFKL

305-11
306-12
3MAT-4
6AD MAT 2

RL 13
 RM RJWFKL RJESHL RJWFB RJESHL RJESHL RJWFKL RJESHL RJESHL RJESHL
 DE RJWFKL 978
 M 011615Z ZEX
 FM COMAT 2 BARKSDALE AFB LA
 TO RJWFKL/COMADIV 4 BARKSDALE AFB LA
 RJESDL/COMADIV 6 MACDILL AFB FLA
 RJWFB/COMADIV 19 CARSWELL AFB TEX
 RJESHL/COMADIV 38 HUNTER AFB GA

RJESHL/COMADIV 42 TURNER AFB GA
 RJWFKL/COMADIV 42 BERGSTROM AFB TEX
 RJESHL/COMADIV 806 LAKE CHARLES AFB LA
 RJWFKL/COMADIV 823 HOMESTEAD AFB FLA
 RJESHL/COMADIV 825 LITTLE ROCK AFB ARK
 RJWFKL/COMADIV 72 RAMEY AFB PR
 RJWFKL/COMADIV 321 PINECASTLE AFB FLA
 RJWFKL/COMADIV 506 TINKER AFB OKLA
 RJESHL/COMAREFS 120 ROBINS AFB GA
 RJWFKL/COMAREFS 303 KINDLEY AFB BERMUDA
 RJESHL/COMAREFS 321 MAXWELL AFB ALA
 RJWFKL/COMAREFS 380 SHEPPARD AFB TEX

BT
 /UNCLAS/ FROM DMSA2 0100
 FOR ADIV, BASE, WING, AND WING DM, THE FOLLOWING ARE ACP RATES FOR
 241 UNITS FOR THE WEEK ENDING 27 JULY 1956:

UNIT	TYPE	A/C	UNIT	PERCENT	241 AVERAGE
301ST BW	B-47	1.5	2		
	KC-97	1.1	4.6		
16TH BW	B-47	0.9	2		
	KC-97	4.4	4.6		
3RD SSS	C-124	1.8	1.8		
308TH BW	B-47	0	2		
	KC-97	0	4.6		
305TH BW	B-47	0	2		
	KC-97	0	4.6		
306TH BW	B-47	2.3	2		
	KC-97	3.3	4.6		
44TH BW	B-47	4.3	2		
68TH BW	B-47	7.3	2		
	KC-97	1.8	4.6		
70TH BW	RB-47	3.3	2		
384TH BW	B-47	3.1	2		
19TH BW	B-47	0.4	2		
321ST BW	B-47	0	2		
79TH BW	B-47	1.8	2		
19TH ARS	KC-97	6.3	4.6		
321STARS	KC-97	12.6	4.6		
100THARS	KC-97	4.8	4.6		
380THARS	KC-97	7	4.6		
31ST SFW	F-84	1.8	3.6		
	KB-29	6	4.7		
4030 SRW	B-57	9.2	9.2		
506THSFW	F-84	1.5	3.6		
12TH SFWF-84		4.1	3.6		
	KB-29	4.2	4.7		
27TH SFW	F-84	7.1	3.6		
	KB-29	2.5	4.7		
72D SRW	RB-36	0	9		
7TH BW	RB-36	13.5	9		
11TH BW	RB-36	15.1	9		
303RDARS	KC-97	8	4.6		

THIS MESSAGE TRANSMITTED TO LIMA, MIKE, AND OSCAR.

BT

01/1620Z AUG RJWFKL

BMA-4
 305-11
 306-12

WING REGULATION)
NO. 5-2)

HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida

WR 5-2

18 July 1956

PUBLICATIONS

Numerical Index of Wing Publications

1. WHAT THIS REGULATION DOES. This regulation provides 305th Bomb Wing activities with a list of current Wing administrative publications which are assigned base numbers and general subject classification.
2. TO WHOM THIS REGULATION APPLIES. This regulation applies to staff agencies and Squadrons of this command.
3. HOW TO MAINTAIN INDEX OF PUBLICATIONS. Additions or deletions of publications listed herein will be marked on this index with appropriate notations as prescribed in SAC Regulation 5-2.
4. INSTRUCTIONS PERTAINING TO INTERIM CHANGES AND POLICY MATTER. Interim Changes to existing publications and permanent policy matter disseminated from this Headquarters via subject-to-letters and Informal Memoranda such as DF's, etc, will be confirmed by a standard publication.
5. INDEX OF CURRENT WING REGULATIONS. The following is a numerical index of Wing Regulations currently in effect:

<u>Number</u>	<u>Date</u>	<u>Classification and Title</u>
5 - PUBLICATIONS		
5-2	18 July 56	Numerical Index to Wing Administrative Publications
5-3	17 March 1955	Distribution of Wing Publications
5-4		
6 - REPRODUCTION AND PRINTING		
6-1		
9 - FORMS MANAGEMENT		
9-1	21 July 1955	Methods of Accomplishment
10 - CORRESPONDENCE		
10-1		

* This regulation supersedes WR 5-2, 23 March 1955

R 5-2

<u>Number</u>	<u>Date</u>	<u>Classification and Title</u>
11 - ADMINISTRATIVE PRACTICES		
11-1		
11-2		
11-10	18 June 56	Schedule of Recurring Events
11-10A	20 June 56	
20 - ORGANIZATION		
20-1		
25 - MANAGEMENT		
25-1		
32 - GROUND SAFETY		
32-1	12 Sept 55	Ground Safety White Cross Program
32-2		
35 - MILITARY PERSONNEL		
35-1		
35-2		
35-3	21 Oct 54	Wing NCO Council
35-6	28 Feb 55	Selection and Awards to Outstanding Personnel
39 - <u>ENLISTED PERSONNEL</u>		
39-1		
39-2		
39-3	14 March 1955	Squadron Airman of the Month
52 - TECHNICAL TRAINING		
52-1	4 Jan 55	On-the-Job-Training
52-2		

MR 5-2

<u>Number</u>	<u>Date</u>	<u>Classification and Title</u>
55 - OPERATIONS		
55-1	25 Oct 55	Squadron Briefing Officers
55-5	4 Aug 55	Aircrew Information File (AIF)
60 - FLYING		
60-1	15 Dec 54	Aircraft and Aircrew Scheduling
60-2	25 May 54	Instrument Flying
62 - FLYING SAFETY		
62-1	25 Oct 55	Aircraft Accident Prevention
62-2	3 Aug 55	Squadron Aircraft Accident Prevention Meetings
62-3	18 Aug 55	Flying Safety Totem Pole Program
62-4	12 Oct 54	Reporting of Aircraft Damage
66 - MAINTENANCE ENGINEERING		
66-1		
100 - COMMUNICATIONS		
100-1	12 May 55	Flight Information Publications
100-1A	22 June 55	
100-1B	16 Aug 55	
121 - INSPECTION		
121-1		
170 - COMPTROLLER		
170-1		
170-2		
181 - RECORDS MANAGEMENT		
181-1	25 Jan 56	Maintenance of Current Records
190 - PUBLIC RELATIONS		
190-1	27 July 1954	Wing Public Information Program

FR 5-2

<u>Number</u>	<u>Date</u>	<u>Classification and Title</u>
200 - INTELLIGENCE		
200-1	7 July 1954	Intelligence Training Program
200-2	10 March 1955	Requisition of Maps, Charts and/or Special Charts
205 - SECURITY		
205-1	23 March 1955	Delegation of Authority to Classify Matter Top Secret and Secret
205-3	7 April 1955	Communications Security Measures for Handling Air/Ground Codes
205-4	22 June 55	Preparation of Certificate for Destruction of Classified Material
400 - LOGISTICS		
400-1	6 April 55	*Appointment of Squadron Mobility Officers
400-2	7 April 1954	Maintenance of Personnel Loading Lists

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D ARMENTROUT
Major, USAF
Adjutant

Dale D Armentrout
DALE D ARMENTROUT
Major, USAF
Adjutant

Distribution
S

0454

WING REGULATION)
NO. 5-3)

HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida 23 July 1956

#WR 5-3

PUBLICATIONS

Distribution of Wing Publications

1. WHAT THIS REGULATION DOES. This regulation prescribes the distribution formula for 305th Bombardment Wing Publications.
2. TO WHOM THIS REGULATION APPLIES. This regulation applies to Wing Staff Agencies and Squadrons of this command.
3. GENERAL. Changes to higher headquarters publications or directives, and all permanent policy matter disseminated from this headquarters, will be confirmed by a Wing Publication.
4. RESPONSIBILITIES.
 - a. The Wing Staff Agency having the greatest interest or responsibility in the subject matter will prepare the draft copy of the proposed publication. The draft copy of the proposed Wing Publication will be double-spaced and typewritten in the appropriate publication format and forwarded to the Wing Adjutant.
 - b. The Wing Adjutant is responsible for the following.
 - (1) Insure proper coordination of the draft copy of a proposed Wing Publication with all other interested staff agencies prior to reproduction and distribution.
 - (2) Reproduction and distribution of all Wing Publications.
 - (3) Continuous review of all Wing Publications issued in order to insure the elimination of unnecessary and obsolete directives.
5. DISTRIBUTION SYMBOLS AND REQUIREMENTS.

<u>Activity</u>	<u>"S"</u>	<u>"B"</u>
Adjutant	2	2
Director of Personnel	2	2
Director of Operations	8	8
Director of Materiel	7	7
Director of Comptroller	1	1
Director of Safety	2	2
Chaplain	1	1
Surgeon	1	1
Headquarters Squadron	2	0
364th Bomb Squadron	4	0
365th Bomb Squadron	4	0
366th Bomb Squadron	4	0
305th Air Refueling Sq	4	0
305th Armt and Elect Sq	4	0
305th Field Maint Sq	3	0
305th Periodic Maint Sq	3	0

* This Regulation supersedes WR 5-3, 17 Mar 55

0455

MR 5-3

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D ARMENTROUT
Major, USAF
Adjutant

Dale D ArmentROUT

DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION
S

0456

MACBELL STATISTICAL SUMMARY - PART I
SERVICE STRENGTH SUMMARY

Page 1 of 2 Pages

(A) ORGANIZATION		(B) AETH	(C) ASGD	(D) ATCD	Period 1 - 31 July 1956		
					(E) ASGD & ATCD & FED & FED	(F) AVG ASGD	(G) AVG PAY PRESENT
1st Air Div	OFF	10	15		10	16	11
	ACT	7	9		7	9	8
	CIV	3	4				
1st Air Div	OFF	75	66	32	64	67	66
	ACT	335	437	19	405	429	366
	CIV	23	21				
1st Supply Sq	OFF	13	13		12	13	12
	ACT	420	413	2	382	413	372
	CIV	157	147				
1st Mtr Veh Sq	OFF	5	4		4	4	3
	ACT	183	146		145	159	144
	CIV	43	23				
1st AF Sq	OFF	10	10		9	9	8
	ACT	431	349	1	329	354	326
	CIV	1	1				
1st Instl Sq	OFF	7	6		5	6	6
	ACT	253	266		244	276	245
	CIV	169	167				
1st Ed Sv Sq	OFF	4	1		1	1	1
	ACT	312	313		291	347	297
	CIV	23	14		6	14	7
1st Cprs Sq	OFF	23	14		227	300	224
	ACT	248	300	28			
	CIV	32	32				
1st Crash Rescue	OFF	3	2		1	2	2
	ACT	36	46		38	46	38
	CIV						
1st USAR	OFF	31	33	2	31	33	26
	ACT	20	49	9	56	43	52
	CIV	71	57				
1st	OFF	107	164	34	165	165	144
	ACT	2270	2328	59	2125	2370	2092
	CIV	540	522				
1st 305th Bn Wg	OFF	64	42	1	30	43	34
	ACT	130	146	4	140	143	128
	CIV	3	3				
1st Bn Sq	OFF	71	67		55	66	56
	ACT	92	83		79	84	79
	CIV						
1st Bn Sq	OFF	71	70		57	69	54
	ACT	92	83		75	85	75
	CIV						
1st Bn Sq	OFF	71	70		53	70	53
	ACT	92	84		79	85	77
	CIV						
1st ALE Sq	OFF	12	7		7	7	6
	ACT	325	371		322	368	325
	CIV	5	6		6	6	6
1st FM Sq	OFF	417	359		330	366	332
	ACT	3	2		2	2	2
	CIV						
1st ARS	OFF	106	93		30	101	90
	ACT	71	101		87	100	84
	CIV	220	211	1	105	214	185
1st Tac Hosp	OFF	25	22		20	21	20
	ACT	82	93		85	94	87
	CIV						
1st Bomb Wing	OFF	396	307	1	325	304	315
	ACT	1564	1523	5	1391	1540	1370
	CIV	3	3				

0457

Page 2 of 2 Pages

(A) ORGANIZATION		(B) AUMN	(C) ASGD	(D) ATCHD	(E) ASGD & ATCHD FED & FNUD	(F) AVG ASGD	(G) AVG PHY PRESENT
Hq 306th Bn Wg	OFF	61	55	1	41	55	41
	ARM	130	141	1	130	140	127
	CIV	3	3				
367th Bn Sq	OFF	71	70		50	70	52
	ARM	92	82		73	82	70
368th Bn Sq	OFF	71	61		39	63	50
	ARM	92	81	6	70	82	75
369th Bn Sq	OFF	71	65		46	65	36
	ARM	92	70		70	79	67
305th ABE Sq	OFF	12	8		7	8	7
	ARM	325	369	1	334	360	322
306th IM Sq	OFF	8	6		5	6	5
	ARM	417	362		345	387	339
	CIV	30	29				
307th PM Sq	OFF	3	3		3	3	3
	ARM	106	93		83	95	84
308th RBS	OFF	99	100		70	97	76
	ARM	220	210	1	193	216	192
306th Tac Hosp	OFF	25	19		17	20	18
	ARM	82	70		73	81	74
307th Bn Wg	OFF	421	307	1	206	307	203
	ARM	1564	1514	9	1379	1530	1350
	CIV	33	32				
Det 5, 12 RBS	OFF	4	4		4	4	4
	ARM	31	47		45	46	44
390th Strat	OFF	6	12		11	12	10
Eval Gp	ARM	18	18		18	18	17
3942 d Strat	OFF	49	50	33	60	49	66
Eval Sc	ARM	54	64	82	141	63	121
7th 11th Flt	OFF	2	2		1	2	1
	ARM	13	11		11	11	10
TOTAL	OFF	1065	1006	69	872	1003	820
SAC ORGN	ARM	5514	5505	155	5110	5506	5012
	CIV	504	557				
Air Wea Sv	OFF	9	9		8	9	8
	ARM	20	26		20	26	23
1927th AACS	OFF	8	5		5	5	5
	ARM	89	93		99	95	100
	CIV	4	4				
360th AC2W	OFF	13	12		10	13	10
	ARM	137	191		173	190	171
	CIV	1	0				
6936th Comm	OFF	2	2		2	2	2
Sec Sq	ARM	51	49		43	50	45
7th OSI	OFF	21	5		8	10	10
	ARM	18	10		10	11	11
	CIV	8	7				
TOTAL	OFF	53	36		33	39	35
NGM-SAC	ARM	315	369		353	372	350
ORGN	CIV	13	11				
TOTAL	OFF	1118	1042	69	905	1042	863
MACDILL AFB	ARM	5829	5874	155	5463	5950	5362
	CIV	597	560				
GRAND TOTALS		7544	7404	224	6360	7000	6225

STATISTICAL SUMMARY PART II
JULY 1956

Page 1 of 4 Pages

ORGANIZATION	STRENGTH	MORNING REPORTS			PUNISHED ART 15		COURTS MARTIAL		AWOL		V. D.		MILITARY OFFENSES		CIVIL OFFENSES		TRAFFIC VIOLATIONS				GROUND ACCIDENTS			
		LATE	ERRORS	R.T.E.	NR	R.T.E.	NR	R.T.E.	NR	R.T.E.	NR	R.T.E.	NR	R.T.E.	NR	R.T.E.	ON B.E.	OFF B.E.	TOTAL	R.T.E.	NON DISABLING	DISABLING	DISABLING	R.T.E.
HQ 6AD	25	0	1	40.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
809 ABO	2518	0	6	2.4	23	9.1	12	5.0	4	1.6	6	2.4	14	5.6	33	13.1	25	26	51	20.3	10	6	7.6	
HD SQ 809	196	0	2	4.0	2	4.0	2	4.0	2	4.0	1	2.0	3	6.0	1	2.0	7	3	10	20.2	1	2	13.0	
809 SUP SQ	126	0	0	0	8	18.8	3	7.1	1	2.3	1	2.3	1	2.3	7	16.4	5	8	13	39.5	1	1	7.6	
809 MTR VEH SQ	163	0	1	6.1	3	18.4	1	6.6	0	0	0	0	0	0	3	18.4	3	1	4	24.5	0	0	0	
809 LP SQ	263	0	0	0	0	0	2	5.6	0	0	2	5.6	3	8.3	8	22.0	0	2	2	5.5	0	0	0	
809 INSTL SQ	282	0	2	7.1	6	21.3	4	14.2	1	3.5	0	0	6	21.3	6	21.3	1	8	9	31.9	6	3	34.3	
809 FD SV SQ	348	0	0	0	4	11.5	0	0	0	0	1	2.9	1	2.9	8	23.0	7	2	9	25.9	1	0	0	
809 OPS SQ	314	0	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	9.6	1	0	0	
8 TRISH RES	50	0	0	0	0	0	0	0	0	0	1	20.0	0	0	0	0	1	0	1	20.0	0	0	0	
4234 USIF HOSP	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
305 BM MG	1924	0	0	0	7	3.6	0	0	1	.5	5	2.6	5	2.6	10	5.2	23	20	43	22.3	7	4	6.7	
HQ SQ 305 BM	186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	26.9	0	0	0	
364 BM SQ	160	0	0	0	0	0	0	0	0	0	1	6.7	1	6.7	0	0	1	0	1	6.7	1	1	21.5	
365 BM SQ	154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	26.0	0	0	0	
366 BM SQ	155	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12.9	0	1	1	6.5	0	0	0	
305 M2 SQ	375	0	0	0	2	5.3	0	0	1	2.7	0	0	1	2.7	1	2.7	4	5	9	24.0	2	0	0	
305 PM SQ	372	0	0	0	4	10.8	0	0	0	0	4	10.8	1	2.7	5	13.4	6	5	11	29.6	3	2	17.4	

0459

STATISTICAL SUMMARY PART II
JULY 1956

Page 2 of 4 Pages

ORGANIZATION	STRENGTH	MORNING REPORTS			PUNISHED ART 15		COMMITTEES		A.M.O.L.		V.D.		MILITARY OFFENSES		CIVIL OFFENSES		TRAFFIC VIOLATIONS				GROUND ACCIDENTS			
		LATE	RECORDS	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	ON BASE	OFF BASE	TOTAL	RATE	DIS- CIPLE	DIS- CIPLE	DIS- CIPLE	DIS- CIPLE
305 EM SQ	103	0	0	0	1	9.7	0	0	0	0	0	0	0	0	0	0	6	2	8	77.7	1	0	0	0
305 PMS	314	0	0	0	0	0	0	0	0	0	0	0	1	3.2	2	6.4	0	2	2	6.4	0	2	20.6	0
305 TAC HOSP	115	0	0	0	0	0	0	0	0	0	0	0	1	8.7	0	0	0	2	2	17.4	0	0	0	0
306 EM WG	1917	0	4	2.1	5	2.6	4	2.1	0	0	1	.5	3	1.6	5	2.6	21	33	54	28.2	10	2	1.6	0
HQ SQ 306 BW	195	0	1	5.1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	25.6	0	0	0	0
367 EM SQ	152	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6.6	0	0	0	0	0	0	0	0
368 EM SQ	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	2.7	0	1	2.2	0
369 EM SQ	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	7.7	1	1	22.4	0
376 AAE SQ	376	0	1	2.7	2	5.3	1	3.3	0	0	1	2.7	1	2.7	0	0	5	4	9	24.7	3	0	0	0
376 PM SQ	397	0	1	2.6	2	5.1	3	7.7	0	0	0	0	1	2.6	0	0	9	15	24	61.1	3	0	0	0
376 PM SQ	90	0	0	0	0	0	0	0	0	0	0	0	1	1.2	0	0	1	1	1	10.2	3	0	0	0
376 ABS	313	0	1	3.2	0	0	0	0	0	0	0	0	0	0	1	3.2	2	2	4	12.8	0	0	0	0
376 TAC HOSP	171	0	0	0	1	9.9	0	0	0	0	0	0	0	0	3	29.7	2	5	7	69.3	0	0	0	0
DET 5, 12 RES	50	0	0	0	1	2.0	0	0	0	0	0	0	0	0	0	0	1	1	1	2.0	0	1	4.5	0
3908 SBO	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3942 SES	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	26.8	0	0	0	0
7 ALT FLT	13	0	1	77.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL SAC	5589	0	12	1.8	36	5.5	16	2.4	5	.8	12	1.8	22	3.3	48	7.3	72	61	152	23.1	27	13	6.4	0

0460

STATISTICAL SUMMARY PART II
JULY 1956

Page 3 of 4 Pages

ORGANIZATION	STRENGTH	MORNING REPORTS			PUNISHED ART 15		COURTS MARTIAL		A.W.O.L.		V.D.		MILITARY OFFENSES		CIVIL OFFENSES		TRAFFIC VIOLATIONS				GROUND ACCIDENTS			
		LATE	ERRORS	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE		
66 th AGAW	23	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14.8	3	4	7	24.5	0	1	15.9	
AW S	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	24.5	0	0	0	
1928 AACS	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	17.3	0	0	0	
6936 COMB SQ	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL NON SMO	411	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7.3	6	9	15	7.5	0	1	7.8	
TOTAL MCDILL	7000	0	12	1.7	36	5.1	16	2.3	5	.7	12	1.7	22	3.1	51	7.3	78	89	167	23.9	27	15	6.9	

1. There was no General Courts Martial in July 1956. The Morning Report errors recorded here are the errors detected and caused to be corrected by Statistical Services prior to reaching Second Air Force. The V.D. figures are for the period 28 June thru 25 Jul 56. All other figures are based on the calendar month. Ground accident rates are based on the number of disabling injuries per 100 man days exposure. All other rates are computed on the number of cases per 1000 monthly average assigned military personnel.
2. Source: Report of Punishment under Article 15, Base Legal Office, Air Provost Marshal, V.D. Control Office, Director of Safety and AF Forms 183 and 1104.
3. Analysis of the State of Discipline: increases in military civil type offenses and traffic violations shown above cannot be attributed to any one particular thing. In an attempt to lower these rates a competitive program has been put into effect in the 6936 AGAW which awards a plaque to the unit with the lowest over-all rating.

STATISTICAL SUMMARY PART II
JULY 1956

Page 4 of 4 Pages

GROUP	TYPE ACFT	NO OF ACFT		TOTAL HRS ACFT ON HAND	TOTAL NO OF ACFT	MAJOR OF HRS FLOW		PERCENT OF TIME ACFT ON HAND	PERCENT OF TIME NUMBER OF FLIGHT										REMARKS
		AVG NO	LOSS			IN	OUT		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
305TH BOMB WING	F-47	46.0	49	34245	49	1777	36.5	5.9	82.1	0	.4	5.7	11.8	98.8	0	0	0	1.2	0
	KC97	17.4	18	13110	18	698	40.1	6.9	78.1	0	0	5.6	16.3	98.4	0	0	0	1.6	0
	O-119	1.5	1	1139	22	61	40.0	8.5	63.0	0	17.1	8.9	11.0	0	0	98.4	0	1.6	0
306TH BOMB WING	F-47	36.7	38	27376	413	1492	40.6	6.4	85.6	1.8	0	6.1	6.5	98.1	0	0	0	.9	0
	KC97	18.4	20	13754	300	631	34.2	5.5	83.3	4.3	.3	5.2	.4	98.0	0	0	0	2.0	0
	O-119	1.7	1	1233	35	122	71.7	11.2	88.0	0	0	0	12.0	0	0	100.0	0	0	0
009TH AIR BASE GROUP	F-33	5.4	6	4001	226	122	22.5	4.5	67.8	2.7	0	0	2.0	2.4	0	0	0	6.6	0
	F-25	2.0	2	1488	29	5	32.5	9.4	40.5	.4	0	0	11.0	0	0	0	0	1.6	0
	H-19	1.0	1	744	54	22	22.0	3.2	71.0	0	0	0	0	0	0	0	0	4.5	0
	O-45	5.4	6	427	170	274	50.7	10.2	60.4	0	13.7	11.0	0.1	0	0	0	0	0	0

0462

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander HQ SQ 305TH BOMBGR				FROM: DIR OF PERS 305TH BOMBGR				DATE: 31 Jul 56	
1. NAME	2. GRADE	3. PAFSC	4. DAFSC (OJT)	5. DT EST TNG	6. EST DT COMP	7. DISC TNG	8. COMP TNG	9. UP GRADED	10. REMARKS AND INSTRUCTOR
<u>ENTERED TRAINING DURING MONTH OF JULY</u>									
FERRIER, ROBERT E	TSOT	431718	431718					P4, PAMLO, 305th, 5 Jul 56	
HICKLEY, EITH V	MSOT	431718	431718					P4, PAMLO, 305th, 5 Jul 56	
MAHE, JERRY O	MSOT	431718	431718					P4, PAMLO, 305th, 5 Jul 56	
QUILAN, HAROLD O	MSOT	431718	431718					P4, PAMLO, 305th, 5 Jul 56	
ROBERTS, WAIN W	SSOT	431718	431718					P4, PAMLO, 305th, 5 Jul 56	
WARD, GEORGE E	MSOT	431718	431718					P4, PAMLO, 305th, 5 Jul 56	
ROCK, ROBERT C JR	A/3C	70230	70250	25 Jul 56	25 Oct 56				MSOT Barcola
SMITH, CHARLES L JR	A/3C	70230	70250					P15, PAMLO, 305th, 17 Jul 56	
VANLANDINGHAM, BOB O	A/3C	70230	70250	19 Jul 56	19 Oct 56				TSOT Abbott
WOODS, ROBERT E	A/3C	70230	70250					P13, PAMLO, 305th, 17 Jul 56	
MITCHELL, JOHN A	A/3C	73231	73231	16 Jul 56	16 Oct 56				MSOT Rice
TUFTS, JOHN E	A/3C	73231	73251					P6, PAMLO, 305th, 26 Jul 56	
MOORE, JAMES H	A/3C	70010	70230	Reg from	365th BOMBGR				
BARIN, GEORGE E	A/2C	70230	70250	Reg from	305th Periodic Main Room				
<u>UPGRADED DURING MONTH OF JULY</u>									
ROCK, ROBERT C	A/3C	70010	70230					P5, PAMLO, 305th, 17 Jul 56	
SMITH, CHARLES L JR	A/3C	70010	70230					P15, PAMLO, 305th, 17 Jul 56	
VANLANDINGHAM, BOB O	A/3C	70010	70230					P7, PAMLO, 305th, 16 Jul 56	
WOODS, ROBERT E	A/3C	70010	70230					P13, PAMLO, 305th, 17 Jul 56	
SHRY, ALFRED W	A/2C	70230	70250					P4, PAMLO, 305th, 17 Jul 56	
WILSON, DONALD O	A/2C	73230	73250					P2, PAMLO, 305th, 26 Jul 56	
<u>REDOUGHTED DURING MONTH OF JULY</u>									
Negative									
BY THE JOB TRAINING OFFICER: (Typed Name and Grade)				SIGNATURE:					
JOHN P. BRIDGES II, 2nd Lt									
809ABG, 1 Jul 56 230									

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander 305TH FLD MAINT BN			FROM: SGT OF PERS 305TH BOMB GRN				DATE: 11 Jul 56		
1. NAME	2. GRADE	3. PAPFC	4. IAFSC (OJT)	5. DT ENT TNG	6. EST DT COMP	7. DISC TNG	8. COMP TNG	9. UP GRADED	10. REMARKS AND INSTRUCTOR
ENTERED TRAINING DURING MONTH OF JULY									
LUCAS, WESLEY P	A/1C	42132	42152	15-Jul-56	15-Sep-56				NOT Labeled
WILEY, JAMES K JR	A/2C	42230	42250	25-Jul-56	25-Sep-56				NOT Labeled
BONNEY, HAL B	MSGT	43171C	43171E	5-Jul-56	5-Oct-56				NOT Suprther
LEHMAN, HERCHEL L	A/1C	43231	43251	26-Jul-56	26-Sep-56				NOT Myers
LOWE, HYRON L	A/2C	43231	43251	15-Jul-56	15-Sep-56				NOT Myers
DAVIDAGE, LOREN E	A/3C	47230	47250	15-Jul-56	15-Sep-56				NOT Elder
PRICE, LEON A	A/3C	47230	47250	15-Jul-56	15-Sep-56				NOT Elder
SIMMONS, RONALD H	A/3C	47230	47250	15-Jul-56	15-Sep-56				NOT Elder
WOODWARD, MAYNELL E	A/B	53010	53130	5-Jul-56	5-Oct-56				NOT Bradley
KRIGHT, JOHN O	A/3C	53010	53230	5-Jul-56	5-Oct-56				NOT Nickles
ANDERSON, ELMER	A/3C	64131	64151	15-Jul-56	15-Sep-56				NOT Stokes
BRADLEY, JAMES L	A/3C	64131	64151	15-Jul-56	15-Sep-56				NOT Stokes
LEWIS, DONALD F	A/3C	64131	64151	15-Jul-56	15-Sep-56				NOT Stokes
MORQUIST, RONALD E	A/3C	70230	70250	15-Jul-56	15-Sep-56				NOT Arismendi
UPGRADED DURING MONTH OF JULY									
MOORATH, ROGER S	SSGT	64151	65130					P6, PAM102	305th, 9-Jul-56
DAVIDAGE, LOREN E	A/3C	47010	47230					P5, PAM103	305th, 10-Jul-56
PRICE, LEON A	A/3C	47010	47230					P5, PAM103	305th, 10-Jul-56
SIMMONS, RONALD H	A/3C	47010	47230					P5, PAM103	305th, 10-Jul-56
ALFORD, CHARLES R	A/2C	53430	53450					P5, PAM102	305th, 9-Jul-56
WILSH, ROBERT	A/2C	53430	53450					P5, PAM102	305th, 9-Jul-56
ANDERSON, ELMER	A/3C	64010	64131					P5, PAM103	305th, 10-Jul-56
BRADLEY, JAMES L	A/3C	64010	64131					P5, PAM103	305th, 10-Jul-56
MORQUIST, RONALD E	A/3C	70010	70230					P5, PAM103	305th, 10-Jul-56
C: THE JOB TRAINING OFFICER: (Typed Name and Grade)				SIGNATURE:					
JOHN F. EDWARDS II, 2nd LT, USAF									
809ABG 1 Jul 56 230									

0464

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander 305TH FLD MAINT SQ				FROM: DIR OF PERS 305TH BOMB SQ				DATE: 11 Jul 56	
1. NAME	2. GRADE	3. PAFC	4. PAFC (OJT)	5. DT ENT TNG	6. EST DT COMP	7. DISC TNG	8. COMP TNG	9. UP GRADED	10. REMARKS AND INSTRUCTOR
DISCONTINUED DURING MONTH OF JULY									
WRIGHT, JAMES O	SSGT	42350	42370			4/21 Jul 56	Regd to APO 197		
BRASILL, SAMUEL A	SSGT	43250	43270			4/18 Jul 56	Regd to Turner AFB, Ga.		
JOHNSON, J B	SSGT	45131	45171			4/4 Jul 56	Regd Tinker, Okla.		
JONES, JOSEPH R	A/1C	53230	53250			4/4 Jul 56	Regd APO 959		
AVERT, DELBERT E	A/2C	43231	43251			4/14 Jul 56	Discharged fr Sec.		
SIMPLING, DORLEY A	A/2C	58130	58150			4/3 Jul 56	Regd APO 120		
BAKER, FLOYD A	A/3C	56731	47230			4/13 Jul 56	Relcd fr EAD		
GUAMATTIO, ROBERT T	A/3C	53230	53250			4/16 Jul 56	Regd APO 731		
BARTERS, JAMES L	A/3C	53010	53130			4/13 Jul 56	Relcd fr EAD		
LEWIS, CHESTER D	A/B	60330	60350			4/22 Jul 56	Relcd fr EAD		

ON THE JOB TRAINING OFFICER: (Typed Name and Grade)
JOHN F. BRIDGEMAN, 2ND LT, USAF
FORM 809ABG 1 Jul 54 230

SIGNATURE:

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander JOSEPH PER MAINTENANCE				FROM: DIR OF PERS JOSEPH BOWEN				DATE: 31 Jul 56	
1. NAME	2. GRADE	3. PAFC	4. PAFC (OJT)	5. DT ENT THO	6. DT DT CRT	7. DISC THO	8. COMP THO	9. UP GRADED	10. REMARKS AND INSTRUCTOR
<u>ENTERED TRAINING DURING MONTH OF JULY</u>									
MOORE, ALGER	SSGT	A31528	A31718	20Jul56	20Aug56				MOOT Break
SHIFFLETT, JAMES E	SSGT	A31518	A31718	20Jul56	20Aug56				MOOT Break
BOUTWELL, WILLIE W	A/SG	A3231	A3251	20Jul56	20Aug56				MOOT Break
<u>REPORTED DURING MONTH OF JULY</u>									
CHODENH, JAMES W	TSOT	A31718	A31718						PER, PARKER, 305th, 2 Aug 56
<u>DISCONTINUED DURING MONTH OF JULY</u>									
SHARER, GEORGE E	A/SG	70230	70250	Reg to 31 30 JOSEPH BOWEN					
BROOKS, VERNON F	A/SG	70010	70030	Reg to 305th A&E MaintBn					
ON THE JOB TRAINING OFFICER: (Typed Name and Grade)				SIGNATURE:					
JOSEPH F. BOWEN II, 2ND LT, USAF									
809ABO 1 Jul 56 230									

0466

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander JOSEPH A. MAINTON			FROM: DIR OF PERS JOSEPH MAINTON				DATE: 11 Jul 56		
1. NAME	2. GRADE	3. PAFSC	4. LAFSC (OJT)	5. DT ENT TNG	6. EST DT COMP	7. DISC TNG	8. COMP TNG	9. UP GRADED	10. REMARKS AND INSTRUCTOR
ENTERED TRAINING DURING MONTH OF JULY									
KEMBLEY, BILL R	A/1C	301308	301508	5Jul56	5Sep56				TSGT Hubbard
BOYD, VERNIE W	A/2C	30130C	30150C	27Jul56	27Oct56				MSGT Smith
BERGER, MICHAEL A	A/1C	30131A	30151A	2Jul56	3Sep56				SSGT Baginski
WILSON, MOLLIS J	A/2C	30133B	30153B	2Jul56	28Sep56				TSGT Gellinck
BARANOWSKI, JOSEPH P	A/2C	321308	321508	18Jul56	18Oct56				MSGT Landman
GILL, ALFRED H	A/2C	32130A	32150A	18Jul56	18Oct56				MSGT Landman
MCINTOSH, CHARLES L	A/2C	32130A	32150A	11Jul56	11Sep56				MSGT Landman
GOOLMAN, FLOYD	A/3C	32130C	32150C	9Jul56	9Sep56				SSGT Williams
PELLEY, WILLIAM H	A/2C	40230	40250	2Jul56	3Sep56				TSGT Collette
BROOKS, VERNON F	A/3C	70030	70050	Reg From	305th Ford	Mainton			
UPGRADED DURING MONTH OF JULY									
CHRISTIE, LANNIE E	A/2C	30131A	30151A					P5, PAM101	305th, 5Jul56
FISHER, ROY F	A/2C	30131A	30151A					P5, PAM101	305th, 5Jul56
FOY, GORDON L	A/2C	321308	321508					P1, PAM100	305th, 5Jul56
HIGGINS, WILLIAM L	A/2C	32130A	32150A					P1, PAM100	305th, 2Jul56
KIRCHOFF, WILLIAM H	A/2C	32130A	32150A					P5, PAM101	305th, 5Jul56
LANSON, TERRY E	SSGT	321508	321708					P5, PAM106	305th, 16Jul56
CHAPIN, FORREST J	A/2C	32130C	32150C					P1, PAM100	305th, 2Jul56
MCGRAWMAN, BRUCE L	A/2C	32130C	32150C					P1, PAM100	305th, 2Jul56
HINES, JAMES F	SSGT	32150C	32170C					P10, PAM10	305th, 12Jul56
DISCONTINUED DURING MONTH OF JULY									
Negative									
BY THE JOB TRAINING OFFICER: (Typed Name and Grade)					SIGNATURE:				
JOSEPH A. MAINTON, 11 Jul 56									
809ABG 1 Jul 56 230									

0467

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander 364TH BOMBGRN				FROM: DIR OF PERS 305TH BOMBGRN				DATE: 31 Jul 56	
1. NAME	2. GRADE	3. PAFSC	4. LAFSC (OJT)	5. DT ENT TNG	6. EST DT COMP	7. DISC TNG	8. COMP TNG	9. UP GRADED	10. REMARKS AND INSTRUCTOR
<u>ENTERED TRAINING DURING MONTH OF JULY</u>									
MANCIA, JESUS Y	A/SC	64111	64151	15 Jul 56	30 Sep 56				TSOT Fripp
<u>UPGRADED DURING MONTH OF JULY</u>									
Negative									
<u>DISCONTINUED DURING MONTH OF JULY</u>									
BEARDSON, ALFRED D	SSOT	431514	431714			w/R 31 Jul 56 Discharged			
THE JOB TRAINING OFFICER: (Typed Name and Grade)					SIGNATURE:				
JOHN F. BEARDSON II, 2ND LT, USAF									
FORM 809ABG 1 Jul 54 230									

0468

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander 305TH BOMBGR			FROM: DIR OF FMS 305TH BOMBGR				DATE: 31 Jul 56		
1. NAME	2. GRADE	3. PAFC	4. PAFC (OUT)	5. DT INT TMO	6. DT DT COMT	7. DISC TMO	8. COMF TMO	9. UP GRADED	10. REMARKS AND INSTRUCTOR
<u>REMOVED TRAINED DURING MONTH OF JULY</u>									
ATKINSON, RAY E	TSGT	431718	431718	5-4-56	5-4-56				TSGT Growth
BRIVELL, THOMAS V	TSGT	431718	431718	5-4-56	5-4-56				TSGT Rank
BRALL, ANTHONY S	TSGT	431718	431718	5-4-56	5-4-56				TSGT Hedley
CHILTON, RICHARD S	TSGT	431718	431718	5-4-56	5-4-56				TSGT Lovelady
WILSON, THOMAS E	A/TC	70030	70030	11-4-56	11-4-56				Major Porter
<u>REMOVED DURING MONTH OF JULY</u>									
ROBERTS, LEO E	SST	60150							
		470030	70030						FT, FARMER, 305th, 9-4-56
REED, THOMAS E	A/TC	70030	70030						FT, FARMER, 305th, 10-4-56
REINOLD, JAMES O	A/TC	70030	70030						FT, FARMER, 305th, 10-4-56
WILSON, THOMAS E	A/TC	70010	70030						FT, FARMER, 305th, 10-4-56
<u>REMOVED DURING MONTH OF JULY</u>									
REINOLD, JAMES O	A/TC	70010	70030	Reg to HQ SQ 305TH BOMBGR					
C: THE JOB TRAINING OFFICER: (Typed Name and Grade)									
SIGNATURE:									
JOHN G. GORMAN II, Maj LT, USAF									
809ABG 1 Jul 56 230									

0469

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander 366TH BOMBGRN				FROM: DIR OF PRG 305TH BOMBGRN				DATE: 31 Jul 56	
1. NAME	2. GRADE	3. PAFSC	4. LAFSC (OJT)	5. DT ENT TNC	6. EST DT COMP	7. DISC TNC	8. COMP TNC	9. UP GRADED	10. REMARKS AND INSTRUCTOR
<u>ENTERED TRAINING DURING MONTH OF JULY</u>									
ADAMS, LEMUEL E	TSGT	43171B	43171E	12 Jul 56	12 Oct 56				MSGT Holland
FERRILL, RONALD P	MSGT	43171B	43171E	17 Jul 56	17 Oct 56				MSGT Holland
<u>UPGRADED DURING MONTH OF JULY</u>									
BENNINGTON, DONALD E	A/SG	70230	70250					P3, PAFSC 31, 305th, 10 Jul 56	
<u>DISCONTINUED DURING MONTH OF JULY</u>									
CHRISTIAN, THOMAS L	A/SG	43131E	43151E			1/2 27 Jul 56 Discharged			
BOYE, GEORGE T JR	SSGT	43151E	43171E			6 May 56 RSO to 42 MM			
BY THE JOB TRAINING OFFICER: (Typed Name and Grade)					SIGNATURE:				

FORM 8-56 (Rev. 12-54) 809ABG 1 Jul 54 230

0470

ON THE JOB TRAINING MONTHLY STATUS									
TO: Commander 305TH ARW/AN			FROM: SGT OF PWAS JOHN H. HUGHES					DATE: 31 Jul 56	
1. NAME	2. GRADE	3. PAFSC	4. DAFSC (OUT)	5. DT ENT THO	6. DT DT CPT	7. DISC THO	8. OCCUP THO	9. UP GRADED	10. REMARKS AND INSTRUCTOR
ENTERED TRAINING DURING MONTH OF JULY									
PATCHETT, HERBERT E	TSGT	27150	27170						
CLARKE, ROBERT L	A/3C	29332	29352	26-Jul-56	26-Jul-56				PAN 10, 26 Jul 56
HOLTON, RONALD E	SMSGT	431518	431718	23-Jul-56	23-Jul-56				SMSGT Allen
JOHNSON, LAWRENCE	SMSGT	431518	431718	23-Jul-56	23-Jul-56				SMSGT Green
MORAN, WILLIAM L JR	SMSGT	431518	431718	26-Jul-56	26-Jul-56				SMSGT Green
RENNARD, LAWRENCE J	SMSGT	431518	431718	26-Jul-56	26-Jul-56				SMSGT Green
ARMSTRONG, EARL F	SMSGT	431518	431718	26-Jul-56	26-Jul-56				SMSGT Green
BARNES, DONALD E	A/3C	64131	64151	16-Jul-56	16-Jul-56				SMSGT Avery
TOFF, RICHARD L	A/3C	64131	64151	16-Jul-56	16-Jul-56				TSGT Reebuck
STANDARD DURING MONTH OF JULY									
BARNES, DONALD E	A/3C	64010	64131						
TOFF, RICHARD L	A/3C	64010	64131						P6, PAN 106, 305th, 16-Jul-56
PATCHETT, HERBERT E	TSGT	27150	27170						P6, PAN 106, 305th, 16-Jul-56
KINDENOTHAN, JAMES C	A/3C	29332	29352						P7, PAN 106, 305th, 19-Jul-56
HILL, JAMES E	SMSGT	43153	43173						P5, PAN 110, 305th, 26-Jul-56
RECONTINUED DURING MONTH OF JULY									
LANIER, AUBREY H	TSGT	29352	29370						P16, PAN 106, 305th, 19-Jul-56, Tag for month AFSC
LOCKARD, ROBERT V	TSGT	29352	29370						P16, PAN 106, 305th, 19-Jul-56, Tag for month AFSC
HARR, RAYMOND J	A/3C	23130	43133						8/23-Jul-56, Tag to Lowery AFB, Colo.
GT THE JOB TRAINING OFFICER: (Typed Name and Grade)					SIGNATURE:				
JOHN F. HUGHES II, 2nd LT, USAF									
809ABO 1 Jul 56 230									

0471

SECRET



AFI 60-10
19117

305TH BOMBARDMENT WING (M)

SECRET

0476

13 NOV 1956
Handwritten signature

RSI Count No
19117

S

N 1050

0477

305-B-1605

20:44
15

3-4617-34

HISTORY OF THE 305TH BOMBARDMENT WING (M)

1 August 1956 through 30 September 1956
(Unclassified)

MacDill Air Force Base, Florida

(8th Air Division)

(Second Air Force)

(Strategic Air Command)

Units above squadron level assigned: 305th Tactical Hospital (USAF)

Prepared by: S/Sgt Belmont Baer, AF 42 275 902
Historical Technician

Julian M Bleyer
JULIAN M BLEYER
Colonel, USAF
Commander

SECRET

0478

TABLE OF CONTENTSTABLE
CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE NUMBER</u>
I	Organization and Administration	1 - 2
II	Personnel	3 - 6
III	Operations and Training	7 - 15
IV	Maintenance, Supply and Facilities	16 - 18

0479

CHAPTER I
ORGANIZATION AND ADMINISTRATION

CHAPTER
I

Colonel Julian M. Bleyer continued to command the 305th Bombardment Wing during the period 1 August - 30 September 1956, and Colonel Frederick R. Ramputi continued as Deputy Commander. A third colonel was added to the wing's roster when Colonel Charles L. Perkins was appointed Director of Materiel, effective 4 September 1956. He replaced Lieutenant Colonel William A. Utley, who became Chief of Maintenance in place of Major Norman I. Radin. Major Radin became Quality Control Officer, replacing Major George L. Green who became Maintenance Control Officer. The effect of these changes was to elevate the rank, and thereby the prestige of the two top posts in the Directorate of Materiel. The period covered by this history also saw Captain James R. Scobey replace Major MacDonald H. Westlake as Wing Chaplain. Major Paul H. Edwards had his work lightened somewhat when one of his many duties, that of Acting Safety Officer, was given to Major Wesley L. Lindley. Major Lindley, aircraft Commander on a 365th Bombardment Squadron lead crew with the additional

1. Roster of Key Personnel, Hq 305th BOMWGM, dtd 1 Sep 56, and 1 Oct 56. EXHIBITS 1 and 2.
2. Hq 305th BOMWGM, para 1, PERAM 134, dtd 7 Sep 56. EXHIBIT 3.
3. Hq 305th BOMWGM, para 3, PERAM 134, dtd 7 Sep 56. EXHIBIT 3.
4. Hq 305th BOMWGM, para 4, PERAM 134, dtd 7 Sep 56. EXHIBIT 3.
5. Hq 305th BOMWGM, para 5, PERAM 134, dtd 7 Sep 56. EXHIBIT 3.
6. Roster of Key Personnel, Hq 305th BOMWGM, dtd 1 Sep 56. EXHIBIT 1.
7. Crew Roster, 365th BOMSQU, 305th BOMWGM, dtd 1 Sep 56, p.1. EXHIBIT 4.

SECRET

8

2

duty of "B" Flight Commander, was soon replaced as Acting Flying Safety Officer by Lieutenant Colonel Hugh B. Robertson Jr. During this period, the 305th Armament and Electronics Maintenance Squadron changed commanders twice, Captain William P. Palmisano replacing Major Alwyn V. Smith until he was replaced by Major Robert V. Sundberg. /Uncl/

The months of August and September were busy months for personnel of the 305th Bombardment Wing. A visit by the Second Air Force Assistance Team, a unit simulated combat mission, the 1956 Strategic Air Command bombing-navigation-reconnaissance competition, and a unique scientific mission, all gave the wing's officers and airmen much to do, and will be covered in more detail in later chapters. /Uncl/

8. Hq 305th BOMWGM, para 1, PERAM 136, dtd 10 Sep 56. EXHIBIT 5.
9. Roster of Key Personnel, Hq 305th BOMWGM, dtd 1 Sep 56. EXHIBIT 1, and 1 Oct 56, EXHIBIT 2.
10. Hq 305th BOMWGM, para 3, PERAM 132, dtd 5 Sep 56. EXHIBIT 6.

SECRET

0481

CHAPTER II

PERSONNEL

CHAPTER
II

As of 30 September 1956, the 305th Bombardment Wing had precisely the same number of officers assigned as was required, which was 421. However, with the exception of the 305th Periodic Maintenance Squadron (which had the smallest officer requirement in the wing), officers were not assigned to organizations in accordance with authorizations. For example, Headquarters Squadron was assigned only forty-nine officers against an authorization of sixty-four, while the 368th Bombardment Squadron was assigned eighty officers, though it was authorized but seventy-one. The causes of these discrepancies between assigned strength and required strength could be found in the crew upgrading program and in the manning in required specialties statistics. The crew upgrading program required a surplus of officers in the tactical squadrons. Indeed, the training time required to upgrade a non-ready crew to combat ready status was of long duration that the surplus of officers in tactical squadrons was not so large as might be desired. This was so because of the ever-present possibility of the reassignment and/or loss of ready crews for various reasons. As for positions manned in required specialties, this has shown a steady improvement, from 86.5 per cent at the close of fiscal year 1956 to 94.1 per cent as of 30 September 1956, the

1. Hq 305th BOMWGM Organizational Management Control Statement, p. 1, dtd 30 Sep 56. EXHIBIT 7.
2. Hist 305th BOMWGM, Jul 56, p. 5.

SECRET

0482

4

end of the first quarter of fiscal year 1957. But even that high percentage left twenty-five positions manned by officers who didn't hold the required specialty. /Uncl/

The personnel picture with regard to airmen was much less favorable. At the end of fiscal year 1956 the 305th Bombardment Wing was manned in required specialties 85.5 per cent airman-wise, but by the end of the first quarter of fiscal year 1957, the percentage was down to 84.3 per cent for direct support airmen and 78.1 per cent for indirect support airmen. Since fewer than half of the airmen discharged during August and September chose to reenlist, it was not difficult to understand the main reason for the downward trend, though of course reassignments played a part also. The months immediately following high school graduation, which usually occurred in June, were the months when so many youths commenced a four-year enlistment in the Air Force, and of course they were due for discharge at that time of the year. Therefore there was reason to hope that the second quarter of fiscal year 1957 would see the loss through discharge of skilled airmen alleviated, at least to some degree. /Uncl/

But the wing's reaction to the loss of skilled airmen was not a passive one. The task of raising manning in required specialties

3. Hq 306th BOMWGM Organizational Management Control Statement, p.1, dtd 30 Sep 56. EXHIBIT 7.
4. Hist 305th BOMWGM, Jul 56, p. 5.
5. Hq 305th BOMWGM Organizational Management Control Statement, p.1, dtd 30 Sep 56. EXHIBIT 7.
6. Hq 305th BOMWGM Organizational Management Control Statement, p.2, dtd 31 Aug 56, EXHIBIT 8, and Organizational Management Control Statement, p.2, dtd 30 Sep 56. EXHIBIT 7.

SECRET

0 4 8 3

5

percentages fell into two general areas: increasing the skill of apprentice-level airmen through on-the-job training, and retaining those airmen after they had become skilled. /Uncl/

There were, as of 30 September 1956, 340 airmen in an on-the-job training status, and 214 of those were in direct fields. A total of fifty-two airmen were upgraded during August and September, and thirty of those airmen were in direct support fields. The program was accelerating and there were sixty-six projected potential upgrades for the month of October. /Uncl/

Although there were many problems to be solved with regard to the on-the-job training program, the airman retention program was and without doubt continue to be even more difficult and complex. To merely ascertain the reasons why so many airmen leave the service would be difficult enough. The Commander in Chief of the Strategic Air Command wrote that low morale, unsatisfactory working hours and conditions, dissatisfaction with job, poor management and supervision, failure to consider individual welfare, and the feeling of not being wanted or needed were reasons people left the service. The Deputy Commander of the 305th Bombardment Wing added that such things as poor day rooms, dining halls, and barracks sometimes caused men to leave the Air Force. At a meeting of the 305th

7. Hq 305th BOMWGM Organizational Management Control Statement, p. 1, dtd 31 Aug 56, 30 Sep 56. EXHIBITS 7 and 8.

8. Minutes of Staff Meeting, Hq 305th BOMWGM, dtd 30 Aug 56, p.4. EXHIBIT 9.

SECRET

0 4 8 4

6

non-commissioned officers on 11 September 1956, still another reason was suggested, the possibility that airmen were not given⁹ enough opportunities to travel. If there were so many reasons why airmen got out of the Air Force, it was quite apparent that corrective action would have to cover a lot of different aspects. But the general policy seemed to be that supervisory personnel should concentrate on the individuals they want to keep and to try to persuade¹⁰ those individuals to stay in the Air Force, and further, that an optimistic attitude toward Air Force life was justified by the bills that have been introduced in Congress, bills to obtain a better scale of pay, to get better housing or rental allowance for single and married personnel, to have a better promotion policy, to include specialist ratings, and to regain the fringe benefits that have¹¹ dwindled away. /Uncl/

-
- 9. Minutes of Wing NCO Council Meeting, Hq 305th BOMWGM, dtd 11 Sep 56, p.4. EXHIBIT 10.
 - 10. Minutes of Staff Meeting, Hq 306th BOMWGM, dtd 14 Sep 56, p.7. EXHIBIT 11.
 - 11. Minutes of Staff Meeting, Hq 305th BOMWGM, dtd 30 Aug 56, p.4. EXHIBIT 9.

SECRET

0485

CHAPTER III
OPERATIONS AND TRAINING

The month of August 1956 saw the 305th Bombardment Wing make modest but genuine gains in its crew upgrading program. Crew M-¹ 77 of the 305th Air Refueling Squadron was upgraded to T-77, the 365th Bombardment Squadron upgraded two crews to ready status, and the 366th Bombardment Squadron upgraded Captain James H. Clark and his crew to lead status, Crew L-99. In addition, eleven new B-47 crews were formed during August, though of course none of them were yet combat ready. The wing gained nine aircraft commanders, fifteen co-pilots (eight B-47 and seven KC-97), eight observers, one navigator, three flight engineers, and four radio operators. There were losses too. Six boom operators were transferred permanent change of station to Lake Charles Air Force Base and two radio operators were transferred permanent change of station to Barksdale Air Force Base.² Two other radio operators and one aircraft commander were discharged.³ Major Perry P. Wells of the 364th Bombardment Squadron became commander of Crew L-02, replacing Major Albert R. Beaty, who replaced Major James A. Giles as that squadron's operations officer. Major Wells had previously commanded Crew N-29, and thus advanced at once from a non-ready crew to the command of a lead crew. Crew N-29 was

1. Remarks Comdr 305th AREFSM Part III of Air Tng Rpt Aug 56, p.1. EXHIBIT 12.
2. Ibid.
3. Ibid.

SECRET

0486

8

liquidated, its pilot, Captain Max W. Reckart, took command of Crew In-20, and First Lieutenant William J. Welch, the observer, took that same position on Crew In-25. /Confidential/

Two lead crews (L-15 of the 364th Bombardment Squadron and L-48 of the 365th Bombardment Squadron) had to be nominated on 24 August 1956 for possible reassignment on Second Air Force Project 372A. This project was a permanent change of station transfer to the 100th Bombardment Wing at Portsmouth, New Hampshire. Inasmuch as the wing could not afford to lose these two highly regarded crews and the crew members themselves (all of whom were married) did not want to transfer, the project was upsetting to everybody. In a strongly worded disposition form to the 809th Air Base Group Director of Personnel (who had the unenviable task of making a selection from nominations submitted by the two wings stationed at MacDill Air Force Base) the 305th pointed out that both of the crews nominated had held select status for over a year and lost it through no special fault of their own, that both aircraft commanders and both observers were of staff officer caliber and experience and were even then under consideration for staff positions, and that the co-pilot of Crew L-15 was being checked out as an aircraft commander. Nevertheless, these crews had to be nominated because no other crew was eligible. The protest was not in vain. The 809th Air Base Group released Crew L-48 from further considerations, but nominated Crew L-15 and three 306th Bombardment Wing crews for the project. Finally, on 10 September 1956, the good news was sent to the 305th that Headquarters Second Air Force

SECRET

0487

9

had released Crew L-15 from further consideration and had instead nominated to Headquarters Strategic Air Command two crews from the 306th Bombardment Wing Medium. It was encouraging to realize that higher headquarters were aware of the 306th's difficulties in maintaining a sufficient number of combat ready crews. /Confidential/

From 13 August to 24 August 1956, the 305th Bombardment Wing was host to the Second Air Force Assistance Team, headed by Colonel Ralph C. Jenkins, and consisted of fifteen other officers and thirteen airmen. Their purpose in visiting this wing was to advise and assist in the implementation of procedures and policies necessary to accomplish the mission of the wing. Particular attention of the team was⁴ directed toward the development and maintenance of combat readiness. /Uncl/

The Second Air Force Assistance Team was very favorably impressed with the 305th Bombardment Wing as a whole, and particularly with its combat crews and staff. In their report, the team pointed out that many combat crews and staff personnel have been lost, yet enough remained to provide excellent continuity. The team was impressed by⁵ the mutual confidence that existed among squadrons and staff. The members of the Assistance Team had high praise for the upgrading program for non-ready crews, the low failure rate at strategic evaluation, and the high bombing navigation reliability. The team, however, did suggest ways in which the wing could operate still more

-
4. Rpt of Visit to 305th BOMWGM by 2 AF Assistance Team, p.1.
EXHIBIT 13.
5. Ibid.

SECRET

0488

10

effectively. For instance, they expressed the belief that the Chief of Operations and Training had to devote too much of his time to daily operational problems (many of them of minor importance) and that this detracted from his planning and supervisory duties. They recommended that a well qualified officer be assigned as Wing Control Room Officer and assume the additional responsibilities of monitoring⁶ and coordinating current operations. This should be done even at the expense of a combat crew, they declared. Another position that the assistance team thought should be filled at the expense of a combat⁷ crew, was that of Wing Gunnery Officer. The team noted certain other imperfections in activities supporting operations and training. Among those imperfections were the acceptance of excessive air weapons publications, incomplete understanding of technical orders of the 11 N series, improper monitoring of the conduct of the Air Weapons School, failure to assign qualified clerical personnel to the 305th Air Refueling Squadron's Operations Administrative Section, and excessive involvement of the squadron operations officers in maintenance planning. Naturally, such deficiencies were all the more noticeable, because they contrasted so sharply with the wing's overall superior⁸ performance. The perspicacity of the Second Air Force Assistance Team was illustrated by its verdict that the 305th Bombardment Wing

6. Rpt of Visit to 305th BOMBWG by 2 AF Assistance Team, p.6.
EXHIBIT 13.

7. Rpt of Visit to 305th BOMBWG by 2 AF Assistance Team, p.9.
EXHIBIT 13.

8. Rpt of Visit to 305th BOMBWG by 2 AF Assistance Team, pp. 8,9.
EXHIBIT 13.

SECRET

0 4 8 9

11

was one of the most professional units yet visited, that the Directorate of Operations had some of the most highly qualified personnel in Second Air Force, and that from the standpoint of adherence to a published schedule, it was without qualification the best wing they had yet visited. /Uncl/

A test of the 305th Bombardment Wing's professionalism was soon to occur, for it was required to fly a unit simulated combat mission and 5 September 1956 was X-Day. The unclassified nickname⁹ for this mission was "Gold Eagle". The mission required 36 B-47E aircraft, launched in three waves, to attack and destroy designated targets in the North Eastern United States, post striking at MacDill¹⁰ Air Force Base. This would involve one air refueling and the utilization of simulated weapons. The tactical objective of the attack¹¹ was to reduce the simulated enemy's capability to wage war. Eleven B-47E's were scheduled for the first wave, fourteen for the second wave, and eleven more for the third and final wave of bombers, with¹² a twelve hour interval between each wave. Each B-47E aircraft was required to accomplish one wet hook-up with a minimum on-load of 42,000 pounds of fuel. The 305th Air Refueling Squadron had to furnish one KC-97 for each B-47E participating in the mission, and, in addi-

9. Ops Order 226-56, p.2, Hq 305th BOMWGM, dtd 15 Aug 56.
EXHIBIT 14.

10. Ibid.

11. Ops Order 226-56, p.7, Hq 305th BOMWGM, dtd 15 Aug 56.
EXHIBIT 14.

12. Ops Order 226-56, p.13, Hq 305th BOMWGM, dtd 15 Aug 56.
EXHIBIT 14.

SECRET

0490

SAFETY FILM

12

tion, had to launch spares to insure accomplishment of air refueling. Their aircraft were also scheduled by waves, based on the idea of one tanker for one bomber. /Secret/

The air refueling portion of Gold Eagle proved highly successful, but the B-47 portion not as successful, but, was generally effective. /Secret/

One B-47 aborted on the first wave after it had received 34,000 pounds of the 42,000 pounds of fuel required, but the fire warning lights on number two and five engines went on. This aircraft returned to MacDill Air Force Base and was rescheduled to fly on the third wave. Another difficulty on the first wave occurred when a KC-97 suffered a hydraulic malfunction after it had off-loaded 35,000 pounds. This tanker was therefore considered ineffective. Fortunately, an airborne spare was there to complete the off-loading, with the result that this cell was 100 per cent effective on refueling.

/Confidential/

The second wave also saw a B-47 abort during air refueling operations. This B-47 had received 11,000 pounds of fuel when it had to return to MacDill because of hydraulic fumes and smoke in the cockpit. The tanker was considered effective and the bomber was rescheduled to fly on the third wave. Another B-47 on the second wave found its radar inoperative while over the target. The "buddy

13. Zippe 09-180/T-31/228-55/2AF/305 AREFSM/Tr Comdr 305th BOMWG to CINCSAC Offutt AFB, Neb p.3. EXHIBIT 15.

14. Ibid.

SECRET

0491

13

system" then went into effect, and the buddy aircraft took the film from which the photo score could be determined. /Confidential/

The third wave now had thirteen B-47's participating instead of the originally planned eleven, owing to the aborts on the first two waves. This time there were no aborts. However, two bomb releases were not able to be scored by film but they were estimated as good releases. /Confidential/

Both of the air aborts that occurred during Gold Eagle were investigated. Based on the post-flight corrective maintenance required, it was determined that neither of the aircraft commanders had any way of being sure that his aircraft could have successfully bombed its target under emergency war plan conditions. It was agreed that both aircraft commanders had acted wisely in deciding to abort in favor of being scheduled on a subsequent wave. /Secret/

A project unique in aviation history took shape during August and the 305th Bombardment Wing was called upon to supply a KC-97 aircraft, two KC-97 crews, and maintenance personnel in support of it. Aircraft number 52837 and 305th Refueling Squadron Crews T-65 (commanded by Major Charles S. Jones Jr) and T-59 (commanded by First Lieutenant Howard K. Hartley) were selected to support this project, which was given the nickname "Operation Tan Glove". It was estimated that this expedition would require two months to complete. Its pur-

15. Zippo 09-189/B-81/226-56/2AF/305 BOMWGM/fr Comdr 305th BOMWGM to CINSAC Offutt AFB, Neb, p.3. EXHIBIT 16.
16. Msg 305 DOT fr Comdr 6 AD, MacDill AFB, Fla, to Comdr 2 AF, Barksdale AFB, La. EXHIBIT 17.
17. See EXHIBIT 10 Sep Hist 6 AD and 809 ABG, MacDill AFB, Fla, Subj: "Tan Glove".

SECRET

0492

14

pose was to explore the shape of the earth's magnetic field, which
 18
 extends out into interplanetary space. The operation will require a
 flight around the earth, in the region of the magnetic equator.
 The experiment has been designed for purely scientific interest
 and not directed towards any specific application at this time.

/Secret/

Aircraft number 52837, in common with all other KC-97's, was
 manufactured and equipped for military, not scientific operations,
 and consequently required modification in order to participate in
 Operation Tan Glove. Since the scheduled departure date for this
 19
 operation was on or about 1 September 1956, the month of August was
 utilized to perform the necessary modifications, and aircraft 52837
 was flown to Hanscom Air Force Base, Massachusetts, the Hamilton
 Standard Propeller Company at Windsor Locks, Connecticut, and to
 Warner-Robins Air Materiel Area for installation of nickel plated
 20
 propellers. Various unexpected delays occurred, and aircraft 52837
 and its crew finally departed on this extraordinary expedition, but
 not until the last days of September 1956. /Secret/

Even more interesting to personnel of the 305th Bombardment
 Wing than Operation Tan Glove, was the 1956 Strategic Air Command
 Bombing-Navigation-Reconnaissance Competition, held at Lookbourne
 Air Force Base, Ohio. The 305th was represented by two of its finest
 crews, S-12 of the 364th Bombardment Squadron, and S-69 of the 366th

18. Ibid.

19. Ibid.

20. Msg fr CINCSAC to Comdr 2 AF info to Comdr 6 AD MacDill AFB, Fla,
 dtd 18 Aug 56. On file 6 AD Operations.

SECRET

0493

15

Bombardment Squadron. The two crews departed MacDill Air Force Base for Lockbourne Air Force Base 22 August (the maintenance team had left three days earlier), and were assigned to two different flights for the competition. Crew S-12, commanded by Lieutenant Colonel Richard F. Heller Jr., was placed on Flight A and flew the nights of August 24, 26, and 28. ²¹ Crew S-69, commanded by Lieutenant Colonel John J. Trevisani, was placed on Flight B and flew the nights of August 25, 27, and 29. ²² These two crews and the maintenance team suffered the disadvantage of not having the most advanced equipment. Nevertheless, they flew all their missions without aborts. The final standings showed that the 305th had finished in 25th place in bombing, and 34th place in navigation. This was a good showing as had been hoped for, but, MacDill's other wing, the 306th Bombardment Wing, finished in first place in the bombing competition, and 305th personnel ²³ were pleased that their sister wing had done so well. /Uncl/

21. Msg Y19 Comdr SAC Competition Hq Lockbourne AFB, Ohio to Comdr 6 AD MacDill AFB, Fla, dtd 4 Aug 56. EXHIBIT 18.
22. Ibid.
23. Msg fr Comdr 2 AF Barksdale AFB, La, to Comdr 6 AD MacDill AFB, Fla, Subj: Final 2 AF Wing Standings in SAC Bombing-Navigation-Reconnaissance Competition. EXHIBIT 19.

SECRET

0494

CHAPTER IV

MAINTENANCE, SUPPLY AND FACILITIES

The Second Air Force Assistance Team that visited the 305th Bombardment Wing 13 August to 24 August 1956, was very thorough in examining and analyzing the Directorate of Material and its various components and subordinate activities. They found the Director of Materiel and his staff to be well qualified and capable of directing the wing material effort, and that, with few exceptions, the Directorate¹ was operating in accordance with published directives. /Uncl/

The assistance team noted that Maintenance Control and the 305th Field Maintenance Squadron were performing satisfactorily. They were particularly pleased with Quality Control's Unsatisfactory and Failure Report Program, the Analysis Records and Reports Branch, and the Ground Powered Equipment and Propulsion Branches. They were somewhat more critical of the 305th Armament and Electronics Maintenance Squadron, observing there a lack of understanding of Strategic Air Command and Second Air Force directives as evidenced by many deviations in the operating procedures directed by those publications. The team went into much detail in its analysis of maintenance operations in this wing, and made many recommendations. Team members were well received² and expressed their appreciation of the cooperation extended to them.

1. Rpt of Visit to 305th BOMWGM by 2 AF Assistance Team, Sect II, p.1, Directorate of Materiel. EXHIBIT 13.

2. Ibid.

17

During the period of this history, aircraft of the 305th Bombardment Wing suffered 52 aborts.³ Seven of the aborts were due to weather, twenty-one because of aircraft malfunction, two on account of rendezvous equipment, one on account of refueling equipment, and twenty-one for other causes. There were ten more aborts during the month of August than during the month of September. There were a total of 460 sorties for the period of August and September, with the latter month having 255 and August 205. Of that number, 177 were airborne, 135 made successful rendezvous, and 138 sorties transferring required⁴ fuel. /Confidential/

On 14 August 1956, a message was received from Headquarters Second Air Force, stating that the Aircraft out of Commission for Parts (henceforth known as AOCP) rate in Second Air Force for July was too high, and apparently did not favorably compare with the AOCP rate for⁵ the Eighth and Fifteenth Air Forces for that month. Percentages for July for Second Air Force were furnished for informational purposes, and showed an AOCP rate of 2.23 for B-47's. The message established a target for the first quarter of fiscal year 1957 of 1.4 or lower for B-47's and 3.0 or lower for KC-97's. It also established an Aircraft not Fully Equipped (henceforth known as ANFE) target for the first quarter of fiscal year 1957 of 10.0 or lower for B-47's and

3. Comdr 305th BOMWGM Remarks Part IV, p.3, of Air Training Report for Month of August 1956, EXHIBIT 20, and Comdr 305th BOMWGM Remarks Part IV, p.2, of Air Training Report for Month of September 1956, EXHIBIT 21.

4. Ibid.

5. Msg Comdr 2AF Barksdale AFB, La to Comdr 305th BOMWGM, dtd 14 Aug 56. On file 305 DM.

SECRET

0496

18

10.0 or lower for KC-97's. The 305th Bombardment Wing had perfect AOCF and ANFE rates in July, but not even the most cheerful supply man could expect that to continue through August and September. The objective then was to keep the supply system as close to perfection as possible. That efforts to realize this objective were successful was indicated by the fact that as of 30 September 1956, the AOCF rate for the wing was 0.63 and its ANFE rate was .06. Those rates were well below the Second Air Force target. /Uncl/

SECRET

0497

APPENDIX

- EXHIBIT 1 Roster of Key Personnel, Hq 305th BOMWGM for Sep 56
- EXHIBIT 2 Roster of Key Personnel, Hq 305th BOMWGM for Oct 56
- EXHIBIT 3 Hq 305th BOMWGM, para 1, PERAM 134, dtd 7 Sep 56
- EXHIBIT 4 Crew Roster 365th BOMSQM, 305th BOMWGM, dtd 1 Sep 56
- EXHIBIT 5 Hq 305th BOMWGM, para 1, PERAM 136, dtd 10 Sep 56
- EXHIBIT 6 Hq 305th BOMWGM, para 3, PERAM 132, dtd 5 Sep 56
- EXHIBIT 7 Hq 305th BOMWGM Organizational Management Control Statement, dtd 30 Sep 56
- EXHIBIT 8 Hq 305th BOMWGM Organizational Management Control Statement, dtd 31 Aug 56
- EXHIBIT 9 Minutes of Staff Meeting, Hq 305th BOMWGM, dtd 30 Aug 56
- EXHIBIT 10 Minutes of Wing NCO Council Meeting, Hq 305th BOMWGM, dtd 11 Sep 56
- EXHIBIT 11 Minutes of Staff Meeting, Hq 305th BOMWGM, dtd 14 Sep 56
- EXHIBIT 12 Remarks Comdr 305th AREFSM Part III of Air Tng Rpt Aug 56
- EXHIBIT 13 Rpt of Visit to 305th BOMWGM by 2 AF Assistance Team
- EXHIBIT 14 Ops Order 226-56, Hq 305th BOMWGM, dtd 15 Aug 56
- EXHIBIT 15 Zippe 09-180/T-81/226-56/2AF/305AREFSM/fr Comdr 305th BOMWGM to CINCSAC Offutt AFB, Neb
- EXHIBIT 16 Zippe 09-189/B-81/226-56/2AF/305BOMWGM/fr Comdr 305th BOMWGM to CINCSAC Offutt AFB, Neb
- EXHIBIT 17 Msg 305 DOT fr Comdr 6 AD, MacDill AFB, Fla, to Comdr 2 AF, Barksdale AFB, La
- EXHIBIT 18 Msg 719 Comdr SAC Competition Hq Lookbourne AFB, Ohio to Comdr 6 AD, MacDill AFB, Fla, dtd 4 Aug 56
- EXHIBIT 19 Msg fr Comdr 2 AF Barksdale AFB, La, to Comdr 6 AD, MacDill AFB, Fla, Subj: Final 2 AF Wing Standings in SAC Bombing-Navigation-Reconnaissance Competition
- EXHIBIT 20 Comdr 305th BOMWGM Remarks Part IV of Air Training Report for Month of August 1956
- EXHIBIT 21 Comdr 305th BOMWGM Remarks Part IV of Air Training Report for Month of September 1956

APPENDIX

SECRET

0498

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

ROSTER OF KEY PERSONNEL
(1 September 1956)

NAME	HOME ADDRESS	DUTY PHONE	HOME PHONE
COLONEL JULIAN M BLEYER Wing Commander	404 Staff Loop MacDill AFB	23-051	34-221
COLONEL FREDERICK R RAMPUTI Deputy Wing Commander	37 Second Drive MacDill AFB	33-051	35-872
MAJOR DALE D ARMENTROUT Wing Adjutant	1023 Bay Blvd Indian Rocks Beach	33-051	91-4730
MAJOR JOSEPH U RIPKO Director of Personnel	4312 So Lois Ave Tampa	21-061	64-8612
MAJOR WILLIAM E MITCHELL Director of Comptroller	3901 Tacon St Tampa	37-331	62-5771
LT COL STANLEY J JOHNSON Director of Operations	30 Garden Dr MacDill AFB	35-321	82-201
MAJOR JOHN H PULLEY Deputy Director of Operations	1 Hillsborough Ln MacDill AFB	35-321	82-064
MAJOR LON B BERRY Chief of Intelligence	4103 Bayshore Dr MacDill AFB	23-831	82-391
MAJOR FRANCIS M STONE Chief of Plans	6603 Bayshore Blvd Tampa	30-861	65-6732
MAJOR WALTER A CARTER JR Wing Training Officer	4208 Fair Oaks Ave Tampa	37-351	64-0764
MAJOR PAUL H EDWARDS Acting Director of Safety	6213 Sanders Dr Tampa	36-461	63-5872
Wing Ground Safety Officer Wing Security Officer			
LT COL WILLIAM A UTLEY Director of Material	7 Bridges Loop MacDill AFB	32-561	82-651
MAJOR NORMAN I RADIN Chief of Maintenance	25 Second Dr MacDill AFB	32-561	82-403
MAJOR ROBERT F MORGAN Wing Surgeon	45 Bridges Loop MacDill AFB	22-421	83-233
CAPT JAMES R SCOBEE Wing Chaplain	55 Bridges Loop MacDill AFB	37-181	
MAJOR WESLEY L LINDLEY Acting Flying Safety Officer	3202 Sierra Circle Tampa	36-461	62-4532

NAME	HOME ADDRESS	DUTY PHONE	HOME PHONE
MAJOR AUDREY D TOLLEY Commander, Hq Squadron Wing Communications Officer	4324 South Hubert Tampa	28-051	62-7404
MAJOR JOHN E BRANTLAND Wing Logistics Officer	8 Bridges Loop MacDill AFB	25-151	82-754
LT COL JOHN W CHAPMAN Commander, 305th ARPSM	12 Bridges Loop MacDill AFB	38-081	83-323
MAJOR EDWARD M POTTER JR 305th ARPS Ops Officer	4526 Vasconia St Tampa	29-321	65-5022
MAJOR R. A. SCHOOLCRAFT Comdr, 305th Fld Maint Sq	4010 Rogers Ave Tampa	23-031	64-2694
CAPT WILLIAM P PALMISANO Comdr, 305th A & E Sq	4418 Wisconsin St Tampa	21-361	
MAJOR DEAN E HAYDEN Comdr, 305th Per Maint Sq	4411 Ballast Pt Tampa	38-311	61-5541
LT COL LAWRENCE H JOHNSON Comdr, 364th Bomb Sq	4604 Trask Tampa	37-101	65-6781
MAJOR ALBERT R BEATY 364th Bomb Sq Ops Officer	4305 Knights Ave Tampa	26-051	61-5501
LT COL JAMIE M PHILPOTT Comdr, 365th Bomb Sq	4016 Zelar St Tampa	27-381	72-6521
MAJOR GEORGE E POTTER 365th Bomb Sq Ops Officer	10 Second Dr MacDill AFB	36-801	8-3641
LT COL JOHN F SMOFFORD Comdr, 366th Bomb Sq	702 Bella Vista Tampa	33-791	73-2281
MAJOR NATHAN W MILLER 366th Bomb Sq Ops Officer	3920 Estrella St Tampa	38-021	89-1714

NOTE: Call Ext 26-361 or 25-561 for location of above named officers after duty hours.

DALE D ARMENTROUT
DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: S, plus 10 Comdr 6th AD; 6 ABG Adjutant; 5 ABG D/Pers;
3 6th AD Ops; 3 809th D/Mats; 2 Base Postal Dir; 15 306th BW; 3 305th D/Pers;
5 Base ISO; 3 Wg Surgeon; 3 Base Chaplain; 50 Motor Pool; 3 Res Auditor;
3 Chief Switchboard Operator; 5 Provost Marshal; 3 Garden House;
TOTAL: 173 copies

0500

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

ROSTER OF KEY PERSONNEL
(1 October 1956)

<u>NAME</u>	<u>HOME ADDRESS</u>	<u>DUTY PHONE</u>	<u>HOME PHONE</u>
COLONEL JULIAN W. BRYNER Wing Commander	404 Staff Loop MacDill AFB	23-051	34-221
COLONEL FREDRICK B. RAMPART Deputy Wing Commander	37 Second Drive MacDill AFB	33-051	83-872
MAJOR DALE D. ARMENTROUT Wing Adjutant	1023 Bay Blvd Indian Rocks Beach	33-051	91-4750
LT COL JOSEPH J. RUPKO Director of Personnel	4312 So. Lois Ave Tampa	21-061	64-8612
MAJOR WILLIAM E. MITCHELL Director of Comptroller	3901 Tacon St Tampa	37-331	62-5771
LT COL STANLEY J. JOHNSON Director of Operations	30 Garden Dr MacDill AFB	35-321	82-201
MAJOR JOHN H. POLLEY Deputy Director of Operations	1 Hillsborough Lp MacDill AFB	35-321	82-064
MAJOR LON E. BERRY Chief of Intelligence	8103 Bayshore Dr MacDill AFB	23-831	82-391
MAJOR FRANCIS M. STONE Chief of Plans	6603 Bayshore Blvd Tampa	30-861	65-6732
MAJOR WALTER A. CARTER JR. Wing Training Officer	4208 Fair Oaks Ave Tampa	37-351	64-0764
MAJOR PAUL H. EDWARDS Acting Director of Safety Wing Ground Safety Officer Wing Security Officer	6213 Sanders Dr Tampa	36-461	63-5872
COLONEL CHARLES L. PERKINS Director of Materiel	2303 So. Hale Ave Tampa	32-561	81-0754
LT COL WILLIAM A. UTLEY Chief of Maintenance	748 Fiddes Loop MacDill AFB	32-561	82-651
MAJOR ROBERT F. MORGAN Wing Surgeon	45 Bridges Loop MacDill AFB	28-421	83-233
CAPT JAMES R. SCOBEY Wing Chaplain	55 Bridges Loop MacDill AFB	37-181	
LT COL HUGH B. ROBERTSON JR. Acting Flying Safety Officer	4107 Fair Oaks Tampa	36-461	65-6482

NAME	HOME ADDRESS	DUTY PHONE	HOME PHONE
MAJOR AUDREY D TOLLEY Commander, Fg Sq Section Wing Communications Officer	4324 South Hubert Tampa	24-051	62-7404
MAJOR JOHN E BENNARD Wing Logistics Officer	8 Bridges Loop MacDill AFB	25-151	82-754
LT COL JOHN M CHAPMAN Commander, 305th AWPB	12 Bridges Loop MacDill AFB	33-031	83-323
MAJOR EDWARD M POTTER JR 305th AWPB Ops Officer	4526 Vasconia St Tampa	29-321	65-5022
MAJOR R. L. SCHOOLCRAFT Comdr, 305th Fld Maint Sq	4010 Rogers Ave Tampa	23-931	64-2694
MAJOR ROBERT V SUNDBERG Comdr, 305th F & E Sq	4 Secord Drive MacDill AFB	21-361	83-854
MAJOR DEAN E HAYDEN Comdr, 305th Per Maint Sq	4411 Ballast Pt Tampa	38-311	61-5541
LT COL LAWRENCE H JOHNSON Comdr, 364th Bomb Sq	4404 Trask Tampa	37-101	65-6781
MAJOR ALBERT R BEATY 364th Bomb Sq Ops Officer	4305 Knights Ave Tampa	26-051	61-5501
LT COL JAMIE M PHILLIPS Comdr, 365th Bomb Sq	4016 Zelar St Tampa	27-381	72-6521
MAJOR GEORGE E PORTER 365th Bomb Sq Ops Officer	10 Secord Dr MacDill AFB	36-801	83-641
LT COL JOHN F SMOFFORD Comdr, 366th Bomb Sq	702 Bella Vista Tampa	33-791	73-2281
MAJOR NATHAN W MILLER 366th Bomb Sq Ops Officer	3920 Estrella St Tampa	38-021	89-1714

NOTE: Call Ext. 25-561 for location of above named officers after duty hours.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: S, plus 10 Comdr 6th AD; 6 ABG Adjutant; 5 ABG D/Pers;
3 6th AD Ops; 3 809th D/Mat; 2 Base Postal Dir; 15 305th BW; 3 305th D/Pers;
5 Base ISO; 3 Wg Surgeon; 3 Base Chaplain; 50 Motor Pool; 3 Res Auditor;
3 Chief Switchboard Operator; 5 Provost Marshal; 3 Garden House;
TOTAL: 173 copies

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (BAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUM
NUMBER 134)

7 September 1956

1. COL CHARLES L PERKINS, AO 560214, this HQ, this STA, is
ASG Prim Duty as Director of Materiel, DAFSC 0046C, FUNCT ACCT 35000,
EFF 4 SEP 56. AUTH: AFM 36-1.

2. TSSD of COL CHARLES L PERKINS, AO 560214, this HQ, this STA,
is changed from 12 OCT 48 to 18 AUG 56. AUTH: AFM 35-11.

3. LT COL WILLIAM A UTLEY, 60471, this HQ, this STA, is REL
from ASG Duty as Director of Materiel, AFSC 0046C, FUNCT ACCT 35000,
and ASG Prim Duty as WG Chief of Maintenance, DAFSC 4316, FUNCT ACCT
44000, EFF 4 SEP 56. AUTH: AFM 36-1.

4. MAJ NORMAN I ALBIN, AO 802884, this HQ, this STA, is REL
from ASG Duty as WG Chief of Maintenance, AFSC 4316, FUNCT ACCT
44000 and ASG Prim Duty as WG Quality Control Officer, DAFSC 4331,
FUNCT ACCT 44000, EFF 4 SEP 56. AUTH: AFM 36-1.

5. MAJ GEORGE L GREEN, AO 674365, this HQ, this STA, is REL
from ASG Duty as WG Quality Control Officer, AFSC 4331, FUNCT ACCT
44000, and ASG Prim Duty as Maintenance Control Officer, DAFSC 4351,
FUNCT ACCT 44000, EFF 4 SEP 56. AUTH: AFM 36-1.

6. SMOP 8, PERAM 125, this HQ, DTD 23 AUG 56, which pertains
to A/IC GEORGE J PRESTON, AF 18441727, 305TH FLD MAINTROHM, this WG,
this STA, as reads: DCS is changed from 11 DEC 61 to 28 JAN 62 INTR
changed to 24 JAN 62.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U RIFKO
LT COL, USLF
Director of Personnel

Gilbert E. Hartman
GILBERT E. HARTMAN
2ND LT, USLF
Personnel Officer

DISTRIBUTION:

2 CYS WG ADJ, 1 CY BASE STAT
15 CYS 305TH BOMWOM CUPS, 4 CYS WG HISTORIAN
2 CYS BASE DIR OF PERS, 1 CY HQ ZAF ATTN: DPCU
2 CYS BASE OUT, 1 CY DIR OF OPS 305TH BOMWOM
2 CYS BASE C&I
2 CYS EA OFF & JIN CONCERNED PLUS 1 FOR 201 FILE

0503

365th BOMBARDMENT SQUADRON
305th BOMBARDMENT WING (M)

CREW REGISTER

AS OF 2400
1 SEPT 1956
PAGE 1 OF 2 PAGES

CREW NO.	AIRCRAFT COMMANDER	TOTAL TIME	R-47 TIME	PILOT	TOTAL TIME	R-47 TIME	OBSERVER	TOTAL TIME	R-47 TIME	REMARKS
S-36	* MAJ, AO 700518 MILNER, JAMES D.	4076:30	1073:00	CPT, AO 2222423 WYNN, WILLIAM A.	3713:45	939:30	MAJ, AO 880338 CORSA, LAWRENCE J.	3012:15	871:00	
S-38	* MAJ, 15701 A TERRY, WENDELL I.	2011:50	1199:50	2LT, AO 3052276 STALIN, CLYDE E.	390:40	79:30	MAJ, 20255 A LACCHINI, JOSEPH E.	2765:45	862:00	
S-50	* MAJ, AO 835272 RYAN, FRED J.	3530:50	1437:50	2LT, AO 3041091 SPRUCHSON, ABRAHAM E.	196:10	214:40	MAJ, AO 776846 DOWLING, WALTER C.	1812:40	649:00	
S-54	* LTC, AO 698723 HAGLER, PHILIP E.	2728:30	1694:20	CPT, AO 2222443 HUESCH, SIMON J.	2091:35	954:20	MAJ, AO 2026670 GUSTINIA, JOSEPH T.	1297:20	1292:20	
S-60	* MAJ, 17147 A LEONARD, JAMES M.	2523:15	1395:15	CPT, AO 2221918 LYNN, WILLIAM C.	1334:35	900:15	MAJ, AO 707613 ADAMS, WILLIAM L.	4269:20	1207:30	
L-35	* MAJ, 15103 A ANDREWS, G. O. G. A.	3712:15	1495:35	MAJ, AO 498299 LLOYD, WILLIAM C.	3334:30	241:10	CPT, AO 684900 MILLON, RICHARD J.	1460:25	546:00	
L-48	* MAJ, 14331 A LINDLEY, WENSLEY I.	4624:05	1637:00	1LT, AO 181745 EVANS, HAROLD M.	3093:40	736:20	CPT, 17542 A DILLARD, GEORGE E.	4071:10	1841:30	
L-55	* CPT, AO 2071207 MOYER, RICHARD A.	3617:45	1325:45	1LT, AO 3023455 LONG, MICHAEL P.	341:25	457:45	CPT, AO 2044310 JOHNSON, STORACE	1577:00	517:55	
L-57	* CPT, 14434 A ZIMMERMAN, FRANKING	4719:10	1391:10	2LT, AO 305291 BONCAL, JEREMY V.	383:40	61:45	CPT, 16521 A BARNEY, WILLIAM F.	2375:00	872:25	
R-39	* CPT, AO 1910162 L. HIGGEL, HARVIN R.	2275:20	944:45	* CPT, 15275 A POLLYER, ALBERT	2062:35	1245:00	1LT, AO 3034052 LOSTY, CYRIL E.	635:50	344:55	
R-47	* CPT, AO 2006371 FOOTE, MARSHALL G.	2657:35	1364:30	1LT, AO 3041085 HACKER, RICHARD L.	511:45	241:45	1LT, AO 3033767 IRWIN, HOMER G.	645:25	216:45	
R-53	* CPT, AO 742416 NICHOLS, FREDRICK C.	4715:00	241:55	1LT, AO 3025579 EVANS, JACOB S.	1026:20	650:50	1LT, AO 3034691 HOGAN, CLIFFORD E.	621:25	305:40	
M-40	* CPT, AO 692483 JOHNSON, GUSTAF E.	2149:45	1073:20	CPT, AO 606002 ELLIOTT, DAVID H.	1486:00	43:25	1LT, AO 2225408 PATTY, RUSSELL E.	878:10	54:05	
M-52	* CPT, 10200 A VILKO, JAMES D.	2229:20	1075:20	1LT, AO 2227607 WILKINSON, DAVID C.	346:15	93:45	CPT, AO 202535 PAULIST, VINCENT P.	2650:10	89:45	
M-56	* CPT, AO 222683 MACCAID, JONATHAN E.	2273:15	949:40	1LT, AO 3056020 STAY, WILLIAM C.	409:40	68:05	CPT, AO 1911523 WALL, WILLIAM I.	1882:00	20:30	
M-63	* CPT, AO 2060534 WUSE, TOM M.	3210:10	1224:55	1LT, AO 3021330 WSTRAVER, JEROLD C.	470:40	199:10	1LT, AO 3024175 WAGNER, ANDREW A.	738:05	136:25	

* MEMOIRS 1241's AND 1245's

365th BOMBARDMENT SQUADRON
305th BOMBARDMENT WING (H)

CREW ROSTER

AS OF 2400
1 SEPT 1956
PAGE 2 OF 2 PAGES

CREW NO	AIRCRAFT COMMANDER	TOTAL TIME	B-47 TIME	PILOT	TOTAL TIME	B-47 TIME	OBSERVER	TOTAL TIME	B-47 TIME	REMARKS
IN-37	* 1LT, 2218252 GILLOCK, MILTON J.	NO FORMS		2LT, AO 2211981 ALVEX BOUDET E.	NO FORMS		1LT, AO 928143 BLAKE, RICHARD W.	1008:25	14:15	
IN-46	* CPT, AO 813273 HAMILTON, GUY ED	NO FORMS		* CPT, AO 813324 COADY, PAUL J.	NO FORMS		2LT, AO 3058311 LAWLAIS, JOHN T.	NO FORMS		
IN-49	* CPT, 27638 A ALBRECHT, ADALPH S.	TDY		2LT, AO 221800 MOORE, ROBERT D.	TDY		1LT, AO 2210319 HOWARD, ROLAND R.	274:50	7:30	
IN-51	MAJ, 9475 A McLACHLAN, JOSEPH J.	TDY		* CPT, AO 736192 HANSON, JOHN D.	1540:40	12:50	1LT, AO 2225539 HULING, EDWARD E.	715:35	58:20	
IN-61	* CPT, 16297 A FLITGE, ROBERT D.	NO FORMS		2LT, AO 221373 STOCKER, JOHN R.	NO FORMS		CPT, AO 685143 HALL, JAMES C.	2091:45	3:15	
IN-62	* CPT, 15078 A BLOOM, ROBERT A.	NO FORMS		* 1LT, AO 2203883 CHAFFY, FRANK D.	380:55	7:25	1LT, AO 3035930 BICKLEY, WAINE D. JR.	509:50	8:10	
	STAFF PERSONNEL			NON CREW PERSONNEL			ATTACHED PERSONNEL			
	PILOTS			PILOTS			PILOTS			
	LTC, 13694 A PHILPOTT, JAMES M.	3002:35	47:45				COL, 1782 A BLEYER, JULIUS M.	3870:00	291:05	
	* MAJ, 13904 A PORTER, GEORGE L.	4029:55	1012:55				* MAJ, 18283 A MULLAY, JOHN H.	5037:20	1023:20	
	* MAJ, AO 494490 LASTER, RAYMOND W.	4528:30	196:45				* MAJ, AO 67365 GREEN, GEORGE L.	2886:15	572:50	
	1LT, AO 3021035 ROBERTSON, CHARLES A.	327:10	56:05				OBSERVERS			
	2LT, AO 3059089 WIDEMAN, MAURICE H.	GRANDED					MAJ, 18471 A HOWARD, NORMAN P.	3083:55	397:30	
	OBSERVERS			OBSERVERS			MAJ, AO 730820 ROGERS, CYRIL H.	3616:30	801:20	
	CPT, AO 2074376 TUTTLE, ROBERT J.			1LT, AO 3005749 MILLER, WALTER D.	EDCSA RPTG DT 8 Sep 39 Sep		MAJ, AO 731539 SLITH, JERRY D.	2651:20	1164:30	
	1LT, AO 3009292 FOR, D IN			1LT, AO 2225703 KROGER, LEBERT L.	1097:35	-0-	CPT, AO 3001457 SALB, JOHN P.	173:30	128:15	

* DENOTES 1241'S AND 1245'S

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 136)

10 September 1956

1. FROM, 365TH BOMBARDMENT, this HQ, this STA, are ADD FROM or ADD Duty as IND. EFF this date. All previous orders in conflict with this FROM are rescinded. * Denotes Prim Duty.

NAME	GRADE	AFSN	POSITION
ANDREWS, GEORGE A.	MAJ	15103A	"A" Flight Commander
LINDLEY, WALTER E.	MAJ	14331A	"B" Flight Commander
WILSON, JAMES E.	MAJ	AO 700518	"C" Flight Commander
ANDREWS, GEORGE A.	MAJ	15103A	Flying Safety Officer
LEINDEL, MARVIN A.	CPT	AO 1910108	Asst Flying Safety Off
LESTER, RAYMOND F.	MAJ	AO 494490	Inspection Officer
WILSON, JAMES E.	MAJ	AO 700518	Asst Mobility & Alert Off
FORD, EMMETT	1LT	AO 3009292	Asst Mobility & Alert Off
LLOYD, WILLIAM C.	MAJ	AO 496299	* Security Officer
PAULSEN, WENDY F.	CPT	AO 2005835	Alert Officer
WILSON, JAMES E.	MSG	AF 6983844	PIO
WILSON, JAMES E.	MAJ	AO 835272	PIO NCO
WILSON, JAMES E.	1LT	AO 3021330	Ground Safety Officer
COLE, C. D. V.	SSG	AF 15469764	Asst Ground Safety Off
WILSON, JAMES E. JR.	2LT	AO 3059089	Ground Safety NCO
			Squadron Assistant
			Inspection Officer
			Voting Officer
			I & E Officer
			CAT Officer
REYNOLDS, CLAUDE	MSG	AF 35792501	CAT POC
REYNOLDS, CLAUDE	CPT	AO 2069534	Emergency Officer
WILSON, WALTER A. JR.	2LT	AO 3059089	Asst Security Off
TOMLIN, WALTER A.	CPT	AO 2074876	Top Secret Control Off
REYNOLDS, CLAUDE	L/C	13694A	Alternate Top Sec Control
PORTER, GEORGE E.	MAJ	13904A	Alter Top Sec Control Off
LEONARD, JAMES M.	MAJ	17147A	Ground Eng Officer
POLLYEA, ALBERT	CPT	15275A	Asst End Eng Officer
ROBERTSON, CLAUDE	1LT	AO 3021035	Asst End Eng Officer
FORD, EMMETT	1LT	AO 3009292	Unit Fire Marshal
FERGUSON, WALTER	2LT	AO 3041091	Athletic Officer
COLE, C. D. V.	SSG	AF 15469764	Athletic NCO
FERGUSON, WALTER	2LT	AO 3041091	Communications Officer
RYAN, WALTER C.	CPT	AO 2221918	Flight Performance Off
RANSBY, WILLIAM	CPT	16521A	Heavy, Severe Weather
			Evacuation Officer
PORTER, GEORGE E.	MAJ	13904A	* Air Operations Officer
LESTER, RAYMOND F.	MAJ	AO 494490	* Aircraft Maintenance Off
ROBERTSON, CLAUDE	1LT	AO 3021035	* Ground Equipment Off
			* Asst Left Maint Off

PERM 136, HQ 305TH BOMGM, SAC, MacDill Air Force Base, Florida 10 SEP 56

NAME	GRADE	AFSN	ADD DUTY
EVANS, HAROLD M	1LT	AO 1847845	Gunnery Officer
RYAN, WALLACE C	CPT	AO 2221918	Ass't Weights & Balance Off
LESTER, RAYMOND N	MAJ	AO 494490	Weights & Balance Officer
CHAMBERS, HENRY E	MSG	AF 35754730	Passive Defense Officer
HESELTON, DONALD G	TSG	AF 19348899	" " NOC
R-SS, ARCHIE J	A1C	AF 16419086	" " NOC
DIDCHINIC, JACK	A2C	AF 13494481	" " AMI
FORBESS, BILLY W	A1C	AF 14484921	" " "
JONES, THOMAS C	A2C	AF 19465836	" " "
YOUNG, FREDERICK	A2C	AF 11276432	" " "
HARRIS, ROBERT I	A1C	AF 14489304	" " "
TANA, FREDERICK	A1C	AF 12438505	" " "
HENSON, DENNIS L	A2C	AF 14482265	" " "
HIGHT, PHILIP	A2C	AF 13499891	" " "
GILLO, RALPH V	A1C	AF 12437271	" " "
KNIFFEN, CHARLES	A2C	AF 16463735	" " "
WILDE, WILLIAM	A1C	AF 16421377	" " "
GUNTER, ROBERT G	A1C	AF 14482541	" " "
HOWELL, JAMES W	SSG	AF 24557965	Fire Warden (S-103)
CRANFORD, RUFUS T	SSG	AF 14479609	" " (S-105)
MCQUILLEN, WILLIAM	A2C	AF 15473856	" " 247
ROBERTS, LEAN E	SSG	AF 34245656	" " (S-101 & S-102)

Squadron Reenlistment Recruiting Team

PHILPOTT, JAMIE	L/C	13694A
LESTER, RAYMOND N	MAJ	AO 494490
WEDEMAN, MAURICE H JR	2LT	AO 3059089
LANGE, STUART G	MSG	AF 36241808
ESTRIDGE, GLESS	MSG	AF 35792501
GIRST, ROBERT D	MSG	AF 12293572
CHAMBERS, HENRY E	MSG	AF 35754730
LOVELADY, JACK P	TSG	AF 18225609
HESELTON, DONALD G	TSG	AF 19348899

LESTER, RAYMOND N	MAJ	AO 494490	Conservation of Utilities
ESTRIDGE, GLESS	MSG	AF 35792501	" " NOC

BY ORDER OF THE COMMANDER:

OFFICIAL:

GILBERT BARTMAN
2ND LT, USAF
Personnel Officer

JOSEPH U RIFKO
LT COL, USAF
Director of Personnel

DISTRIBUTION: 2 CYS WG ADJ, 15 CYS 305TH BOMGM CUS, 2 CYS BASE DP OFF,
2 CYS BASE CPT, 2 CYS BASE C&A, 1 CY HQ 2AF ATTN: DPMU, 1 CY BASE STAT,
2 CYS BA OFF & JCN CONCERNED PLUS 1 FOR 201 FILE.

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUM
NUMBER 132)

5 September 1956

1. 1ST LT LEWIS B MACLEON, AO 943961, 305TH AREFSM, this WG, this STA, is ASG Prim Duty as Pilot Bomb, DAFSC 12310, EFF 3 SEP 56, FUNCT ACCT 80020. AUTH: AFM 36-1.

2. CAPT HAROLD O KORBOL, AO 763645, 305TH AREFSM, this WG, this STA, is ASG Prim Duty as Pilot Bomb, DAFSC 12310, EFF 1 OCT 56, FUNCT ACCT 80020. AUTH: AFM 36-1.

3. MAJ ROBERT D SUNDBERG, AO 864137, 305TH A&E WINTRON, this WG, this STA, is ASG Prim Duty as Squadron Commander, AFSC 3211, EFF 15 SEP 56, FUNCT ACCT 01000. AUTH: AFM 36-1.

4. LT COL JERRY W DISMURE, AO 423921, this HQ, this STA, is ASG Prim Duty as Ops Staff Off, DAFSC 1416, EFF 3 SEP 56. FUNCT ACCT 27000. AUTH: AFM 36-1.

5. 1ST LT JERE BROH-KAHN, AO 2209291, this HQ, this STA, is ASG Prim Duty as Intell Off, DAFSC 2044, EFF 18 SEP 56, FUNCT ACCT 29500. AUTH: AFM 36-1.

6. 1ST LT STANLEY E THOMAS, AO 3011839, this HQ, this STA, is ASG Prim Duty as Mgt Analysis Off, DAFSC 6741, EFF 23 SEP 56, FUNCT ACCT 19000. AUTH: AFM 36-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U RIFKO
LT COL, USAF
Director of Personnel

Gilbert Bartman
GILBERT BARTMAN
2ND LT, USAF
Personnel Officer

DISTRIBUTION:

2 CYS WG ADJ
15 CYS 305TH BOMMGM CUPS
2 CYS BASE DIR OF PERS
2 CYS BASE OJT
2 CYS BASE C&A
2 CYS EA OFF CONCERNED PLUS 1 FOR 201 FILE
1 CY BASE STAT
1 CY HQ 2AF ATTN: DPFCU
1 CY DIR OF OPS 305TH BOMMGM

SAC MGT CONTROL SYSTEM
SAC TECH PAMPHLETS 170-1, 170-A.

ORGANIZATIONAL MANAGEMENT CONTRACT STATEMENT
305TH BOMBARDMENT WG

30500R

As of 30 Sept 1975

Page 1 of 3 Pages

Subject	Standard	No Sq	Flt/M	Per/M	364	365	366	ARS	T. Man	ing Total
1. EFFECTIVE AND BODY MANNING										
a. OFFICERS - Required		64	6	3	11	71	71	71	99	25
Assigned		49	3	3	9	74	76	80	107	20
Assigned in Req Spec		39	2	3	9	70	71	71	94	20
% Body Manning		76.6%	50%	100%	81.8%	104.2%	107%	112.7%	108%	80%
% MIRS		75%	33.3%	100%	81.8%	98.6%	100%	100%	94.9%	80%
b. AIRMEN - Direct Support										
Required		32	321	90	253	76	76	76	167	0
Assigned		42	281	81	291	66	67	63	156	0
Assigned in Req Spec		26	242	68	219	66	67	63	137	0
% Body Manning		131.3%	87.5%	90.0%	115%	86.8%	88.2%	82.8%	93.4%	0
% MIRS		81.3%	75.4%	75.5%	86.6%	86.8%	88.2%	82.8%	82%	0
c. AIRMEN - Indirect Support										
Required		110	96	16	72	17	17	17	53	82
Assigned		116	90	16	62	16	16	18	51	89
Assigned in Req Spec		75	70	13	57	13	14	16	33	71
% Body Assigned		105.5%	93.8%	100%	86.1%	94.1%	94.1%	101.6%	96.2%	108.5%
% MIRS		68.2%	73.0%	81.3%	79.2%	76.5%	82.4%	94.1%	62.3%	86.6%
2. OJT PROGRAM										
<u>DIRECT FIELDS</u>										
Total on OJT		6	83	16	52	5	10	11	31	
Upgraded past 30 days			16	2	3		1		4	214
Projected Potential Upgrades next 30 days			21	1	10		2	2	5	26
<u>INDIRECT FIELDS</u>										
Total on OJT		43	34	4	11	7	4	5	16	
Upgraded past 30 days		4	4		1	1		1		126
Projected Potential Upgrades Next 30 days		7	7		3	1		2	5	11
										25

SAC MGT CONTROL SYSTEM
SAC TECH PAMPHLETS 170-1, 170-4.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH BOMBARDMENT WING
As of 30 Sept 1955

305DGR

Page 2 of 3 Pages

Subject	Standard	No. Sq	Flt/M	Per/100	5	36	365	364	363	T. Hosp	Total
3. REENLISTMENTS		2	2	0	5	1	365	364	363	1	1
Discharges		5	6	0	10	2	0	3	6	3	35
Rate	50%	40%	34%	0	50%	50%	0	34%	34%	34%	40%
4. AWOL RATE PER 1000	1.5				.03						.51
Number persons AWOL					1						1
5. TRAFFIC VIOLATIONS	0										
Major (Moving)		0	4	3	4	2	0	1	3	0	17
Minor (Parking)		0	2	0	2	0	1	2	3	0	10
Major Violation Rate per 100		0	1.1	3.0	1.1	1.3	0	.6	1.0	0	6.7
6. COURTS MARTIAL & AW-15											
Courts Martial					1						1
AW-15's			1		1						2
7. GROUND SAFETY											
Disabling Injuries			1							2	3
First Aid Injuries			5		3	1	2				11
Military Man-Days Exposure		6,210	11,310	2,970	10,830	4,650	4,710	4,830	9,510	3,270	50,320
Accident Cost			\$155.00		\$21.00	\$7.00	\$14.00			\$150.00	\$347.00
Grnd Safety Index/Cost Index											5.14/.178
8. FLYING SAFETY/Accidents per 25,000 Fly Hrs	3	NO FLYING ACCIDENTS SINCE 14 OCTOBER 1955 - FLYING SAFELY FOR 25,000 FLYING HOURS									
9. ACFT MAINTENANCE STATISTICS											
In Commission Rate					83.41	67.03	77.90	84.24			E-47-76.67
ACCM RATE					14.3%	31.7%	21.9%	14.6%			E-47-22.1%
ACCP RATE					0.71%	0.85%	0	0.49%			0.63%
ANFE RATE					1.60	0.44	0.22	0.19			.06
Total Hours Flown (110)					507	468	415	680			2070
Avg Acft Possessed					14	11.8	15.2	17.6			58.6
Avg Hrs Flt per Acft					36:10	39:40	27:20	38:40			35:20
Foreign Object Damages						1	2				3

SAC MGT CONTROL SYSTEM
SAC TECH PAMPHLETS 170-1, 170-2.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH BOMBARDMENT WING

305DGR

As of 30 Sept 1956

Page 3 of 3 Pages

Subject	Standard	to Sq	Std/M	Per/M	1	364	365	366	NRG	T. Hosp	ing Total
10. MAINTENANCE M/HR ACCOUNTING											
<u>Time Cards Submitted</u>											
Week Ending 7 Sep 56'	197		1,218	289	760	272	280	252	233		3,501
14 Sep 56'	254		1,672	430	1,571	333	344	318	399		5,312
21 Sep 56'	246		1,485	428	1,611	331	350	335	322		5,108
28 Sep 56'	249		1,406	437	1,260	299	321	135	326		4,433
Month Total	937		5,781	1,584	5,202	1,235	1,295	1,040	1,280		11,354
<u>Errors</u>											
7 Sep 56'	0		14	1	41	8	2	1	4		71
14 Sep 56'	0		20	0	16	4	0	14	9		63
21 Sep 56'	0		77	0	33	2	6	10	10		138
28 Sep 56'	0		29	0	17	7	6	27	8		94
Month Total	0		140	1	107	21	14	52	31		366
<u>Rate per 1,000</u>											
7 Sep 56'			11.5	3.5	53.9	29.4	7.1	4.0	17.2		20.3
14 Sep 56'			12.0		10.2	12.0		44.0	22.6		11.9
21 Sep 56'			51.9		20.5	6.0	17.2	29.9	31.1		27.0
28 Sep 56'			20.6		13.5	23.4	18.7	200.0	24.5		21.2
Month Total			24.2	6	20.6	17.0	10.8	50.0	24.2		19.9
11. ACFT FLOWN AS SCHEDULED											
						89%	88%	86%	83%		88%
12. CREW INTEGRITY FLYING											
						70%	38%	72%	53%		58%

Stanley E. Thomas Jr.
STANLEY E. THOMAS, JR
1st Lt, USAF
Management Analysis Officer
Directorate of the Comptroller

SAC MGT CONTROL SYSTEM
SAC TECH PAMPHLETS 170-1, 170-4.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH BOMBARDMENT WING
As of 31 AUGUST 1955

305DCR

Page 1 of 3 Pages

Subject	Standard	Hq Sq	Fld/M	Per/M	A & E	364	365	366	ARS	T. Hosp	Wing Total
1. EFFECTIVE AND BODY MANNING											
a. OFFICERS - Required		64	6	3	11	71	71	71	99	25	421
Assigned		40	3	3	6	75	76	78	106	20	407
Assigned in Req Spec		39	2	3	6	70	71	71	95	20	387
% Body Manning		62.5%	50%	100%	55%	105.6%	107%	109.8%	107%	80%	96.7%
% MIRS		61%	33.3%	100%	55%	98.6%	100%	100%	96%	80%	91.9%
b. AIRMEN - Direct Support											
Required		30	321	90	253	76	76	76	167	0	1089
Assigned		39	272	79	299	66	67	65	159	0	1046
Assigned in Req Spec		24	233	66	225	62	67	65	137	0	879
% Body Manning		130%	84.7%	87.8%	118%	86.8%	88.2%	85.5%	95.2%	0	96.1%
% MIRS		80%	72.6%	73.3%	89%	81.6%	83.2%	85.5%	82%	0	80.7%
c. AIRMEN - Indirect Support											
Required		100	96	16	72	16	16	16	53	82	475
Assigned		120	86	15	64	17	16	18	48	91	475
Assigned in Req Spec		75	69	12	60	14	14	15	31	74	364
% Body Assigned		111%	89.6%	93.8%	88.9%	106.3%	100%	112.5%	90.6%	111%	100%
% MIRS		69.4%	71.9%	75%	83.3%	87.5%	87.5%	93.8%	58.5%	90.2%	76.6%
2. OJT PROGRAM											
DIRECT FIELDS											
Total on OJT		6	85	18	53	5	11	12	39	-	229
Upgraded past 30 days				1	1	1			1		4
Projected Potential Upgrades next 60 days:			60	14	51	3	4	6	30	-	168
INDIRECT FIELDS											
Total on OJT		45	34	4	13	7	4	5	15	-	127
Upgraded past 30 days		2		2	3	1		1	2	-	11
Projected Potential Upgrades next 60 days:		12	20	1	8	4	2	4	5	-	56

SAC NOT CONTROL SYSTEM
SAC TECH PERMITS 170-1, 170-4.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH BOMBARDMENT WING

305908

As of 31 AUGUST 1955

Page 2 of 3 Pages

Subject	Standard	Re	Sg	Mid/M	Per/M	1 & 3	364	365	366	367	T. Hours	Inc Total
3. REENLIST RPTS		0	5	1	1	1	1	1	0	2	0	11
Discharges		0	10	2	4	1	1	1	0	5	1	27
Rate	50%	0	50%	50%	25%	100%	100%	100%	0	40%	0	40.7
4. AWOL DATA PER 1000	1.5		.06		.03							1.55
Number Persons AWOL			2		1							3
5. TRAFFIC VIOLATIONS	0											
Major (Moving)		1	6	0	10	1	1	0	7	1	27	
Minor (Parking)		0	4	2	1	1	1	2	4	0	15	
Major Violation Rate per 100		.5	1.6	0	12.7	.65	.64	0	2.74	.9	1.4	
6. COURTS MARTIALS & AW-15												
Courts Martial			1									1
AW-15's			2		6	3						11
7. GROUND SAFETY												
Disabling Injuries			1		2		1					4
First Aid Injuries			1				2					7
Military Service Exposure		6138	11,315	2976	11,594	4774	4836	4098	2	9703	3441	59,706
Accident Cost		\$14.	\$307.	-	\$1890.	\$4520.	\$74.		\$14.			\$6000.
Order-Duty Index/Cont Index												6.7/3.13
8. FLYING SAFETY/Accidents per 25,000 Fly Hrs	3											
NO FLYING ACCIDENTS SINCE 14 OCTOBER 1955 - FLYING SAFELY FOR 10,500 FLYING HOURS												
9. ACFT MAINTENANCE STATISTICS												
In commission rate												
MOCI Rate						79.33	74.87	77.25	76			84.7-77
MOCP Rate						21	25	22	22			1-17-23
AMFE Rate						0	0	.50	1.1			.20
Total Hours Flown (110)						.12	.12	.06	.001			.09
Avg Aft Possessed						431	521	494	699	1		1446
Avg Hrs Flt Per Aft						16	16	17	17.8			49
Engine Changes						26:55	32:35	29:03	39:20			29:30
Foreign Object Damages									7			8

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
SAC TECH PERS. 170-1, 170-4.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH AIRBORNE DIVISION

305908

As of 31 August 1955

Page 3 of 3 Pages

Subject	Standard	Ac	Sq	Wld/M	Apr/M	May	Jun	Jul	Aug	T. Hrs	Line Total			
10. ACFT FLOW AS SCHEDULED	100%					83%	95%	86%	90%		88%			
11. CREW INTEGRITY FLYING	100%					61%	70%	56%	59%		61%			
12. PROJECTED CREW UPGRADING														
September						0	0	0	1		0 / 1			
October						11	1	0	2		12 / 2			
November						2	0	2			4			
December						1	2	0			3			
January						0	1	0			1			
February						00	0	1			1			
March						2	4	2			8			
April						3	2	3			8			
TOTAL PROJECTIONS						9	10	8			27			
13. SUPPLY COSTS/1ST QUARTER														
a. <u>Other Supplies</u>														
Direct Support Cost						\$65,291.	\$13,239.	\$77,009.	\$44,263.	\$47,565.	\$56,701.	\$56,259.	-	\$365,317.
Indirect Support						\$3400.	\$14,747.	\$3,495.	\$66,779.	-	-	-	-	\$103,421.
TOTAL COST FOR QTR						\$3400.	\$10,028.	\$21,734.	\$163,782.	\$44,263.	\$47,565.	\$56,701.	\$56,259.	\$473,737.
SAC Standard Cost.....						\$4420.	\$10,396.	\$2,599.	\$25,070.	\$49,772.	\$49,772.	\$29,171.		\$220,989.
Actual to Standard						.8 to 1	7.7 - 1	8.4 to 1	6.5 - 1	.89 - 1	.95 - 1	1.1 - 1	1.9 - 1	2.1 to 1

NOTE: Excessive costs are reflected in the Field Point, Periodic Point and Air Point Squadrons with the actual Supply Costs for last quarter exceeding the SAC Standard Costs by 6 to 8 times the Standard.

WILLIAM E. MITCHELL
Major, USAF
Director of Comptroller

SAC MGT CONTROL SYSTEM
SAC TECH PG-WILTS 170-1, 170-4.

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT
305TH BOMBARDMENT WING

305WGE

As of 31 August 1955

Page 3 of 3 Pages

Subject	Standard	Re Sq	Wld/M	Per/A	A & S	364	365	366	WRC	T. Hour	Inc Total			
10. ACFT FLOW AS SCHEDULED	100%					83%	95%	86%	80%		88%			
11. CREW INTEGRITY FLYING	100%					61%	70%	56%	59%		61%			
12. PROJECTED CREW UPGRADING														
September						0	0	0	1		0 / 1			
October						11	1	0	2		12 / 2			
November						2	0	2			4			
December						1	2	0			3			
January						0	1	0			1			
February						00	0	1			1			
March						2	4	2			8			
April						3	2	3			8			
TOTAL PROJECTIONS						9	10	8			27			
13. SUPPLY COST / LAST QUARTER														
a. Other Supplies														
Direct Support Cost						\$65,231	\$13,239	\$77,009	\$4,263	47,565	\$56,701	\$56,259	-	\$365,317
Indirect Support						\$3400	\$14,747	\$3,495	\$66,779	-	-	-	-	\$101,421
TOTAL COST FOR QTR						\$3400	\$80,028	\$81,734	\$163,781	\$44,263	\$47,565	\$56,701	\$56,259	\$473,731
SAC Standard Cost.....						\$4420	\$16,396	\$2,599	\$25,070	\$49,772	\$49,772	\$49,772	\$29,171	\$220,989
Actual to Standard						.8 to 1	7.7 - 1	3.4 to 1	6.5 - 1	.89 - 1	.95 - 1	1.1 - 1	1.2 - 1	2.1 to 1

NOTE: Excessive costs are reflected in the Field Maint, Periodic Maint and 1st Maint Squadrons with the actual Supply Costs for last quarter exceeding the SAC Standard Costs by 6 to 8 times the Standard.

WILLIAM E. MITCHELL
Major, USAF
Director of Comptroller

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
1030 hours, 30 August 56

Presiding: Colonel Rampuri

CONTROLLER

State of Discipline: (29 Aug 56) The wing has been charged with 2 military offenses on base, 2 military offenses off base, 6 civilian offenses off base, 7 major and 5 minor traffic violations on base, 16 major and 1 minor traffic violation off base, 1 AWC, 1 Court-Martial, 6 AW 15's, 4 VD cases, 1 disabling injury, and 6 First-Aid cases.

Maintenance Manhour Accounting. Maj. Mitchell briefed on the number of errors per 1,000 time cards submitted by each squadron, stating that it is imperative that the supervisors follow the codes on the back of these cards.

Mission Accomplishment Forms. These forms are not being prepared properly. There have been many instances where squadrons are not taking credit for all the training that has been accomplished. This will be included in the "gig" list for September.

MATERIEL

Painting of Barracks. The contract for the painting is at SAC for approval and should be returned by 31 August. If the contract is approved, the work should start in the first week of September. It has not yet been determined which organization will be first to have the barracks painted.

Aircraft Parking. The effective date for this new plan has not been announced, but it doesn't look very much as though it will be before 1 October.

CHIEF OF MAINTENANCE

Access Points. Maj. Radin reported that there has been some difficulty experienced in getting Headquarters Squadron personnel through access points in the perimeter. Inasmuch as there is no Headquarters Squadron access point as such, Maj. Radin requested that word be passed along to all the guards at the points that Headquarters Squadron personnel will be allowed through if they are personally recognized.

UCF PROJECT OFFICER

UCF Drive. Maj. Berry announced that there are still two paydays remaining in this campaign. He advised that last Monday he held a meeting of all Unit Project Officers to put new life into the program, and all the pledge cards were reviewed. Maj. Berry urged Squadron Commanders and Project Officers to gear for tomorrow's activity in the payline before the long holiday and the USCM are upon us.

CHAPLAIN

Character Guidance. Chaplain Scobey announced that 95% of the officers present for duty attended Character Guidance Lecture at Commander's Call in August.

Jewish High Holy Days. The Jewish religious holidays are from 5-7 September and from 14-15 September. The Jewish Chaplain has arranged for Jewish personnel to observe their obligations in Tampa. Chaplain Scobey requested that Jewish personnel be given leave wherever possible to participate in their religious ceremonies.

Office Hours. A Disposition Form will be sent to all squadrons advising that the Chaplain will be on the line and in the squadron areas daily from 0800-1000. From 1000-1200 he will be available for consultation in his office in Wing Headquarters, and from 1300-1700 he will be at Chapel #2.

MATERIEL

Status of Vehicles. Lt. Col. Wiley stated that he advised the Maintenance Officers and Line Chiefs at Tuesday's Maintenance Meeting that, in order to make distribution of a tug, pick-up or Coleman, Maintenance Control must have an accurate vehicle status by 0800 each morning so distribution according to need can be determined. 5 of the 10 Colemans assigned the wing are in the shop for repair. So are 6 of the 11 tugs authorized. Vehicle repair is accomplished by contract maintenance in town, and apparently is a long, slow process. Col. Strauss will do whatever he can to speed it up.

Maj. Radin advised, however, that the squadrons will be beefed up for the USCM and will have sufficient transportation.

365TH

Line Chief. Maj. Lester advised that M/Sgt. Langa, 365th Line Chief, has been hospitalized for a week, and that any visitors would be appreciated. Last night the Acting Line Chief hit a bump while riding his scooter and suffered cuts and abrasions.

364TH

Airlift for Wing Personnel. Lt. Col. Johnson inquired as to the status of flying men on TDY to Barksdale back to Tampa for the Labor Day weekend.

ADJUTANT

Airlift. Maj. Armentrout advised that, in checking with the NCO Academy, he learned that the men at the Academy must attend a lecture on Saturday presented by a speaker from the Armed Forces Staff College, and can't be released before noon. They would also have to be back at Barksdale prior to midnight on Monday. Therefore, the C-119 that is leaving here tomorrow to pick up officers at Wichita who desire to return to Tampa for the holidays, and that was going to stop at Barksdale on the way back to pick up the NCO's, will just go to Wichita. The Base must also airlift all Bombing Competition personnel and equipment back to MacDill by 31 August. As a result, an aircraft cannot be spared to go to Barksdale to pick up the NCO's on Saturday.

364TH

Approach Chutes. Lt. Col. Johnson advised that, upon checking into the availability of approach chutes, he found there aren't any. Many of them have left the station recently with green tags attached. Consequently, quite a few missions are being flown sans approach chutes.

Lt. Col. Utley will check with Field Maintenance on this problem.

DEPUTY COMMANDER

NCO Association. Col. Ramputi stated that SAC is interested in forming an NCO Association to function as an advisory body to the Commander - very much on the lines of our present Wing NCO Council. Membership will be limited to NCO Academy graduates. Whether the organization will be Division or Wing-wide, Col. Ramputi doesn't know at this time. It is planned to appoint a panel of NCO's to check into the matter.

Fire-out Rate. Col. Ramputi directed Squadron Commanders to get to work on the low fire-out rate in the wing.

Labor Day Weekend. Labor Day is a notoriously bad weekend accident-wise, and coupled with payday it can be doubly hazardous. Col. Ramputi wants Squadron Commanders to keep stressing to the troops that our goal is an accident-free Labor Day weekend for the base again this year.

Penetrators. Col. Ramputi stated that the Labor Day weekend will be ideal from the penetrators' viewpoint, and urged that Squadron Commanders keep reminding Crew Chiefs, Flight Chiefs, etc., that even though they are working around the aircraft they should keep an eye out for people they don't recognize. The Deputy Commander pointed out some of the discrepancies he observed in checking the security system. He wants the men posted on guard by the squadrons briefed on personal recognition, and added that if a wing man is not present with the AP, no one should get in or out of the access points.

Ramp Cleanliness. Col. Ramputi directed that everything on the ramp be secured before the weekend, and that the ramp be policed. Also, Commanders should insure that the guards don't leave any paper cups to blow around the line. Col. Ramputi will personally make a check of the ramp on Saturday morning.

MATERIEL

Work Schedule. Lt. Col. Utley advised that no work is presently planned for Saturday. However, should it develop that work will be necessary, it will be held to a minimum.

DEPUTY COMMANDER

UCF Drive. Col. Ramputi wants a lot of effort put forth tomorrow to collect cash and to get pledges, and reminded that we should be working hard on the drive every day as well as payday. In advising that untrue rumors are still floating around, he emphatically stated that it is not true that the money contributed will go to organizations other than those for which it is designated. However, he personally feels that none of the welfare organizations

should be slighted, and pointed out that a few bad rumors don't make a bad organization, and that one of the most severely criticized agencies goes out of its way to help the military. He requested Squadron Commanders, Project Officers, and canvassers to talk to their people who are prejudiced against a particular activity, in an effort to convince them that they do have an obligation to meet. He will also be glad to discuss it with any individual. The men are to be assured, however, that if they prefer not to contribute to any activity in particular, their money will not go there. The target date for 100% pledged and 100% collected within the wing is 15 September.

Officer/Airman Retention Program. Col. Ramputi announced that some SAC officers came to MacDill earlier this week on a project to place considerable emphasis on officer and airman retention. Reference airman retention, we must insure that our airmen are advised again of the advantages of staying in the service. Gen. LeMay expects that certain measures being brought before Congress may have a very good chance of being passed, and these will distinctly benefit the Air Force. Specifically, bills have been introduced to obtain a better scale of pay; to get better housing (or rental allowance) for single and married personnel; to regain the fringe benefits (Commissary, PX, theatre, etc.) that have been dwindling away; to have a better promotion policy, to include specialist ratings, etc. Everyone is working toward obtaining a better standard of living for the military to more favorably compare with civilian life. While all this may not come about for one or even two years, it is worth waiting for, and the airmen must be made to realize that if they get out now they will be seriously hurting their futures.

Col. Ramputi read a letter from Gen. LeMay on the retention problem, listing the following reasons people get out of the service that must be either corrected or eliminated, i.e., low morale; unsatisfactory working conditions and hours; dissatisfaction with job; poor management and supervision; failure to consider individual welfare; and the feeling of not being wanted or needed. The letter points out that Commanders must sell the Air Force and that we must do everything within our power to help ourselves.

Col. Ramputi advised that we have improved our managerial ability through the NCO Academy and officer schools, but this isn't good enough. There is room for much improvement in the squadrons. Sometimes it is a composite of many little things -- poor day rooms, dining halls, and barracks -- that make men decide to get out of the service. We can take care of the little things, even if the men have to do the actual work themselves. We have the best airmen we have ever had in the Air Force today. We must give them a voice. One of the biggest tools is the Wing NCO Council.

For next year there is a retention forecast of 20% in the critical fields in SAC. We are training three men for every short term enlistment to maintain a piece of radar equipment in the aircraft. We must keep the people who have been trained and upon whom so much money and time has been spent. If we can increase the retention rate to 65%, it will increase economy and save supervisors from having to re-train.

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF WING NCO COUNCIL MEETING
1500 hours, 11 September 1956

Present: Colonel Frederick R. Ramputi, Hq 305th Bomb Wing, Chairman
Major Dale D. Armentrout, Hq 305th Bomb Wing, Moderator
M/Sgt Paul E. Goyette, Hq 305th Bomb Wing, President
M/Sgt James J. Burke, Hq 305th Bomb Wing, Member
M/Sgt John R. Anderson, 305th Air Refueling Sq, Member
M/Sgt Louis O. Ellison, 305th A&E Maintenance Sq, Member
M/Sgt Thomas M. Williams, 305th Field Maintenance Sq, Member
M/Sgt William E. Repko, 305th Periodic Maintenance Sq, Member
M/Sgt Eddy D. Graumiller, 364th Bombardment Sq, Member
M/Sgt Gless Estridge, 365th Bombardment Sq, Member
M/Sgt Roscoe C. Hankins, 366th Bombardment Sq, Member

Lt. Colonel Joseph U. Ripko, Wing Director of Personnel, sat in on this meeting.

1. Action on the following items of old business was discussed by Major Armentrout:

a. Parking Survey. The Base Ground Safety Officer has made a survey of all base parking areas and coordinated it with the Installations Engineer. Colonel Strauss has approved a project to reline parking areas base-wide, including those in the rear of Hangars 3 and 5. The project will be forwarded to Second Air Force for approval, and, if approved, will be let for bids, in which case the actual work probably would not get under-way for 6-8 months.

Colonel Strauss advised, however, that in the meantime he will attempt to get some of the areas relined with M&O funds. Major Armentrout will request priority from the Installations Engineer to reline the areas in the vicinity of Hangars 3 and 5, should sufficient M&O funds be available for this work.

b. Barber Shop for NCO's. This subject was discussed at the last PX Council Meeting and then referred to the Base Commander. Colonel Strauss does not feel there is sufficient justification to warrant a separate Barber Shop for NCO's since there is a barber available to members and non-members at the NCO Club, and this shop is never crowded. The barber works until 1715 in what was formerly the NCO Barber Shop, and then starts to work in the NCO Club at 1730. Children's haircuts are the same price as in the PX Barber Shop, but adults' haircuts are 90¢.

Several of the Council members stated that the Club is out of the way and that many of the men do not have transportation. M/Sgt Burke advised that free taxi service is available upon request after 1800 hours.

It was also pointed out that NCO's can have their hair cut in the Officers' Barber Shop, if they desire, but that this shop is usually crowded.

It was suggested that, if the barber in the NCO Club Barber Shop could be guaranteed his regular salary, perhaps regular hours could be established for him Mondays through Fridays at the NCO Club.

Action to be taken: Colonel Ramputi will discuss this entire problem with Base.

c. Reserved Parking. A Disposition Form from the Provost Marshal, dated 31 August, advised: "The survey of parking space was made and until this office can get metal for the necessary signs for reserved parking, no further action is contemplated. Future contracts for the marking of all parking lots also prohibits any further action at this time".

d. Auto Insurance Decals. The Disposition Form referred to in the preceding paragraph also advised: "With reference to the insurance decals the policy of using dates was abolished by me because once the date passes we don't need the decal any more. The policy in effect is that regardless of the day of expiration the owner will get that month's decal (Example, expires 2 September 1957, gets September decal)***".

e. Commissary. As yet the Wing has received no answer to the Disposition Form forwarded the Commissary Officer. However, in a talk with the Commissary Manager this date, Major Armentrout was advised of the following:

- (1) There are now four operators on the cash registers.
- (2) An express line is not considered feasible because past experience revealed that the cashier on this line was busy only 25% of the time.
- (3) Past experience also showed that there was not sufficient patronage to warrant setting aside a special hour for uniformed personnel only to shop.

The Commissary Manager is invited to attend the October NCO Council Meeting and will attempt to answer all of the Council's questions. Bearing in mind that the volume of business has almost quadrupled in the past four years and that the Commissary is handicapped as to location, space and equipment and shortage of personnel, Council members were requested to have their problems lined up for intelligent discussion.

2. The following items of new business, submitted by the Squadron NCO Councils to the Wing NCO Council for consideration, were discussed:

a. Wing Promotion Policy. It was recommended that the Wing Promotion Board consider time in grade as one of the key factors for promotion to the next higher grade, especially when all other factors are equal. The squadron making this recommendation does not feel that such an important factor was considered during the August promotion board meeting, and that, consequently, it failed to recognize one of the most outstanding NCO's in the Wing.

It was further recommended that consideration be stressed on recommendations of personnel who have been in a "frozen" career field for long periods of time, and who, through no fault of their own, have been

unable to advance. The "frozen" career fields open for promotion in particular grades on a periodic basis, and the feeling is that such occasions are for the purpose of helping to promote these individuals.

It was suggested that, prior to promotion cycles, the Wing Personnel Section publish a roster of all individuals eligible for promotion, giving time in grade, length of service, and the Wing Board procedures for selecting Master and Technical Sergeants. Too many men have no idea where they stand with regard to promotion eligibility.

Action to be taken: Colonel Ramputi stated that the proposal to place more stress on time in grade came up because a Technical Sergeant in the Wing, who was second most senior on the list of those eligible for promotion, was not considered by the Wing Promotion Board. When the matter was brought to Colonel Ramputi's attention, he asked the board to reconvene to consider this man. However, after reconvening, the board did not recommend any change to the original selections.

Colonel Ripko advised that his section will notify the Squadron Commanders prior to Promotion Board meetings of the fields that are critical, frozen, opened up following a "freeze", etc. His section will also prepare the eligibility roster requested; however, he stated it must be realized that, regardless of what the eligibility list shows, the Squadron Commander has the prerogative of recommending or not recommending a man for promotion.

b. Dependent Children's Passes. The Base Provost Marshal presently issues passes to dependent children in the 10-15 age group. It was recommended that age eligibility for dependent children's passes be lowered to include ages 8 and 9. As it is now, a child must be 10 years old before he can buy candy, gum, etc., in the Post Exchange, or before his mother can send him to the PX on an errand.

Action to be taken: This matter will be referred to the Base Commander for consideration.

c. NCO Dining Hall. There is a shortage of plates in the NCO Dining Hall, and NCO's sometimes have to wait in line for plates.

Action to be taken: Major Armentrout advised that plates used in the ROTC Dining Hall are back in the other dining halls, and that Lieutenant Wagner, Food Service Squadron Adjutant, advises there are now enough plates to accommodate the diners. Also, plates are on back order.

d. Government Drivers' Licenses. As an aid in reducing traffic accidents, it was recommended that all lower four graders who do not possess Government driving permits be entered in the Base Drivers' School. This recommendation was made because there are people in the organization who cannot, or will not, pass the Government test, but who hold valid state driver's permits. It is felt that operating government vehicles would teach them to be more careful off base, through force of habit. This plan would also furnish squadrons with ample drivers for government vehicles. Field Maintenance, in particular, is authorized drivers with a driver's AFSC, but these men cannot get driving licenses unless they go through Base Drivers' School.

The Base Driver's School advises it cannot accommodate all these people.

Action to be taken: Colonel Ramputi stated that he will check into this situation. He also advised that before the Wing departs on its next TDY, we should insure that enough men in each squadron have "TDY" drivers' licenses, because the base complement at the forward base cannot furnish us adequate support.

e. Airmen Retention Program. The opportunity to travel and see the world is often the primary reason younger airmen have enlisted, and they should be given every chance to do so. In this connection, it was suggested that younger airmen whose enlistments are expiring be told of the extension of enlistment program prior to the Wing going on rotational TDY. When the Wing last went TDY, it was noted that some airmen who had never been out of the states and who were finishing four year enlistments and were not eligible to accompany the Wing, requested extensions or short discharges for the purpose of qualifying to go overseas.

It is felt that too much emphasis is placed on pay, living conditions, etc., and not enough placed on the opportunities of travel with the Air Force. The younger airmen of today is no different than his brothers of yesteryear. He is endowed with a restless nature, and is adverse to settling down in one place for two or more years. It is felt that when a young airman volunteers for an overseas assignment, he should be favorably considered and not tied down due to a particular section's shortage of personnel. Not being able to volunteer or receive consideration for overseas assignments means that he is being held as long as possible on the job because of factors beyond his control. His youth and desire for travel rebel at what he considers an injustice, and very often this is the reason for getting out of the service when his enlistment expires.

f. Laundry Charges. There was a complaint that the Base Laundry charges 20¢ for coveralls when they can be laundered in Tampa for 15¢.

Action to be taken: A check with the Vogue and Oak Park Cleaners revealed that they charge 40¢ to wash and starch a pair of khaki trousers and 75¢ for one or two-piece coveralls. The Post Exchange (who has a contract with Vogue) charges 30¢ and 35¢ respectively for the same services. The Base Laundry charges 20¢ to wash and starch a pair of khaki trousers and 35¢ for one or two-piece coveralls.

g. Parking. It was recommended that 10-minute parking be authorized on Florida Avenue in front of the First National Bank. Numerous parking tickets are given for parking along there because many people don't realize parking is prohibited. The street is wide enough to permit parking on both sides, but the parking spaces in front of the bank would have to be monitored.

Action to be taken: A Disposition Form will be forwarded the Air Provost Marshal on this subject.

h. Barracks. It was recommended that partitions be constructed in all barracks, making two-man cubicles. The materials required would be expensive -- a cheap grade of plywood and some 2x4's.

Action to be taken: We will continue to place emphasis on the WOC project to obtain approval for barracks improvements and use of welfare funds for dayroom comforts.

3. The following subjects were also discussed:

a. The case of an airman who wanted to borrow money from the Air Force Aid Society was brought up. He was shuttled from the Air Force Aid Society to the Red Cross and back to Air Force Aid. In the end he had to go to the Tampa Red Cross Chapter because he and his family reside off the base.

Action to be taken: A check with W Spt Chambers, Air Force Aid, disclosed that the reason the airman was sent from the Air Force Aid Society to the Red Cross on the Base was to make a double check. It seems that some people have been telling both of these agencies that they need a loan (generally, because their class "C" allotment check is late), and getting double loans, thereby over-committing themselves. The double check is to prevent recurrence of this type incident.

It is an established Red Cross policy that if a man and his family reside on the base, their needs will be attended to by the MacDill Red Cross. If the family resides off base, the Tampa Chapter takes over.

b. The field Maintenance Squadron First Sergeant stated that the Air Police are too free with passes and are allowing automobiles on the base that are not covered by insurance. In the past five days the 305th Field Maintenance Squadron has denied five of its members the privilege of operating their automobiles on the base after the Air Police had accepted the men's word that they planned to get insurance and had issued them 2-week passes.

Action to be taken: Major Armentrout will send a Disposition Form to the Provost Marshal requesting that this practice be discontinued.

c. Colonel Ramouti advised the Council that we have a Wing target date of 15 September for the United Charity Fund Drive. He desires that the Wing be 100% voluntarily pledged. There will be some reluctant individuals who will need to be "sold" on the drive. Usually the people who complain the most are the ones to look for help first.

4. Old Council Minutes are to be removed from the Bulletin Boards, and those Minutes are to be posted.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
0900 hours, 14 September 1956

Presiding: Colonel Bleyer

COMPTROLLER

State of Discipline: (14 Sep) The Wing has been charged with 1 military offense on base, 6 civilian offenses off base, 1 major and 4 minor traffic violations on base, 3 major traffic violations off base, 1 AWOL, 1 AW 15, 2 VD cases, 4 cases of foreign object damage, 1 disabling injury, 3 First-Aid injuries, and 10 Morning Report errors from 1-14 September.

Morning Report Errors. The rise from zero errors in June and July, to a total of 12 in August and 10 errors during the first two weeks in September, resulted in this item being re-entered on the State of Discipline Chart.

Foreign Object Damage to Engines. Statistics on foreign object damage from January through August 1956: January, 0; February, 1; March, 1; April, 3; May, 2; June, 1; July, 1; August, 2.

Due to the upward trend, this matter was discussed by Colonel Bleyer with all squadron commanders concerned.

Maintenance Manhour Accounting: (4-12 Sep)

	<u>Cards Submitted</u>	<u>Errors Reported</u>	<u>Error Rate per 1000 Cards</u>
Hq Sq	344	0	0
364th	475	10	21.1
365th	484	2	4.1
366th	432	14	32.4
ARS	469	26	55.4
FMS	2222	27	12.2
PMS	547	1	1.8
A&E	1682	51	30.3

The Headquarters Squadron was commended for its error-free cards. Periodic Maintenance has dropped from 20 errors to only 1 error in the past three weeks, and the 365th Bomb Squadron is also doing a fine job.

Major Mitchell stated that the increase in errors from 5.5 to 19.7 per 1000 cards is due to careless checking by supervisors.

Mission Report Discrepancies: (As of 7 Sep) The 364th Bomb Squadron had 11 errors in 15 reports; the 365th had 5 errors in 15 reports; and the 366th had 3 errors in 14 reports.

Major Mitchell advised that in August we lost 56 items of training due to poor reporting. That means they will have to be reaccomplished within the quarter and reported correctly before the Wing can receive credit.

COMMANDER

Foreign Object Damage: Colonel Bleyer desires that the Squadron Commanders get more interested in the program on foreign object damage. He found the answers from the 365th and 366th unacceptable and advised that he wants a tailed verbal report.

In line with damage to engines from foreign objects, the Wing Commander advised that he checked the statistics on the Flying Safety inspection this morning, and noted that all four tactical squadrons had lost points on ramp cleanliness.

Mission Reporting. Colonel Bleyer, in advising that he has discussed this subject several times at Wing meetings, warned that if immediate corrective action is not taken, the crews will be forced into going over every single item with the Debriefing Team and this will cause the crews much inconvenience. He wants the importance of accurate mission reporting stressed at daily briefings, and advised that there is no need for having to make call after call in order to get correct reports to protect an individual crew. The crew should have enough integrity and pride in its accomplishments to report them correctly. It requires only 10-15 minutes more to do the job right.

PERSONNEL

Morning Report Errors. Lt. Colonel Ripko advised that the increase in M/R errors was due to Base moving up the suspense to 0930, necessitating that 48 reports be processed every Monday in two hours. In addition, there were new personnel in this section taking over the responsibility for the Morning Reports. The suspense for submission of M/R's to Base has been extended to 1130 daily.

Annual Physicals/Annual Records Review. The Director of Personnel requested the Squadron Commanders' assistance in insuring that officers comply with notices sent them by CUPS through the Unit Orderly Rooms reference getting annual physicals 60 days prior to their birthdays, and reporting to the Wing Officers' Branch for annual records review.

Leave Records. The following squadrons are still delinquent in having officers report to review and sign their leave records: 364th, 365th, 366th, and ARS. Repeated efforts have been made to have these officers report to Wing Personnel, and Lt. Colonel Ripko requested that they be sent as soon as possible.

OPERATIONS

Maintenance Debriefing Team. Major Pulley announced that this team, presently situated in Quality Control, will move to the present location of the KC-97 Standboard by next Wednesday. This location will be more compatible to B-47 and KC-97 operations, and the side entrance will be very convenient. The KC-97 Standboard will move into the office presently occupied by Wing Communications, and Major Tolley will move upstairs in the Wing Operations Building (north section of the Airmens' Branch).

Mission Reports. The Deputy Director of Operations announced that these reports, formerly primarily the responsibility of the Aircraft Commanders, will become the responsibility of the Squadron Operations Officers. This was a

Second Air Force Assistance Team proposal. The rescheduling of Daily Stand-up Briefing from 0845 to 1100 allows sufficient time for Mission Reports to go through the Squadron Operations Officers for check as to accuracy before submission to Wing Operations for processing. Incorrect reports will be returned to the Squadron Operations Officers.

CHIEF OF MAINTENANCE

Maintenance Debriefing Team. Lt. Colonel Utley requested the Squadron Commanders' support in "selling" the Maintenance Debriefing Team to the crews and maintenance personnel. One debriefing team operates during the day, the second team operates at night. By the teams using a reminder Check List, the crew is often suddenly reminded of an item that would otherwise have remained forgotten. This system is helping Maintenance to catch things early and to plan and schedule ahead of time.

Leaves. The Chief of Maintenance requested that Squadron Commanders insure that any Supply and Personal Equipment people who plan to take leave soon be back from leave before 15 November. They will be very busy getting the units ready for the forthcoming deployment.

Requirements. Lt. Colonel Utley requested that the Squadron Commanders start now to anticipate and accumulate their requirements for TDY - particularly housekeeping materials such as paper, stencil ink, padlocks, etc. - and advised that the shortage of funds will continue to be a problem.

Work Order. Lt. Colonel Utley reported that the Work Order for an alternate source of power for the Wing Operations Building has been approved and assigned a priority number. However, there are no funds presently available, so the work will not start until after 30 September, using third quarter funds.

COMMANDER

Maintenance Debriefing Team. Stating that any new system is a signal for all sorts of complaints, Colonel Bleyer urged Squadron Commanders to give this team a fair chance. The system has only been in effect for about 10 days, and it is much too early to be pessimistic. It was recommended by the Second Air Force Assistance Team who has been at other bases where it reportedly worked very well. Squadron Commanders were requested to give this program their fullest cooperation.

Deployment/Leave. Colonel Bleyer advised that there is plenty of time between now and our deployment date to get everything ready and avoid a last-minute rush. He desires that Squadron Commanders and Staff Section Heads start now to plan to give their people as much time off as possible during the Christmas holidays. We must start now to plan the date in December when we will stand down, have most of our packing completed, etc. Colonel Bleyer wants the requirements for boxes and crates to reach the Field Maintenance Squadron in sufficient time so that Field Maintenance people won't have to construct them during the holidays. Our people were away from their families last year at Christmas time and this year Colonel Bleyer would like them to be able to be with their families.

Colonel Bleyer also stated that he is imposing no deadline date on leaves. This will be entirely up to the Squadron Commander.

Control Room. Colonel Bleyer advised that, effective 1 October, "Flagpole" will take over the responsibilities of "Inkspot" as the main Control Room.

COMMUNICATIONS

Status of Equipment. Major Tolley briefed on the status of communications equipment in the Wing Control Room.

Major Pulley advised that Captain Voyce will indoctrinate our people in the operation of the SOCS line.

SAFETY

Traffic Review Board. Traffic Review Board cases decreased from 8 on 31 August to 3 on 7 September, and this week there was only one violation and we don't have a quorum. Major Edwards feels this healthy downward trend is the result of the requirement that the Squadron Commander and First Sergeant accompany the violator when he is summoned before the Board.

Sand at Pits. Major Edwards warned that the new fill at the refueling pits is only yellow sand and will not support the aircraft.

COMMANDER

"Soft Spots". Colonel Bleyer requested that Squadron Commanders keep moving around on the line in search of "soft" spots such as the yellow fill, fire guards, etc. He commended Lt. Colonel Johnson, 364th Commander, for being on the spot the other day when one of the 364th aircraft was being refueled. There was a spillage of fuel from the tip tanks. The APU caught fire, but the fire was extinguished immediately. Colonel Bleyer feels Colonel Johnson's being there observing and his having the right people on hand to do the job probably saved an aircraft.

SURGEON

New Hospital. The anticipated date for the completion of the move to the new hospital is 1 October. The Daily Bulletin will publish an announcement. Dr. Morgan advised that there will be a terrific space problem at first, with everything located on the main floor, and requested that patients be asked not to bring their neighbors along when they keep an appointment.

Loss of Doctors. Four doctors will be leaving MacDill shortly, including Flight Surgeons Salb and Stafford. Dr. Morgan advised that there will be no replacements for the Flight Surgeons until the end of October.

Cancer Education. Dr. Morgan announced that a cancer education program will start on Wednesday, 3 October, and continue for 6-8 Wednesdays at the Base Theatre. The program will receive advance publicity. Dr. Morgan urged maximum attendance.

CHAPLAIN

"Go to Church Sunday". Sunday, 30 September, has been designated "Go to Church Sunday" by the Base Commander. Chaplain Scobey urged maximum attendance. He will conduct the 1100 service at Chapel #2 and extended a special invitation to all 305th personnel to attend.

Marriage Counseling. Chaplain Scobey stated that he wants to work very closely with the Squadron Commanders and First Sergeants on marriage counseling of the lower four grade airmen. He requested that the Squadron Commander inform him either by Disposition Form or phone call whether he endorses the airmen in question getting married.

"Toastmasters' Club". Chaplain Scobey announced that a "Toastmasters' Club" has been organized on the base and meets every Wednesday evening at 0700 in the Pine Room, Officers Club. There are presently 14 members and 20 are needed for the club to be eligible for a charter.

ARS

Loss of Home. Lt. Colonel Chapman briefed on the assistance given M/Sgt "Jake" O'Rourke by the Air Force Aid Society, 306th Wing, etc. following the loss of his \$17,000 home by fire.

COMMANDER

Contacting Chaplain. If a misfortune such as the fire that destroyed Sergeant O'Rourke's home should occur in the future, Colonel Bleyer advised the Squadron Commanders to call the Chaplain. Working closely with these matters as he does, the Chaplain is familiar with the procedures to be followed in obtaining assistance.

365TH

Annual Physicals. Major Porter inquired if the physicals that will come due while the Wing is TDY should be accomplished at MacDill in December or at the forward base.

Colonel Bleyer advised that there will be no facilities overseas, and that the physicals should be accomplished here.

DEPUTY COMMANDER

Marriage Counseling. Colonel Ramputi directed attention to AFR 34-24, dated 24 Aug 56, which requires that the Squadron Commander interview the airman with the least possible delay. He will contact the Chaplain, insure that the airman has all the counseling possible. If the man doesn't receive counseling, there will be a notation to that effect entered on the AF Form 7.

Traffic Review Board. The Deputy Wing Commander advised Squadron Commanders that, if they feel it necessary, they may call an airman apprehended in town for a major traffic violation before the Traffic Review Board, but they may impose no punishment. They may provide additional training for his safety education, but there must be no double jeopardy.

60-2 Requirements. Colonel Ramputi requested Squadron Commanders to insure that their Squadron Operations Officers are checking to see that all newly assigned officers are getting their 60-2 training. The fact that a man may only be assigned to us for a month before we depart on TDY isn't a good enough excuse for his failure to complete 60-2. As long as we know he is assigned, we must find out how he can obtain his minimum requirements, and put it in writing.

ADJUTANT

Suspenses. Major Armentrout reported that the squadrons and staff sections have become a bit lax on meeting suspenses in the past week. He advised that if it is possible to change a Wing suspense date, he will gladly do so, but the case of a higher headquarter's imposed suspense, he requested that either he or the Wing Sergeant Major be contacted because they must clear the request for an extension through Base.

Safe Combinations. The Wing Adjutant requested compliance with a directive sent to all the squadrons this week. He advised that a cardboard filler should be inserted with the safe combination slip to protect the combination from being visible, and that the combination is to be hand-carried to the Wing Classified Files Section.

"Kids' Day". Major Armentrout, Division Project Officer, reminded that the 305th Wing will sponsor Annual "Kids' Day" on Saturday, 22 September, from 1200-1600 hours. He advised that instructions will reach the squadrons and staff sections, delegating responsibilities, the first part of next week. These responsibilities have already been discussed verbally with the personnel concerned. Major Armentrout advised that he will not ask for anything more than he absolutely needs in the way of support and personnel, and urged everyone's cooperation in making this program a success.

COMMANDER

D/A Orientation Course. Colonel Bleyer advised that the recommendations made by the various organizations concerning the Dependents Assistance program were consolidated at Division and forwarded to Colonel Strauss. As a result, the lectures will be better prepared and better presented. The lectures will be held on 24, 26 and 28 September from 1900-2100 at the Base Theatre. Colonel Bleyer wants a good turn-out. He directed that information concerning the course be posted on all Bulletin Boards, and that Squadron Commanders emphasize that attendance at this course in no way obligates the wife to be a volunteer worker for the Dependents Assistance. The purpose of the program is to acquaint the families with Air Force facilities, the mission of the base, etc. Officers and airmen are invited to attend with their dependents.

CHIEF OF MAINTENANCE

UAL Inventory. Lt. Colonel Utley advised that Supply Officers and supply personnel have been briefed on the UAL Inventory which must be completed by 30 October. General LeMay is personally interested in this program, the general idea of which is to delete the items we don't use or need and bring all lists up-to-date.

263 Equipment Check. Lt. Colonel Utley advised that two Quality Control inspectors are TDY to the factories at Tulsa and Marietta for 90 days to check 263 equipment on aircraft going to IRAN. Major Radin is presently on a tour to talk personally to representatives at Lockheed, Douglas, and Boeing about 263 equipment shortages, and will return on 17 September.

COMMANDER

Division Staff Meeting Items. Colonel Bleyer advised the staff of the following items discussed at the past two Division Staff meetings:

1. The Division Director of Operations and the Director of Materiel will be periodically checking the bomb bay configuration on our aircraft on a regular basis. The Wing Director of Materiel and Quality Control inspectors will also be checking.

2. A message has been received from Second Air Force advising that the standard AOC rates for B-47 and KC-97 aircraft are 1.4 and 3.0, respectively. This does not mean that we will cannibalize. If we exceed these rates, we will be required to explain in a message.

3. The base is subject to a semi-annual OSI penetration between now and 1 January. It will primarily be a check of gate guards and AP effectiveness, but if any penetrators get on the line they will attempt to approach the aircraft. Colonel Bleyer directed Squadron Commanders to perform a daily check on security.

4. Officer and Airmen Retention Program: General LeMay is personally interested in this program, and wants everybody down the line to work on the good people they want to keep to either re-enlist or sign for an indefinite tour.

5. SAC Management System: Colonel Bleyer discussed this system and the Wing's present standing. He further directed that D/Ops and the Comptroller get together to discuss "ways and means" for improvement.

6. 2SAC-VI Report: In the future the remarks section will be elaborated upon, especially with regard to missions to IRAN, or picking up aircraft, when it is counted as a deviation.

7. NCO Academy Alumni Association: This association was formed earlier this week with 64 members. M/Sgt Ray, 306th Wing, was elected President; M/Sgt Green, 305th Wing, is Vice-President; and M/Sgt Goyette, Wing Sergeant Major, is a member of the Board of Officers.

Colonel Bleyer urged Squadron Commanders to interest their academy graduates in joining this organization. Colonel Emrick plans to use these Senior NCO's as an advisory council. This is his only source of getting to the NCO's and, through them, to the airmen. Colonel Bleyer urged fullest participation.

UCF PROJECT OFFICER

UCF Drive, Status as of 10 September:

<u>Unit</u>	<u>Quota</u>	<u>% of Cash Collected</u>	<u>% Pledged to Date</u>
Hq Sq	\$ 1619.00	85%	95%
364th	1685.00	92%	102%
365th	1582.00	93%	104%
366th	1689.00	95%	102%
ARS	2718.00	75%	98%
A&E	1891.00	64%	92%
FMS	2027.00	62%	81%
PMS	564.00	94%	104%

Captain Cowan, substituting for Major Berry, advised that this coming payday, 17 Sep, is our target date, and will be our last big push. The 1 Oct payday will be used for clean-up only.

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

7

0531

CONFIDENTIAL

305TH AIR REFUELING SQUADRON (M)
305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

Squadron Commander's Remarks
Part III of
Air Training Report for the Month of August 1956

RCS: 4-SAC-T12

6. Squadron Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

(1) Support

b. Weather or Local Conditions.

(1) Not applicable.

c. Air Traffic Control Delay Information.

(1) Not applicable.

d. Restrictive Directives.

(1) Propeller magnaflex directive (SAC Message DMAC11-251847, 11 JUL 56) has further increased the maintenance workload. This, coupled with a shortage of maintenance personnel, and with only 17 aircraft available, makes it difficult to meet monthly operational requirements.

e. Combat Crew Member Gains and Losses.

(1) Crew Members Gained.

- (a) 7 Co-pilots
- (b) 1 Navigator
- (c) 3 Flight Engineers
- (d) 4 Radio Operators

(2) Crew Members Lost:

- (a) 1 Aircraft Commander - Discharged
- (b) 4 Radio Operators - 2 Discharged, 2 PCS Barksdale AFB
- (c) 6 Boom Operators - PCS Lake Charles

f. Crew Member Changes.

(1) 5 Navigators

(2) 5 Radio Operators

g. New Crews.

(1) Not applicable.

h. Crew Status Changes.

(1) Crew N-77 upgraded to T-77 effective 17 August 1956.

CONFIDENTIAL

CONFIDENTIAL

I. Standardization Crews.

- (1) T-18 - 18 May 1955
- (2) T-23 - 18 May 1955

J. Additional Material and Personnel Problems.

- (1) The Squadron Maintenance Section has been short maintenance personnel for the past six months. This section is assigned only 87 of its authorized 107 enlisted personnel. Shortages exist in the 431X1B and 432X1 career fields, which are short throughout the wing. This shortage of personnel necessitates excess overtime work.
- (2) During the month, this squadron has lost the flying capability of four KC-97 aircraft, as follows:
 - (a) Two aircraft at IRAN for the entire month.
 - (b) One aircraft on "Tan Glove" configuration.
 - (c) One aircraft was grounded and scheduled for transfer to the Air Training Command on 3 August 1956. Aircraft was not picked up by Air Training Command personnel until 30 August 1956.

K. Refueling Data.

- (1) Number of refueling sorties scheduled and confirmed 78
- (2) Number of sorties:
 - (a) Airborne 35
 - (b) Effecting complete electronic rendezvous 20
 - (c) Transferring required fuel 23
- (3) Number of aborts due to:
 - (a) Adverse weather 3
 - (b) Aircraft malfunction 1
 - (c) Electronic rendezvous equipment malfunction 2
 - (d) Refueling equipment malfunction 1
 - (e) Other causes (9 tankers cancelled due to maintenance, no receiver available for one tanker) 10
- (4) Mass night call refueling:
 - (a) Confirmed sorties 0
 - (b) Airborne sorties 0
 - (c) Sorties effecting complete rendezvous 0
 - (d) Sorties transferring required fuel 0

CONFIDENTIAL

CONFIDENTIAL

(5) Total fuel transferred.

(a) 1,331,273 pounds

(b) 205,460 gallons

1. Comments or Recommendations of the Squadron Commander.

(1) The requirement to fly 100 refueling sorties per month will seriously affect the overall training requirements of this squadron for the following reasons:

(a) The squadron has the maintenance capability of approximately 125 sorties per month. Approximately 118 sorties must be scheduled as air refueling sorties to assure meeting the monthly operations requirements. Consequently, almost all of the squadron's SAC Regulation 50-8 requirements and crew upgrading training must be accomplished in conjunction with refueling missions.

(b) Current weight restrictions for KC-97 aircraft limit the amount of crew upgrading and 50-8 training which can be accomplished in conjunction with heavy-weight refueling operations, due to the decrease in the range of sea tanker aircraft. This situation necessitates an increase in the number of turnaround sorties required and, consequently, an increase in the maintenance workload.

(2) Training accomplished during August produced the following results:

(a) Crew M-77 upgraded to combat-ready status.

(b) Crew M-79 received a Standby check. Aircraft Commander and Co-pilot passed satisfactorily, but the Navigator, Tailgun Engineer, and Base Operator failed. The Radio Operator, available for only three weeks, has not completed the required training. Crew received 47 hours of flying time during the month.

(c) Crew M-80 has completed SAC Regulation 50-8 training and will complete its Standby check for upgrading prior to 15 September 1956. Crew received 47 hours of flying time this month.

(d) Crew M-81 received its Standby check. Aircraft Commander, Co-pilot, Flight Engineer, and Base Operator were satisfactory. The Navigator and Radio Operator have not completed training. Crew received 50 hours of flying time during the month of August.

(3) Following is the schedule for upgrading operations to combat-ready status:

(a) M-77, M-79 will be upgraded in October 1956.

(b) M-80, Standby check completed 15 September 1956.

(c) M-81, Standby check completed in October 1956.

CONFIDENTIAL

John M. Chapman
JOHN M. CHAPMAN
Lt. Col., USAF
Commander

CONFIDENTIAL

1. SUMMARY OF REMARKS

Part IV of
Air Training Report for the month of August 1955

The crew formation and upgrading program continues to receive priority. The requirement for additional and additional sorties restricts flying time for non-ready crew members and increases time required to upgrade crews.

Julian M. Blayser
JULIAN M. BLAYSER
Colonel, USAF
Commander

CONFIDENTIAL

0535

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																								
					305th Air Refueling Squadron (M)	August 56	1	2	Q-3AC-T12																								
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION												
1	2	3	4	5	6		7		8		9		10		11		12		13		14		15			16		17		18			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	TOTAL LEGS	CIRCULAR ERROR			NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN (SCR-718)	NUMBER OF JMWAVE NAVIGATION LEGS					
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3								
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65					
T18	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
T23	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Sub Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
T02	KC097	09	44	-	05	05	03	03	02	02	01	01	-	-	06	03	-	-	04	02	-	-	-	-	-	-	02	-	-	-	01		
T03	KC097	03	20	-	-	-	-	-	-	-	-	-	-	-	04	03	-	-	03	02	-	01	10	-	-	-	-	-	-	-	01		
T13	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
T14	KC097	02	13	-	02	02	02	02	-	-	01	01	-	-	02	-	-	-	02	-	-	01	06	-	-	01	-	-	-	-	-	-	
T15	KC097	02	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	04	-	-	-	-	-		
T16	KC097	07	46	-	13	13	01	01	12	12	05	05	-	-	06	04	-	-	05	03	02	02	02	11	-	02	02	03	-	-	03		
T22	KC097	02	09	-	04	04	04	04	-	-	04	04	-	-	05	05	-	-	04	04	-	-	-	-	-	-	-	-	-	-	-	-	
T26	KC097	05	18	-	04	04	03	03	01	01	04	04	-	-	02	02	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	
T31	KC097	08	50	-	11	11	06	06	05	05	05	05	-	-	03	03	-	-	03	03	-	02	07	10	-	03	-	-	-	-	01		
T36	KC097	02	13	-	05	05	04	04	01	01	05	05	-	-	02	02	-	-	02	02	-	01	16	-	-	01	-	-	-	-	-	-	
T58	KC097	08	49	-	07	07	06	06	01	01	02	02	-	-	09	08	-	-	06	05	01	01	10	-	-	02	01	01	-	-	-	-	
T59	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T60	KC097	08	52	-	12	12	07	07	05	05	05	05	-	-	08	06	-	-	08	06	01	01	07	-	-	-	-	-	-	-	-	-	-

SAC FORM 1 APR 56 36

PREVIOUS EDITIONS ARE OBSOLETE. FC. 27B

Air Force-SAC, OMB D-100K(36)

(When Filled)

0536

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL														
										305th Air Refueling Squadron (M)	August 56	2	2	4-510-112														
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS				D. NAVIGATION									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USC	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-75		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL			NUMBER OF DAY CELESTIAL NAVIGATION LEGS	NR OF PRESS. PATTERN (SCR-718)	NUMBER OF DAY CELESTIAL NAVIGATION LEGS	
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2	3				
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T63	KC097	06	38	-	06	06	06	06	-	-	06	06	-	-	01	01	-	-	01	01	-	01	10	-	-	01	-	-
T64	KC097	06	39	-	07	07	06	06	01	01	02	02	-	-	04	04	-	-	04	04	-	01	04	-	-	-	-	02
T65	KC097	03	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-
T70	KC097	03	16	-	07	07	06	06	01	01	07	07	-	-	03	03	-	-	02	02	-	01	13	-	-	02	-	-
T72	KC097	09	45	-	10	10	09	09	01	01	03	03	-	-	07	02	-	-	05	-	02	01	10	-	-	03	02	-
T78	KC097	05	30	-	08	08	08	08	-	-	01	-	-	-	06	-	-	-	05	-	01	-	-	-	-	04	01	01
T77	KC097	03	17	-	04	04	03	03	01	01	03	03	-	-	02	02	-	-	01	01	-	-	-	-	-	01	-	01
C/R Totals		91	525		105	105	74	74	31	31	54	53	-	-	70	48	-	-	56	36	09	13	-	-	-	29	07	13
M77	KC097	01	04	-	02	02	02	02	-	-	-	-	-	-	01	-	-	-	01	-	-	-	-	-	-	-	-	-
M79	KC097	11	59	-	06	06	04	04	02	02	-	-	-	-	04	03	-	-	03	02	-	-	-	-	-	-	-	-
M80	KC097	11	53	-	06	06	06	06	-	-	-	-	-	-	01	01	-	-	01	01	-	-	-	-	-	01	-	-
M81	KC097	10	54	-	03	03	03	03	-	-	01	01	-	-	03	01	-	-	02	-	-	-	-	-	-	01	-	-
NCR Totals		33	170	-	17	17	15	15	02	02	01	01	-	-	09	5	-	-	07	03	-	-	-	-	-	02	07	13
Sqd'n Totals		124	695	-	122	122	89	89	33	33	55	54	-	-	79	53	-	-	63	39	09	13	-	-	-	31	07	13
XX		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SAC FORM 1 APR 56 36 PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

Air Force-RAC, Offutt D-1000(1-6)

(When Filled In)

0537

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL								
														30th Air Refueling Squadron (M)	August 75		2	9-3402-2								
E. GEN	F. CEL GRID NAV.	G. P.P.	H. LOADING	I. EMERGENCY PROCEDURE DRILLS								J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS										
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR	NUMBER OF COMPLETE MISSIONS	KC-97		NUMBER OF BAL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDING (TANCREW)	NR OF SIMULATED CRASH LANDING (IMAX PASSENGER)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF RE-ENTRY CARDIZATION CHECK	TROC	DSHF	INDEX	DRI CONTACTS	AFS	LZ	T. OFF	IDG	TIAS	GUA	PFI	THO CUT
				UNLOAD	PRECOMP. OFF. LOAD																					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41				
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63													
T18	-	-	-	-	-	-	-	-	-	-	-	-	-	FEB	-	-	-	-	-	-	-	-	-	-	-	
T23	-	-	-	-	-	-	-	-	-	-	-	-	-	JUL	-	-	-	-	-	-	-	-	-	-	-	
Sub Totals	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T02	-	-	-	01	-	02	03	03	03	01	01	-	-	JUNE	-	-	-	10	01	71	71	20	20	-	-	
T03	01	22	-	01	-	02	01	01	01	02	02	-	-	JUNE	02	697	092	08	03	65	65	22	-	-	-	
T13	-	-	-	-	-	-	-	-	-	-	-	-	-	FEB	01	096	-	-	-	-	-	-	-	-	-	
T14	01	15	-	-	-	-	-	-	-	-	-	-	-	JUNE	01	098	-	-	02	11	11	-	-	-	-	
T15	-	-	-	-	-	04	01	02	02	02	02	-	-	FEB	-	-	-	-	-	20	20	-	-	-	-	
T16	02	06	11	01	-	02	02	02	02	01	01	-	-	JUNE	02	098	094	20	09	66	75	23	-	-	-	
T22	-	-	-	-	-	-	-	-	-	-	-	-	-	JULY	-	-	-	-	-	-	-	-	-	-	-	
T26	-	-	-	01	-	02	-	-	-	-	-	-	-	JUNE	-	-	-	23	-	22	22	-	-	-	-	
T31	02	23	34	-	-	02	05	05	05	02	02	-	-	JULY	02	098	097	08	02	146	128	34	51	10	10	
T36	-	-	-	-	-	02	01	01	01	01	01	-	-	MARCH	-	-	-	20	-	11	11	-	-	-	-	
T58	01	08	-	01	-	04	04	04	04	02	02	-	-	AUG	01	098	-	25	09	64	64	24	11	-	-	
T59	-	-	-	-	-	06	-	-	-	-	-	-	-	JUNE	-	-	-	-	-	-	-	-	-	-	-	
T60	01	16	-	01	-	02	04	04	04	01	-	-	-	JUNE	01	098	-	44	02	86	77	-	-	-	-	

SAC FORM 36

PREVIOUS EDITIONS ARE OBSOLETE. FC 2730

Air Force-SAC, (Ref O-101036)

(When Filled)

0538

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL								
														305th Air Refueling Squadron (Y)	August 66	2	2	G-380-T12								
E. GEN	F. CEL GRID NAV.		G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS						J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS										
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF PILOT PROF. MISSIONS	LOAD, A UNLOAD, B OR CARGO	RECOMP. OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASSENGER)	PASSENGER EMERGENCY PROCEDURE	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STATION INSPECTION CHECK	TROC	POMP	INDEX	DRT CONTACTS	APS 42	T.OFF	TDS	TIAS	GCA	PFI	GYRO OUT
		1	2																							
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67												
T63	01	01	-	-	-	04	03	03	03	03	03	-	-	-	AUG	01	097	-	18	02	410	210	12	11	-	-
T64	-	-	-	01	-	02	04	04	04	02	02	-	-	-	MAR	-	-	-	39	03	42	33	-	-	-	
T65	-	-	-	-	-	02	01	01	01	01	01	-	-	-	MAY	-	-	-	-	-	30	30	-	01	-	
T70	01	24	-	01	-	02	02	02	02	02	02	-	-	-	JAN	01	099	-	26	02	20	20	-	-	-	
T72	01	15	-	01	-	04	06	06	06	05	05	-	-	-	JULY	01	097	-	18	01	62	53	-	-	-	
T78	-	-	-	-	-	02	02	02	02	01	01	-	-	-	JULY	01	095	-	18	01	27	27	11	10	-	
T77	01	08	-	-	-	02	02	02	02	01	01	-	-	-	JULY	01	094	-	02	05	21	21	-	-	-	
C/R Totals	12	-	-	09	-	46	42	42	42	27	27	-	-	-	-	15	-	-	223	42	75	54	71	13	16	104
M77	-	-	-	-	-	02	01	01	01	01	01	-	-	-	AUG	-	-	-	05	-	10	10	-	-	-	
M79	-	-	-	01	-	06	08	08	08	03	03	-	-	-	AUG	01	092	-	30	-	26	11	26	11	82	
M80	01	12	-	-	-	06	06	06	06	04	04	-	-	-	AUG	01	097	-	28	01	15	13	16	12	51	
M81	01	23	-	01	-	06	06	06	06	07	07	-	-	-	AUG	01	097	-	13	01	27	13	26	14	41	
NCR Totals	02	-	-	02	-	20	21	21	21	15	15	-	-	-	-	03	-	-	76	02	69	37	69	37	174	
Sqd'n Totals	14	-	-	11	-	66	63	63	63	42	42	-	-	-	-	18	-	-	349	44	144	81	140	95	3020	
XXXX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	097	-	-	-	05	516				

SAC 12-4 36

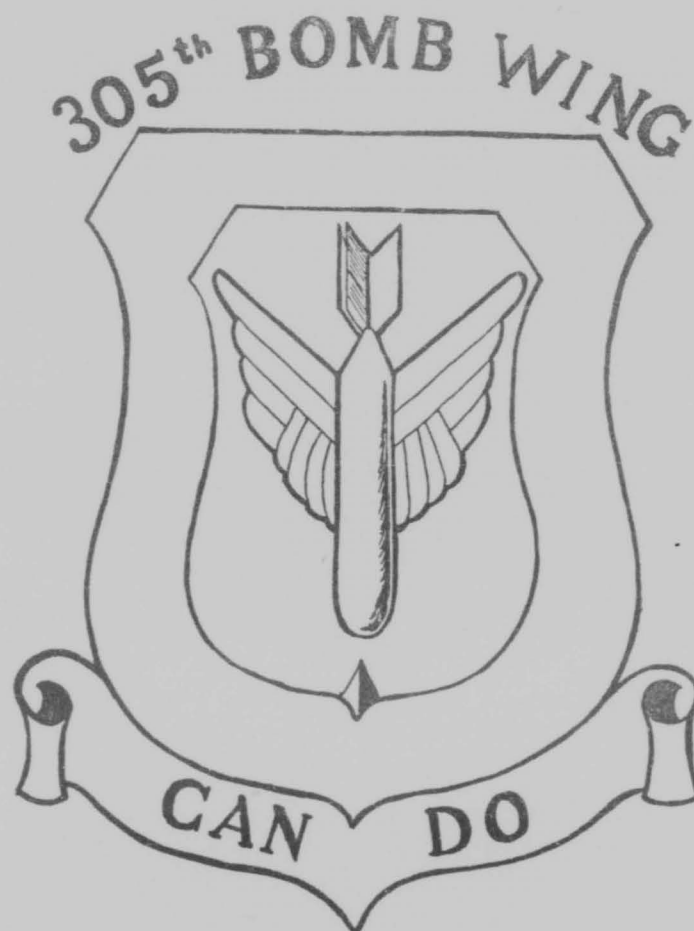
PREVIOUS EDITIONS ARE OBSOLETE. FC 2730

Air Force-SAC, Office O-1010(56)

(When Filled)

0539

REPORT OF 2AF ASSISTANCE TEAM



FROM 13 AUGUST TO 24 AUGUST 1956

0540

THE SECOND AIR FORCE ASSISTANCE TEAM

MACDILL AIR FORCE BASE, FLORIDA

24 August 1956

SUBJECT: Report of Visit to the 305th Bombardment Wing (M)

TO: Commander
305th Bombardment Wing (M)
MacDill Air Force Base
Florida

1. The Second Air Force Assistance Team consisting of sixteen officers and thirteen airmen, headed by Colonel Ralph C Jenkins, visited the 305th Bombardment Wing, 13 August to 24 August 1956, for the purpose of advising and assisting in the implementation of procedures and policies necessary in accomplishing the unit mission. The formal authority under which this team operates is contained in SAC Regulation 20-8, dated 9 November 1955.

2. Particular attention of the team is directed toward the development and maintenance of Wing combat-readiness. The division of base-wide assets in personnel, facilities and equipment to each major unit on basis of its EWP mission, state of training or vulnerability to early TDY is observed by the Team. Air Base Group support is measured to determine overall effectiveness and if it is applied on a priority agreement to that established by Air Division.

3. Significant Observations:

a. Command: The 305th Wing is one of the most professional units yet visited by the Team. Numerous combat crew and staff personnel have been lost yet sufficient remain to provide excellent continuity. Combat crew experience is the highest yet seen. Among the staff are officers who can be considered the most expert in B-47 operation within SAC. Working with the Wing for a two week period, Assistance Team members were impressed by the mutual confidence existing among the squadrons and staff. Difficult problems are taken in stride. It is a panic free unit. Among the strongest characteristics are:

(1) Adherence to the monthly and weekly maintenance plan is excellent. Freedom from frequent changes reflects good basic planning and consideration of factors prior to publication. It is this item primarily that instills a high order of confidence between the operations and materiel organizations. When an airplane is scheduled it flies.

(2) Throughout the Wing are many innovations designed to recognize superior performance. Whenever activities perform in competition with others a visual aid is posted to show results.

(3) Positive identification of causes of deviations in the schedule, lack of accomplishment or gross error is made and discussed at the daily stand-up briefing. Assurance is given at this time that action, if personnel error is involved, will be taken to prevent recurrence.

2AF Assistance Team, Subj: Report of Visit to 305th Bomb Wing M

b. There are numerous procedures in effect throughout the Wing which, while not ineffective, do deviate from the SAC or 2AF system. In the opinion of the Team, "getting with the book" will result in a more efficient operation. For example, squadron operations officers are scheduling aircraft tail numbers in the weekly and monthly maintenance plan. This is a task for maintenance control (SAC Reg 60-9 and SAC Manual 66-3). Other instances are detailed in the report.

c. A need exists for a training program to familiarize operations and materiel personnel in 2AF and SAC procedures spelled out in various manuals and regulations.

d. Air Division and Air Base Group support of the 305th is good. Base assets are equitably distributed among the major units. Facilities available frequently do not meet current USAF criteria but do not constitute an important limiting factor in the overall performance of the Wing. Like the 306th, this unit is one of the best manned B-47 wings yet visited by the Team.

4. Following are major areas where assistance was given or suggestions made. (These are covered in detail in the ensuing sections.)

a. 60-9 Scheduling Procedures: The Wing Staff was thoroughly briefed on the recommended 60-9 monthly and weekly scheduling procedures and the allied F-1 report. A detailed sequence guide explaining all procedures was furnished by the Team.

b. Quarterly Operations Plan: The advantages to publishing a quarterly operational plan was discussed with the training staff. A sample copy of a quarterly plan was furnished by the Team.

c. Improvement - Observer Ground Training Program: Direct assistance given in form of staff observer meetings. Also, a sample Wing Regulation and ground instruction checklists left with Wing staff.

d. Instructor Observer Improvement Program: Requirements for air instructor reports with staff follow-up and standboard evaluation and critique of instructor performance was recommended and was favorably received by the Wing Staff.

e. Stand-Up Briefings: While present procedure is very good, some streamlining is possible. Suggested format was left with the Director of Operations.

f. Control of Personnel: While personnel control procedures in squadrons was good, some improvement can be realized. Recommended procedure was left with each Squadron Operations Officer.

g. Armament - Electronics Airweapons Training: Assistance was given in establishing a Division loading monitor school to train 642XX personnel. This course, tailored to fit their needs, will be given every four months.

h. Armament - Electronics Materiel Control: Procedures were established in Materiel Control to provide effective control of serviceable and repairable pre-issue spares.

SAF Assistance Team. Subj: Report of Visit to 305th Bomb Wing M

1. Arrangement - Electronics Flight Line: Flight Line Supervisors was instructed and given guidance on how to organize and improve the operation of the flight line activities.

2. Arrangement - Electronics Field Maintenance: Reorganized the ECM, Camera and Autopilot Sections to provide separate Flight Line and Field Maintenance activities.

3. Job Control: Briefings on an improved job control system were given to commanders and supervisors. This system is designed to provide more efficient maintenance planning and control of specialists.

4. Supply Expeditor Service: Efforts of team members resulted in improvement and expansion of the delivery service to the Wing by Aircraft Service Unit. A saving in maintenance man hours, formerly expended in parts chasing, should be realized.

5. Central Unit Personnel Section: Assistance was directed toward the operation of CUS. All personnel clerks were thoroughly briefed on the importance of records maintenance.

6. Accounting System: Procedures were established to provide an accounting system for both officers and airmen to include projected losses. Necessary formats were provided and personnel thoroughly instructed in their use.

7. Outlook: Considering the solid foundation upon which this unit is built, the 305th will continue to occupy a top position among B-47 units. Upgrade training programs for "N" crews should show outstanding results.

8. Purpose of this Report: This report records the activity of the Assistance Team. When distributed to the Wing, Division and Second Air Force, it points out areas where further assistance should be applied by the Staffs in order to solve problems not immediately corrected on the spot at the operating level. Sufficient copies are made available so that further reproduction should be unnecessary. It is recommended that "red tape" be held to a minimum and no local indorsement be required. Use of this report to embarrass or compromise the position of anyone is not within the spirit or intent of SAC Regulation 20-8 and should be scrupulously avoided by all concerned. Indorsement to Headquarters Second Air Force is not required.

Ralph C. Jenkins

RALPH C JENKINS
Colonel, USAF

SECTIONS: I - Operations
II - Materiel
III - Personnel
IV - Comptroller
V - Safety

2AF Assistance Team, Subj: Report of Visit to 305th Bomb Wing M

DISTRIBUTION:

Comdr 6AD	-	40
2AF		
D/O	-	3
D/M	-	3
D/P	-	2
2AF Asst Team	-	2
Adj	-	1
Plans	-	1
IG	-	1
Intell	-	1
Comptroller	-	1
Safety	-	1
Opns Analysis	-	1
Historian	-	3

SECTION I DIRECTORATE OF OPERATIONS

305TH BOMBARDMENT WING M

A. DIRECTORATE OF OPERATIONS

1. GENERAL EVALUATION

a. Assigned to the Directorate and to the Squadrons are some of the most highly qualified personnel in Second Air Force. This is the best Wing yet visited from the standpoint of adherence to a published schedule and from the results obtained, i.e., Bombing and Navigation Reliability is high, failure rate at SES is low and the upgrading program for non-ready crews firm. The Commander and Staff are to be highly commended.

b. Major discrepancies by the team noted in the actual mechanics of planning and scheduling. Emphasis had been shifted from Wing to the Squadron. The Squadron Operations Officers were overly involved in maintenance planning. The Team does not believe this concept to be as good as that presently required by Directives, especially in the light of future buildup programs. More centralization of activities at Wing will be a necessity. The procedures advocated by the Team will more nearly "fill the bill". (Written guides were left with the Staff.)

2. Specific recommendations to this and to other problem areas were discussed with the staff and are detailed in this report.

SECTION I DIRECTORATE OF OPERATIONS

305TH BOMBARDMENT WING (M)

B. OPERATIONS AND TRAINING1. GENERAL EVALUATION AND OBSERVATIONS:

a. The Operations and Training Division is manned with experienced, competent, hard working personnel who are persistent in their efforts to "get the job done". They are effectively planning, scheduling, supervising, and monitoring Wing training. Schedule stability is excellent and is accomplished by strict adherence to the published schedule. The lack of an authorized Current Operations Officer, with the additional duty as SIC of the Wing Control Room, has caused a loss of some effectiveness. Coordination among the sections and between other staff agencies is good; however, additional and timely coordination between the Wing Operations and Training Officer and the Chief of Maintenance, relative to the monthly and weekly flying schedule, would be advantageous to all concerned. Under the scheduling practices and procedures in use by the Wing, the Squadron Operations Officers effect most of this coordination on an individual basis and at such a late time that it is difficult and sometimes impossible for the Wing Operations and Training Officer to closely supervise, monitor and coordinate all three squadrons' schedules for the benefit of the Wing effort. It is believed that by implementing the planning and scheduling procedures recommended by the Assistance Team, both Operations and Maintenance will accomplish their tasks more easily, insure closer coordination for the Wing effort, and increase their overall effectiveness.

Recommended policies and procedures not followed in their entirety, and considered to be the problem areas affecting the operations of the Wing, are included in this report with appropriate action and/or recommendations included. Minor deficiencies noted are not included in this report. They were brought to the attention of the responsible officer and immediate corrective action was indicated.

2. A meeting was held with the training staff and operating procedures and techniques were discussed. The importance of good planning, scheduling, supervising, and monitoring procedures were emphasized. Tips and suggestions were made in the following areas:

a. Recommended monthly and weekly 60-9 scheduling procedures were discussed in detail and a guide for accomplishing all recommended procedures was furnished by the team. A recommended 60-9 scheduling board was furnished the Wing Operations and Training Officer.

b. The F-1 Report required by SAC Regulation 60-9 was discussed in detail and a guide for accomplishing the report was furnished by the team.

c. It was recommended that the daily "stand up" briefing be conducted one-half hour before lunch. This will enable all staff sections to gather and evaluate all information required for the briefing and requires the staffs' absences from their duty sections at the best time during the day. It was also recommended that the total number of personnel attending the briefing be reduced (specific recommendations included in guide).

d. The use of the Comptroller's function as an aid in pin-pointing training deficiencies was discussed. The Team recommends maximum use of the Comptroller's function to aid the training staff in analyzing planning and scheduling effectiveness and other training deficiencies. A recommended 5C-2 "To Go" chart was furnished and is a good, quick, easy reference to point out "soft spot" training areas.

e. The advantages in publishing an Operations Plan for the next four months was discussed. It was recommended that a comprehensive plan be formulated covering the next four months' period. This will do much to stimulate planning in the Squadrons and the Maintenance organizations. A sample copy of a quarterly plan was left with the training staff.

f. The importance of assigning a highly qualified, competent Current Operations Officer, with the additional duty as OIC of the Wing Control Room, was discussed. His functions and responsibilities were covered by the Team. Re-assignment of this officer to the Operations and Training Division from the Plans Division is strongly recommended by the Assistance Team. He will relieve the Chief, Operations and Training and his Assistant of many of the daily problems pertaining to Current Operations and Control Room functions. This will afford the Operations and Training Officers adequate time to effectively plan, schedule, supervise, and monitor all Wing training. Note: His present duties in Plans Division can be handled by personnel augmentation during peak load periods and by allowing Tactical Squadrons to plan, brief and critique unit type missions (supervised by Wing). When unit is fully organized under SAC Reg 20-10, problem will cease to exist.

g. The problems encountered when entering the 66 CR crew buildup program were discussed. The Wing has established a good upgrading plan and good crew control procedures. Recommendations were made concerning the importance of establishing a good ground training program prior to entering the air training phase. The advantages of conducting a complete ground mission at the aircraft prior to a crew's first flight were discussed and understood.

h. Effective procedures for combat crew control were discussed. The Wing has a good system established. Recommended sample charts and forms were furnished by the Team.

i. The importance of handling 2AF Form 246, Mission Accomplishment Report, in accordance with the 2AF SOP for training accomplishments, was discussed. Wing procedures do not follow the SOP. Difficulties are being encountered. The Assistance Team recommends, and SOP requires, that standard procedures be followed in order to afford the Squadron Operations Officers an opportunity to review all forms for completeness and extract pertinent information prior to forwarding the form to Wing. This should be done prior to morning roll call. The squadron clerks can then post their records and forward the completed forms to Wing by 0830 hours each day.

j. The need for assigning a Wing Personal Equipment Officer or NCO as an additional duty assignment to monitor the Personal Equipment Sections was discussed. With the implementation of SAC Regulation 20-10, this responsibility will shift to the Materiel Directorate. All Squadron Personal Equipment Sections are in good shape and supply action has been initiated on all shortages.

3. OPERATIONS AND TRAINING STAFF SECTIONS:

a. Chief, Operations and Training. The Chief, Operations and Training is an experienced, well qualified, competent officer who works hard to increase his own efficiency and the effectiveness of his Division. He is doing a good job of planning, scheduling, supervising, and monitoring of all wing training, but is hampered somewhat in his efforts due to the lack of an authorized Current Operations Officer. The administrative section operating under his control is operating very efficiently under the effective supervision of an experienced and very capable NCO. The NCOIC is thoroughly familiar with all required training records and reports and is doing a good job of keeping them correct and up-to-date.

PROBLEM: The Assistance Team believes that the Chief, Operations and Training is, of necessity, devoting too much of his time to daily current operational problems. Many of them are of minor importance and detract from his planning and supervisory duties and should be handled by a competent Current Operations Officer.

RECOMMENDATION: That a well qualified officer be assigned as the Wing Control Room Officer and assume the responsibilities of monitoring and coordinating current operations in addition to his responsibilities as the Control Room Officer. This will enable the Chief, Operations and Training to devote his time primarily to operational planning and supervision of Wing Training. This is an authorized, priority I manning, and should be filled immediately, even at the expense of a combat crew.

b. Assistant Wing Operations and Training Officer. The Assistant Wing Operations and Training Officer is a well qualified, competent officer who has been recently assigned to the Division. He is rapidly becoming familiar with his duties and responsibilities and should do a good job of assisting the Wing Operations and Training Officer.

c. The Wing Control Room is staffed with competent airmen who are doing a good job considering the lack of a Control Room Officer. The room is large enough for any type operation and Communications equipment is excellent. Mission display boards and wall maps are excellent. Security of the Control Room is adequate.

PROBLEM: There is a definite need for a Control Room Officer to supervise the activities of this section and act as the Wing Current Operations Officer.

RECOMMENDATIONS: For overall improvement of Control Room:

- (1) A qualified officer be assigned this section as soon as possible. He should attend all briefings and act as the controller on all unit missions.
- (2) A more practical Alert Recall Plan be established where a maximum of 10 to 12 people be alerted by the Control Room instead of the 37 calls now required.
- (3) A qualified B-47 aircraft commander be on duty in the Control Room at all times that B-47s are flying.
- (4) A chart be produced to display all emergency airfield data.

(5) Aircraft status and location be displayed. The use of small, model magnet aircraft can be used to show location.

(6) Control Room SOP's be revised. The controllers duties should be included and a card file could be utilized to display other required information.

d. The Wing Ground Training Officer appears to be well qualified for his assignment and is familiar with his functions and responsibilities. Adequate supervision of the ground training program is being accomplished and all possible ground training is being completed. Cooperation and coordination between the Wing and the Air Base Training Flight is good.

e. The Wing Air Weapons Officer is well qualified for his assignment and is doing a good job of supervising the Wing Air Weapons program. Excellent coordination and cooperation has been established with the Air Base Group Munitions Officer.

PROBLEM: Air weapons publication (11 N Series of T.O.) were not fully understood and excessive publications were being received.

ASSISTANCE: The Team explained the 11 N Series T.O. distribution system in detail and requisitioning and turn in procedures were covered. Guidance was given on T.O. distribution to be made within the Wing.

PROBLEM: Air Weapons Officer in his capacity as Division Air Weapons Officer is not properly monitoring the conduct of the Air Weapons School.

RECOMMENDATION: The Team recommends that more frequent formal staff visits be made to the Air Weapons School and required reports be submitted. Note: Specific comments on the conduct of the School are included in the Air Base Group Report.

f. The Wing Gunnery Officer position is not manned.

RECOMMENDATION: That one of the most qualified B-47 co-pilots in the Wing be assigned the primary duty as Wing Gunnery Officer. This is an authorized priority I manning position, and should be filled immediately, even at the expense of a combat crew.

4. SQUADRON OPERATIONS (TACTICAL). The Squadron Operations Sections are well organized, manned with competent personnel, and operating effectively. Their records are among the best observed to date. The Operations Officers have good control of their crew personnel but an improved system was recommended by the team. Operations Officers are doing a good job of planning, scheduling, supervising and monitoring crew training. The Operations Officers and their staff work hard, and sometimes long hours, to schedule and maintain crew integrity as pertains to a crew flying in their assigned aircraft.

PROBLEM: The Squadron Operations Officers are doing the job of scheduling the monthly aircraft tail number schedule and, in some instances, the aircraft tail number schedule is not completed until the very last days of the month.

RECOMMENDATION: The Assistance Team recommends that the Chief of Maintenance and his staff prepare the monthly and weekly aircraft tail number schedule as prescribed by existing directives. This should afford the Squadron Operations Officers additional time to devote to their normal duties and responsibilities.

5. SQUADRON OPERATIONS (AIR REFUELING). The Squadron Operations Section is well organized, staffed with experienced and competent personnel, and operating effectively. An adequate job of planning, scheduling, supervising, and monitoring squadron training is being accomplished. Adequate crew control procedures have been established.

PROBLEM: With the exception of the NCOIC, the Operations Administrative Section is not manned with qualified clerks. The NCOIC is so overloaded with routine paper work that he has little time to devote to the flight records section; consequently, proper maintenance of individual flight records is not being accomplished.

RECOMMENDATION: The Team recommended that a qualified clerk be assigned to the ARS. This recommendation has been accepted and a qualified clerk has been assigned to the ARS.

6. OTHER STAFF AGENCIES.

a. The Wing Standardization Board is well organized, manned with some of the best crews in the Wing, and operating effectively. They are doing an excellent job of conducting standardization activities and are adequately monitoring the combat readiness of all assigned crews. This is one of the better Standardization Boards observed to date.

PROBLEM: Standboard crew members found it difficult to remain current in all Air Weapons systems in order to give a satisfactory check to the crews.

ACTION: Second Air Force Standardization Board was contacted on this problem. It was pointed out that the 2AF Supplement to SAC Reg 51-4 allows the Air Weapons School to administer this portion of the Stand Board check as long as the check is monitored by a member of the Stand Board. Personnel concerned were so notified.

SECTION I DIRECTORATE OF OPERATIONS

305TH BOMBARDMENT WING M

C. BOMBING AND NAVIGATION

1. GENERAL EVALUATION: The Wing Bomb Navigation Division and Squadron Observer positions are manned in accordance with Second AF Standard Directorate of Operations, Medium Bombardment Wing. Staff observers are all experienced in the B-47 and exceptionally well qualified in their jobs. Staff procedures, as implemented, were nearly approximate Second Air Force Concept of an observer staff than in any other B-47 wing visited to date by the Assistance Team. The excellent bombing and navigation capability of the wing is a matter of record. Certain improvement potentials were observed and are discussed below.

2. PROBLEMS:

a. Target studies, analysis and critiques are being conducted in all instances, yet the critiques are sometimes lacking in necessary thoroughness because other duties of the observer staff sometime detract from essential staff attention necessary to insure thorough critiques.

RECOMMENDATION: That the Director of Operations establish a first priority requirement for the Bomb Nav Division to maintain two observers on full time duty for this function. When a condition threatens availability of this minimum manpower requirement, a lead or select observer should be scheduled to augment the staff even though other commitments of the selected observer may have to be cancelled.

b. Observer ground training has proved adequate to support past crew upgrading requirements but needs considerable improvement to accommodate the accelerated upgrading program now confronting the Wing.

ACTION: A sample wing regulation and ground instruction check lists for certain critical ground training was left with the staff as a guide. Major suggestions for improvement were accepted by the wing staff.

RECOMMENDATIONS:

- (1) That the Bomb Nav staff more closely monitor observer ground training in the future, particularly with respect to the quality of instruction provided.
- (2) That a wing commander's policy letter or regulation similar to the sample provided by the Assistance Team be published and command emphasis be exerted with respect to any deviations.
- (3) That ground instruction check lists (guides) as developed, published and utilized by instructors to insure adequacy and thoroughness of training. These check lists must be sufficiently detailed to insure standardized instruction.
- (4) That the ground training instructor requirements be established for each training course as requisite for crediting the training. Specifications as to minimum instructor qualifications, references, training aids necessary, etc., are examples.

c. A need for closer monitoring and better standardization of instructor observers exists.

RECOMMENDATION:

- (1) Develop an air instructor's report as discussed with the observer staff and require its completion and submission on all flights where an instructor observer participates.

- (2) Applicable squadron observers must insure that specific ground instruction is afforded for student observers prior to subsequent flights when weaknesses are indicated on instructor reports. The report will then be filed in applicable student observer individual folders.
- (3) When Standboard observers find significant discrepancies on flight checks, they will review reports covering previous missions for indications of deficient instruction on the part of specific instructors.
- (4) The Standboard observer staff will critique instructor observers once monthly, perhaps during an observer meeting. This critique should include:
 - (a) Recurring discrepancies observed on standboard rides.
 - (b) Inferred instructor deficiencies with respect to standboard failures where instructor reports have been scrutinized.
 - (c) Indications of individual instructor deficiencies by name.
 - (d) Recommendations for improved ground and/or air instruction.

d. Staff observers are not maintaining adequate proficiency in the B-47.

RECOMMENDATION: Staff observers should be required to fly as primary crew member in the B-47 at least one and preferably two flights each month.

This requirement is particularly essential to staff observers who are associated with upgrading training. Minimum requirements prescribed in SAC Regulation 60-4 are considered barely adequate to maintain safety of flight capability but not realistic proficiency in assigned aircraft.

e. In some instances "K" systems acceptance checks are not being performed after major maintenance. Also, crew observers often pre-flight on aircraft power contrary to provisions of Section VIII, T.O. 1B-47E-1 (Interim). If acceptance checks are correctly performed following major maintenance, the apparent need for ground power preflights should be minimized.

ACTION: At a meeting of A & E and observer staff members, it was agreed that certain A & E flight and team chiefs would be checked out in observer acceptance check procedures by observers. These maintenance personnel will then run acceptance checks following all major maintenance and will sign off the "K" systems as accepted in the applicable section of SAC Form 252.

RECOMMENDATION: That "K" systems preflight after crew stations time be confined to procedures established in Section VIII, T.O. 1B-47E-1.

D. WAR PLANS

1. GENERAL EVALUATION:

a. The Plans Division is manned with four (4) highly qualified officers and a group of seven (7) talented airmen (draftsmen, clerk-typists and illustrators). Unit plans are well written and maintained current at all times. The fine EWP study program can be partially attributed to the excellent cooperation and coordination between the Plans and Intelligence Divisions. The Plans Building and the physical arrangement of offices within the building leaves much to be desired toward compliance of SAC Reg 205-15.

2. PROBLEMS:

a. The Plans Building is inadequate space and security wise. Keeping in mind the security requirements of SAC Reg 205-15 and future implementation of SAC Reg 20-10, it is deemed advisable to move the Plans Division to a more suitable location.

ACTION: A survey was made of the two existing vault type buildings assigned to the Wing, i.e., Instrument Repair Shop and the present Target Intelligence-EWP Study Building. After considering the ramifications of moving Plans into either of these buildings, it was recommended that the Plans Division be moved into the Target Intelligence-EWP Study Building and that Target Intelligence, with its allied sections, be moved into the building presently occupied by Plans.

b. The Plans Division is presently handling all current type operations orders. This greatly affects the degree of attention, time and effort that must be given to the EWP.

ACTION: Recommend that all current operations orders, with the exception of USCM's, be handled by the Current Operations Section, under the Operations and Training Division.

c. The Chief of the Plans Division is attending numerous meetings that are non-related to his work. The time spent in these meetings could be well spent in accomplishing his daily tasks, thus reducing the requirement for working overtime.

RECOMMENDATION: That the Chief of the Plans Division attend only those meetings that specifically concern the Division.

SECTION I DIRECTORATE OF OPERATIONS

305TH BOMBARDMENT WING M

E. INTELLIGENCE1. GENERAL EVALUATION:

a. Intelligence personnel assigned to the Wing possess the highest SAC and USAF Intelligence experience level of any wing visited to date. However, the Intelligence Division is not organized as directed by Second Air Force Letter, Subject: Second Air Force Standard Organization, Medium Bomb Wing Operations, dated 17 May 1955. One Intelligence Officer (2054) is assigned to the Plans Division and all Intelligence Photo-radar Interpretation personnel (2044, 20650, 20670) are assigned to the Bomb-Nav Division.

ACTION: The Chief, Intelligence Division has completed a comprehensive functional analysis of Intelligence duties and responsibilities that will be required under SAC Reg 20-10. Necessary coordination for implementation of the Intelligence portion of this regulation has been completed. Present plans are to organize the Intelligence Division under SAC Reg 20-10 when the present crew upgrading program has provided 50 combat ready crews.

b. Excellent cooperation exists between the Intelligence Division and other Operations' staff agencies.

c. A good Intelligence and OJT program is in effect. The Division is adequately supporting the Intelligence requirements of SAC Reg 50-24 block training.

d. All Combat Mission and Target Planning Folders have been completed and SAC Manual 200-3 is being fully complied with. The Division is supporting the Wing's EWP program in an excellent manner.

e. The required Intelligence Library is being maintained and pertinent Intelligence information is available to all concerned staff agencies and combat crew personnel.

f. The Survival Intelligence Program is firm. SAC Regulations 100-3 and 200-4 are effectively implemented.

g. Satisfactory Intelligence support has been established for the Air Refueling Squadron.

h. Security within the Division is adequate.

2. PROBLEMS:

a. Present physical facilities are adequate space-wise but inadequate location wise. Operational Intelligence and Target Intelligence are a considerable distance apart.

ACTION: The Assistance Team surveyed existing facilities and it is recommended that the Plans Division be moved to the present Target Intelligence-EST Study Building and that Intelligence occupy the building presently occupied by Plans.

b. The Intelligence Division is presently responsible for all SAC Manual 55-8 combat reports.

ACTION: The Assistance Team discussed this problem with Control Room, Plans and Intelligence personnel. It was recommended that these agencies be responsible for all combat reports within their area of responsibility.

SECTION II DIRECTORATE OF MATERIEL

305th BOMBARDMENT WING (M)

A. DIRECTORATE OF MATERIEL:

1. GENERAL EVALUATION:

a. The Materiel Directorate was organized and with few exceptions was operating in accordance with published directives. The Director of Materiel and his staff are well qualified and considered to be capable of directing the wing materiel effort.

b. A firm tail number schedule, with very few changes in operation's requirements, provided a sound foundation for developing a maintenance plan. This plan was directly responsible for the relative ease in which flying hours were produced. Closer attention to the approved mechanics of tail number scheduling will reduce the peaks and valleys in the maintenance workload and will make the job considerably easier.

c. Maintenance Control is doing a satisfactory job. Complete implementation of the job control procedure emphasized by the Team will afford closer control of specialists and will provide a more efficient means of directing maintenance. Quality Control's Unsatisfactory and Failure Report Program is outstanding. More emphasis on inspecting for major problem areas within the wing will do much to improve the value of the 90 day Activity Reports. The Analysis Records and Reports Branch is producing excellent work although handicapped by a lack of an officer and the inexperience of assigned personnel. The SAC Regulation 66-22 training program is marginal. The Aircraft Maintenance Standardization Branch is staffed with qualified people who are able to establish and monitor a realistic program provided they receive the necessary command support.

d. The Field Maintenance Squadron is organized and operating in a satisfactory manner. Closer supervision by the NCOIC and frequent monitoring by the Maintenance Supervisor and Branch Chiefs is required for satisfactory operation of the Materiel Control Section. The Ground Powered Equipment and the Propulsion Branches are to be commended.

e. More emphasis must be placed on management and supervision within the flight line maintenance and periodic maintenance activities. Closer adherence to published directives is required in these activities.

f. The technical knowledge of Armament-Electronics personnel is relatively good. However, there is a definite lack of understanding of SAC and Second Air Force directives. This was evidenced by the many deviations in the operating procedures prescribed by these directives. Closer adherence to accepted procedures will aid the organization in producing a higher quality of maintenance.

g. Unit Supplies were satisfactory, however, the warehousing of unit property was generally poor. Maintenance Activities were not receiving adequate service from the Aircraft Service Unit.

h. Closer monitoring of flyaway kits is necessary. Emphasis must be placed on supervision and monitoring of unit mobility readiness status by the Wing Logistics Section. Failure to take corrective action may adversely effect EWP implementation.

i. The report which follows provides maintenance supervisors with an objective analysis of the problems and deficiencies in their organizations. Correction of the discrepancies noted should increase the Materiel capability and make for a smoother more efficient operation. Team members were well received and the cooperation extended by all personnel contacted was greatly appreciated.

SECTION II DIRECTORATE OF MATERIEL

305TH BOMBARDMENT WING

B. MAINTENANCE CONTROL1. Problems.

a. The practice of matching aircraft tail numbers to aircrews led to deviations in scheduling procedures outlined in SAC Manual 66-3. Operations designated aircraft tail numbers on the weekly schedule. The monthly utilization and maintenance schedule was prepared by Operations and approved by Maintenance. This practice was not adversely affecting the tail number schedule but was causing an uneven workload on the flight line which in turn reduced their effectiveness.

ACTION: A meeting was held for key personnel in Operations and Maintenance. The ten general steps for developing a schedule were discussed. Future schedules will be developed by Maintenance based on the requirements of Operations. Care will be taken to schedule aircraft to eliminate peaks and valleys in the organizations workload.

b. The Job Control System outlined in 15th Air Force Manual 66-2 was partially implemented (this manual is the basis for a forthcoming SAC Manual). Full benefit was not realized because of a lack of certain controls and a lack of complete understanding on the part of all commanders and supervisors.

ACTION: Evening lectures were given to squadron commanders, maintenance control personnel, maintenance supervisors, and all crew chiefs. A definite improvement was noted in the control of specialists, maintenance planning, and adherence to scheduled work requirements. Further improvement can be expected when maintenance debriefing teams are formed. Complete aircrew debriefing will readily determine the major maintenance discrepancies and will allow Job Control to more effectively plan maintenance and monitor specialist dispatch according to plan.

c. Incomplete aircraft status was reported to Job Control from the flight line. Due to non-compliance with SAC Manual 66-13, two daily status reports were required from the flight line and one from the armament-electronics squadron.

ACTION: Flight line and Job Control personnel were instructed in the proper method of reporting and using aircraft status. Unauthorized status reports were discontinued. Accurate current status changes are now made from flight line radio call-in.

d. The aircraft parking plan did not show all ground power dispatched to the flight line, and units were being moved between aircraft on the flight line without the knowledge and approval of Job Control.

ACTION: Emphasis was placed on the strict compliance with SAC Manual 66-6. The necessity for entering ground power requirements on the Individual Maintenance Plan, and the necessity for proper scheduling and monitoring of units to meet the schedule, was pointed out to Job Control and flight line personnel. Additional ground power symbols will be added to the parking plan to insure stricter control of units on the flight line.

e. Periodic inspections were not accomplished in strict compliance with SAC Manual 66-15. Field Maintenance specialists were assigned for duty in the docks instead of being dispatched according to the sequence chart. This relieved Job Control of their responsibilities for monitoring specialist dispatch, dock stoppage, and establishing and coordinating "H plus" hours between the docks, Field Maintenance, and Armament-Electronics Squadrons.

ACTION: This problem was discussed with the Director of Materiel and the Chief of Maintenance. They indicated that specialists will be dispatched according to the concept of preplanned inspections outlined in SAC Manual 66-15. The responsibilities of Job Control toward preplanned inspections were discussed with Job Control supervisors. These responsibilities will be assumed as soon as possible.

f. The weekly flying schedule was prepared on a locally devised form which was used jointly by Maintenance and Operations. The post flight schedule shown in the Monthly Maintenance Order was not reaffirmed weekly on this form, and all information relative to air munitions loadings was not included thereon.

RECOMMENDATIONS: That SAC Form 364, Weekly Flying Schedule, replace the form in use. That the weekly post flight schedule be indicated on SAC Form 364. That Job Control be advised of any air munitions requirements at the monthly and weekly 60-9 meetings. That the SAC Form 364 be used to schedule all air munitions loadings and practice loadings to include the aircraft, date, time, type of loading, and crew chief reporting time.

g. The weekly flying schedule was published by Operations. Usually the schedule was delivered to the squadrons on Friday afternoon too late for any constructive maintenance planning on Monday's aircraft.

ACTION: Job Control is now publishing the flying schedule according to SAC Manual 66-3. The weekly SAC Regulation 60-9 meeting, formerly held on Thursday afternoon, is now held on Wednesday. This will give Job Control sufficient time to publish the schedule by Thursday.

h. SAC Form 9's were not documented from flight line call-in as required by SAC Manual 66-13. Entries on these forms were made directly from the DD Form 781-1.

ACTION: The procedures for obtaining and documenting SAC Form 9 information, as outlined in SAC Manual 66-13 and ZAF letter 66-5, were brought to the attention of those concerned. Correct procedures were established immediately.

i. Job Control was not aware of the mechanical status of maintenance assigned vehicles. Specific assignment within the maintenance organizations was unknown. A status board was available, but was not suitable for the purpose intended.

ACTION: Job Control personnel were reminded of the importance of proper vehicle utilization to the maintenance effort. Discussions were directed toward the need for absolute control of vehicles under the Job Control system. Proper status will be maintained as soon as another status board can be made.

j. The communications network in Job Control contributed to an extremely high noise level.

RECOMMENDATIONS: That both expediter "Squawk" boxes be replaced by direct lines into their respective squadron specialist dispatch sections. That a suitable headset be procured for the radio. That headsets be used on the expediter boxes until a direct line is installed.

k. The Analysis Reports and Administration Section is handicapped by the lack of an officer. The position of statistical specialist, 68150, in the Production Analysis Section was filled by a 70250 with 68150 schooling. This individual has worked in the 68150 field a relatively short time and is now alerted for transfer. Despite these problems, this section is extremely well supervised and is doing an excellent job.

RECOMMENDATIONS: That personnel problems confronting this section be brought to the attention of the Division Personnel Officer. That every effort be made to assign an officer to this position.

l. A summary of maintenance statistics was published monthly. Very little analysis of these statistics was being made, because of the heavy workload and the lack of analysis experience in the Section.

ACTION: Comments and suggestions were offered regarding the improvement of the analysis presentation.

m. The time card program was unsatisfactory. Every effort had been made to screen incoming cards and to bring discrepancies to the attention of supervisors. Corrective action taken by supervisors was inadequate.

ACTION: Errors noted in time cards were discussed with supervisors. It was pointed out that a lack of direct supervision and a conscientious review of the time cards by the responsible supervisor, plus a lackadaisical attitude on the part of many individuals when filling out the card, contributed to an ineffective reporting system.

n. The Wing Malfunction and Abort Board had not convened in recent months. Malfunctions and aborts were discussed during the daily stand-up briefings, however, this briefing did not satisfy the requirements of SAC Regulation 66-11. Information regarding cause was not in sufficient detail at the briefing to establish any worthwhile corrective measures.

RECOMMENDATIONS: That orders be published designating a new Board. That this Board comply with the intent of SAC Regulation 66-11. That recommendations for corrective action, and any trends which may point to needed training and/or a drop in the quality of maintenance, be given the widest Wing coverage.

o. The major part of the Technical Order Compliance program was conducted by the Aircraft Records Unit. Responsibility for kit follow-up and for research for applicability to assigned aircraft was not accomplished by Maintenance Supply and the Quality Control Sections.

ACTION: A briefing was conducted for personnel concerned. A TOC procedure was outlined which, if followed, will insure closer control of the TOC and will place the responsibility for research and scheduling on the appropriate activity.

p. The Aircraft Maintenance Standardization Branch was monitoring a limited maintenance training program. Training was given as the need became apparent. It was not based on the results of individual WEMP tests or oral evaluation (SAC Regulation 66-22). Training completed was not recorded on AF Form 1320 and the individuals job requirements listed on SAC Form 134 referred only to ground power equipment.

ACTION: Procedures for establishing and monitoring a continuous training program were discussed in detail with members of AMSB.

q. Quality Control was inspecting aircraft at the completion of each 100 hour post flight inspection. The coverage of Quality Control's monthly 25% incommision inspections appeared to be sufficient to determine the overall maintenance quality. The results of these inspections did not indicate a need for more than spot checks of 100 hour post flights by Quality Control inspectors.

RECOMMENDATIONS: That Quality Control be relieved of the requirement for inspecting all aircraft at completion of the 100 hour post flight. That the Chief of Maintenance insure a thorough inspection is accomplished by post flight teams, if in his opinion Quality Control follow-up is necessary in all cases. That Quality Control include aircraft completing the 100 hour post flight as part of the 25% incommision aircraft inspected monthly.

F. The scope of Quality Control's 90 day activity inspections was not broad enough to determine the major problems of the organizations inspected.

ACTION: The necessity for conducting 90 day activity inspections with a view toward informing supervisors of their major problems, rather than advising them of the minor deficiencies and housekeeping discrepancies in their organizations, was discussed with all inspection personnel. The OIC indicated that future activity inspections will emphasize poor maintenance management practices, deviations in written procedures, and a lack of positive direction and supervision.

SECTION II DIRECTORATE OF MATERIEL

305TH BOMBARDMENT WING M

C. FIELD MAINTENANCE

1. Problems:

a. There was no job performance evaluation and training program established within the Field Maintenance Squadron as required by SAC Regulation 66-22.

Action: The Maintenance Supervisor was advised of this requirement and indicated that action would be taken to establish the required program.

b. The Specialist Job Record (SAC Form 367) was not properly maintained or filed. Entries were incomplete, description of work accomplished was incomplete, and filing was not in accordance with SAC Manual 66-14, Chapter 3, Section 3, figure 5.

Action: Supervisors were briefed on the proper procedures for maintaining and filing these forms.

c. A Repairable Processing Unit was not established adjacent to the Materiel Control Section as required by Section 11, Paragraph 7, SAC Manual 65-2.

Recommendation: That this unit be established in accordance with the cited manual.

d. Shop bench stocks were generally inadequate. There were excessive amounts of bench stock and unauthorized items throughout all shops. The general maintenance of the bench stocks were not as required by Section 7, Paragraph 3c, SAC Manual 65-2.

Action: The shop supervisors were advised of the proper maintenance procedures. Action was taken to correct the deficiencies noted.

e. Diagrams illustrating the proper processing of preissue and non-preissue items under varying circumstances had not been reproduced and posted in strategic locations, as required by Chapter 4, Section 2, Paragraph 2j, and Chapter 4, Section 3, Paragraph 2g, SAC Manual 66-14.

Action: The Maintenance Supervisor was advised of this requirement and indicated action would be taken to obtain the required diagrams.

f. A list of personnel designated to sign serviceable and/or reparable parts tags was not posted as required by SAC Manual 66-12.

Action: The NCOIC states that a list would be prepared and posted in the appropriate locations.

g. There were no AFTO Forms 36 (Historical Records) initiated on office machines. Periodic inspections were not completed as required by T.O. 00-20F-1 and T.O. 46A-1-1. The shop did not have a copy of T.O. 00-20F-1.

Action: The above conditions were discussed with the 306th Field Maintenance Officer and the 305th Field Maintenance Supervision NCOIC. These conditions were not reported in the 306th Field Maintenance Report. T.O. 00-20F-1 was placed on requisition.

h. The Maintenance Instruction File was not maintained as required by SAC Regulation 66-7.

Action: The problem was discussed with the airman maintaining the files and action was taken to comply with the regulation.

i. There were some three level QJT airmen assigned out of their AFS for several months. Other instances of malassignments were noted where 2AF Regulation 35-3, Supplement 2, had not been complied with.

Action: Supervisory personnel were advised of the contents of the above regulation.

j. The Drag Chute Shop was retrieving drag chutes.

Recommendation: That this function be turned over to the Base Flight and Transient Alert Maintenance Activity as directed by Chapter 2, Section 6, Paragraph 42c(20), SAC Manual 66-12.

k. Some shops did not have a shop dispatch board and others were inadequate.

Action: Recommendations for suitable shop boards were made to the NCOIC of the Field Maintenance Squadron. The proper procedures for maintaining shop boards were explained. The NCOIC indicated that these boards would be manufactured and used as recommended.

l. Some shops were not requiring their personnel to carry a Time Card (SAC Form 327) at all times. There were

instances noted where time cards were filled out in the morning for the previous day.

Action: Shop and branch supervisors were advised of the requirement for carrying the time card at all times and of the proper procedures for maintaining the card.

m. Technical Order Familiarization Logs (2AF Form 222) were not up to date in some shops.

Action: The supervisors were informed of the proper use and maintenance of these logs.

n. A number of obsolete manuals and directives were on file in the shops. Several manuals did not have the latest changes.

Action: The Maintenance Supervisor was advised of this condition. He indicated that action would be taken to remove the obsolete directives and to obtain the changes to the current manuals.

o. The following discrepancies were noted in the Specialist Dispatch Section:

- (1) Supervisors were not reviewing completed Specialist Job Records (SAC Form 367).
- (2) Some shops were preparing SAC Forms 367.
- (3) Accurate status of personnel available was not maintained throughout the work day.
- (4) The availability of personnel was not submitted to the Job Control Section until approximately 30 minutes after the morning roll call.
- (5) One of the six vehicles authorized by SAC Regulation 66-24 was allocated to the Propulsion Branch.
- (6) Work stoppages occurred because two dispatch vehicles did not have trailer hitches.

- (7) Placards installed on the dispatch vehicles were not large enough to clearly indicate assignment.
- (8) Active and suspense SAC Forms 367 were filed together.
- (9) The specialist dispatch board did not reflect the current status. Several times during the day the NCOIC of the Dispatch Section had to call each shop supervisor to find out which work orders are covered and the number of specialists on each work order.
- (10) Personnel were dispatched to the docks on a daily basis. There was a complete disregard for a large portion of SAC Manual 66-15.
- (11) Shop supervisors were not picking up pre-planned SAC Forms 367 each morning before work call in order to plan the days work. The NCOIC of the Dispatch Section was spending at least 30 minutes relaying these jobs to the shops each morning. This procedure not only tied up the communication system, but specialists were delayed in receiving their work assignments for the day.

Action: Each problem was discussed with personnel of the Dispatch Section. A meeting was held for all supervisory personnel and the proper procedures were explained in detail. Some of the problems have been corrected.

Recommendations: That SAC Manual 66-15 be compiled within its entirety. That continued follow-up be made by the supervisory personnel and Quality Control Inspectors until all problems have been corrected.

p. The Specialist Dispatch Section did not have sufficient space to operate efficiently. There was much confusion and misunderstanding concerning requests. This was due to the noise created by flight line aircraft and ground powered equipment running up.

Recommendation: That this Section be enlarged. That a work order be submitted to sound proof this Section. That every effort be made to procure an air conditioner.

q. The Specialist Dispatch drivers were 15 to 30 minutes late reporting to work some mornings. The vehicle dispatch and sign out sheet was unsatisfactory as an instrument for maintaining proper control and status of vehicles and drivers.

Action: An adequate form was recommended and explained to the NCOIC of the Maintenance Supervision Section. He states that it would be used in the future. More rigid controls were placed on the drivers and vehicles.

r. The operation of the AF Form 48 Section of Materiel Control was unsatisfactory. The following deficiencies were noted in the Materiel Control Section:

- (1) The master list of items frequently requested by maintenance activities was not used for call in requests.
- (2) SAC Forms 420 (Repair Parts Lists) were not used by the shops.
- (3) SAC Forms 420 were not consolidated weekly and submitted to the Maintenance Supply Section.
- (4) The general housekeeping of this section left much to be desired. Repairable items were scattered over the shop. Desk tops and in-baskets were cluttered with paper work that should have been filed or destroyed. Extra tables located in this Section should be removed and desks rearranged, as recommended to the NCOIC, for more efficient operation.
- (5) An active and suspense file, by shop, had not been set up for AF Form 48 work orders.
- (6) Several errors were noted in the SAC Forms 95 (Work Order Register).

- (7) The control, actual, and work pending back logs were not maintained.
- (8) There were no daily electrical accounting machine reports of man hours expended on AF Form 48 work orders received from Statistical Services.
- (9) Items that were awaiting parts were not binned in the storage room.
- (10) There were several completed work orders in the active and suspense files.
- (11) Several work orders were in the suspense file with the original copy in the shop.
- (12) The active and suspense file contained some work orders several months old and several over 30 days old. Requirement for some of these work orders no longer existed.
- (13) AF Forms 48 were not screened to insure that requirements still existed, or if proper follow-up action was taken on outstanding requisitions for materials.
- (14) There were many work orders in the suspense file with parts requests filed with the work orders. These requests were checked against other supply records and it was found that parts had been received weeks and months before.
- (15) The compliance with SAC Regulation 67-7 was unsatisfactory. The last follow-up of back orders over 30 days old was made in June 1956.
- (16) Some Local Manufacture Work Orders were approved by personnel of the Materiel Control Section.
- (17) Blanket work orders were not held to the minimum necessary for effective and efficient operation. Some blanket work orders did not contain job descriptions limiting the scope of work authorized to be accomplished.

- (18) The majority of Local Manufacture Work Orders received from Base Supply did not have samples, drawing or other information attached. Many man hours and delays were encountered by the Materiel Control Section in gathering samples and other required information.
- (19) Some columns of the AF Form 48 were not complete. In some instances standard hour estimates were not entered. Some work orders did not contain a detailed description of work to be accomplished.
- (20) Base Supply was not furnishing the voucher number assigned to the parts request for entry on the SAC Form 236.
- (21) The Materiel Control Section did not have a current copy of SAC Manual 65-2. The copy on hand was obsolete, dated, December 1953.
- (22) Several AF Form 48 work orders had the wrong direct work code assigned.

Action: Each problem was discussed in detail with the Materiel Control personnel and the NCOIC of the Maintenance Supervision Section. The NCOIC of the Maintenance Supervision Section indicated that follow up action would be taken to make certain each problem is corrected.

3. The Ground Powered Equipment Shop was organized and operating in accordance with SAC Manual 66-6. The shop is authorized 32 airmen with 21 assigned. Three seven level supervisors and two five level airmen will be discharged by the first of November. Their intentions were not to re-enlist at this station. The following defects were noted:

- (1) Several completed pages of the APTO Forms 11 were not signed prior to filing.
- (2) Some of the APTO Forms 11 did not have maintenance symbols entered in red.
- (3) Mechanics were not entering a black initial over the symbol in the appropriate column of the AF form 11 when a defect was cleared.
- (4) Red cross symbols were not signed off in the APTO Forms 11 by the inspectors.
- (5) The original copy of the AF Forms 646 (Vehicle and Equipment Work Order) was not filed in the Materiel Control Section.
- (6) Entries were made on the AF Form 648 (Vehicle and Equipment Historical Record) in pencil.

(7) Ground Powered Equipment operators were not indoctrinated by qualified fire department personnel as directed by SAC Regulation 66-17 and SAC Manual 66-6. The instructors, Ground Powered Equipment Shop was giving instructions in fire fighting and the use of the fire extinguishers.

(8) The Ground Powered Shop was responsible for maintaining and dispatching the following jacks for the tactical organizations in the Wing:

(a) 20 ea B-1 30 Ton Jacks

(b) 6 ea B-3 20 Ton Jacks

(c) 7 ea 50 Ton Jacks

(9) The Ground Powered Shop was maintaining and dispatching oxygen equipment.

Action: Corrective action was taken on all AFSC Forms 11. Ground Powered personnel were briefed by their supervisors on maintaining these forms in accordance with T.O. 30-20C-1.

Recommendation: That the function outlined in sub-paragraph 8 and 9 above be turned over to the tactical squadrons. That the Fire Department training be programmed by the Aircraft Maintenance Standardization Branch in accordance with SAC Regulation 66-17.

t. The Propulsion Branch was generally organized in accordance with SAC Manual 66-1 and was operating in a very satisfactory manner. The following deficiencies were noted in the Engine Conditioning Sections.

- (1) The Propulsion Branch Engine Conditioning Sections had not established an engine conditioning training program within the Wing as required by SAC Manual 66-1.
- (2) Engine Conditioning Sections were not monitoring the Periodic Maintenance activity, as required by SAC Manual 66-1.
- (3) All engine conditioning in the flight line organizations as accomplished by the Propulsion Branch Engine Conditioning Sections.
- (4) The test stand operation was not a function of the Engine Conditioning Sections, as required by SAC Manual 66-1.
- (5) Mercury thermometers were not used by the Engine Conditioning Sections or the Periodic Maintenance engine conditioning personnel during tabbing and acceleration checks as required by T.O. 1B-47E-2-7, Section 3, Paragraph 3-16. These thermometers had been in use at one time, but were broken and had not been replaced.

(6) Engine Conditioning Cockpit Check Sheets were not filed with the ID Form 781.

(7) The pre-filing procedures outlined in T.O. 2R-1-15 for the B-4360 engines were only partially followed.

Action: These problems were discussed with the Propulsion Branch Chief and the supervisors in charge of the Engine Conditioning Sections. Corrective action was taken on most problems.

Recommendations: That a Wing wide engine conditioning training program be established. That this program be given command support and be monitored by the Wing Maintenance Standardization Branch.

u. The Jet Engine Build-Up Section had initiated a set of engine build-up work cards as required by SAC Manual 66-1, sect 5, para 13a(3). However, they were not using the allied forms and procedures recommended by the manual. All other shops were using worksheets.

Action: The recommended work cards and procedures outlined in the manual were discussed with the Propulsion Branch Chief and shop supervisors. The required forms were obtained and the system was placed in operation on the jet engine build up line.

Recommendations: That other sections of the Propulsion Branch take the necessary action to adopt this system. That the Wing Maintenance Standardization Branch give any assistance that may be required.

v. The Propulsion Branch was sending eight airmen a day, AFSC 432X0, to the Periodic Maintenance Docks to accomplish periodic inspections on jet engines. This procedure is not in accordance with SAC Manual 66-1. This practice prevented the Jet Engine Shop from adequately manning all sections within the shop and resulted in a less efficient operation.

Recommendations: That the Docks, through more effective utilization of their assigned personnel, accomplish periodic engine inspections. That Propulsion Branch engine mechanics be used to man all sections of the jet engine shop and thereby enable this shop to better support the Wing maintenance program.

w. There was a shortage of ten engine specialists, AFSC 432X1, and twenty two engine specialists, AFSC 432X0, in the Propulsion Branch. There was one airman with the AFSC 43251 assigned to the Orderly Room as a clerk, one airman AFSC 43271, was assigned to the

Material Control Section, and eleven airmen, AFSC 432X0, assigned to the Periodic Maintenance Squadron. These airmen had been working out of their AFSC in excess of the time authorized by 2AF Regulation 35-3, Supplement II.

Action: This problem is discussed in the personnel section of the report.

x. It was noted that two ignition harnesses and a stud from a magneto had been cannibalized from the #3 engine of Aircraft 52-838. This engine had been removed in order to send the power pack to the depot for overhaul. These items were removed by the Air Refueling Squadron prior to engine removal. This practice is not in accordance with section 1, paragraph 4, SAC Manual 66-1 and section 2, paragraph 37x, SAC Manual 66-12.

Recommendation: That the cannibalization of engine quick change parts pack-ups, power pack-ups, or raw serviceable engines be strictly prohibited.

y. The Propulsion Branch Chief was not supervising his Branch from the Maintenance Supervision Section as required by 2AF Message DM4A 0520, dated 3 March 56.

Action: The Field Maintenance Supervisor was advised of this requirement.

z. The Reciprocating Engine Shop was located apart from other shops in the Propulsion Branch. Supervision and more efficient operation could be obtained by having all sections of the Propulsion Branch located in one hangar.

Recommendation: That every effort be made to physically locate all sections of the Propulsion Branch in one hangar.

SECTION II DIRECTORATE OF MATERIAL

305TH BOMBARDMENT WING M

D. PERIODIC MAINTENANCE1. Problems:

a. Periodic inspections were not accomplished in accordance with the Planned Inspection System outlined in SAC Manual 66-15. Maximum utilization of assigned and support personnel, proper use of the sequence chart, setting up of the filing system, forms documentation, and B-47 engine conditioning, were the major discrepancies that must be corrected before the system can be operated as it was designed to be.

Action: Discussed organizational management and the Planned Inspection System outlined in SAC Manual 66-15 with the dock supervisors. Discrepancies found were discussed with the supervisors and corrective action was recommended. A supervisory checklist was left with the Periodic Maintenance Officer.

Recommendations: That specialists working in the Docks be automatically dispatched on a planned and sequenced basis. That Job Control monitor the timely dispatch of specialists. That the Periodic Maintenance Squadron assume full responsibility for the inspection of jet engines. That the Field Maintenance Squadron furnish the necessary Power Plant Branch personnel to teach the Dock crews how to inspect the jet engines. That a Jet Engine Conditioning program be developed for maintenance personnel in accordance with SAC Manual 66-1.

b. An oral evaluation and training program based upon individual deficiencies as outlined in SAC Regulation 66-22 had not been developed for all maintenance personnel.

Action: Discussed in detail with the Maintenance Training NCO the purpose, objectives and procedures for conducting a training program as outlined in SAC Regulation 66-22. A training checklist was left with the Maintenance Training NCO.

Recommendation: That the Aircraft Maintenance Standardization Branch, in coordination with the maintenance training NCO, establish a program to train out individual deficiencies based upon an evaluation.

SECTION II DIRECTORATE OF MATERIEL

305TH BOMBARDMENT WING MEDIUM

E. ARMAMENT-ELECTRONICS MAINTENANCE

1. PROBLEMS:

a. There were no firm squadron procedures to insure compliance with published time compliance technical orders (TOC) affecting Armament-Electronic equipment.

ACTION: A sample S.O.P. for the accomplishment of TOC's was given to the NCOIC of Maintenance Supervision to be included in the MIF. When fully implemented, the TOC procedures should provide control which will insure that all effected equipment is expeditiously modified.

b. The volume of training hours accomplished was satisfactory, however, the training was broad in nature and not directed towards correcting known deficiencies. These deficiencies were noted by WEMP and other evaluation test results, failure of mechanics to utilize available test equipment to analyze malfunctions, and other deficiencies presented by the analysis unit throughout the past six months. WEMP results indicated that approximately 50% of recently upgraded five level "K" system specialists were not qualified in their AFSC. Minor discrepancies noted in the training section were not fully utilizing the Technician Evaluation Record, SAC Form 134, or AF Form 1320, and the preparation of the training schedule. Training was scheduled on a weekly basis by AFSC rather than a monthly schedule directing times, subjects, and personnel to attend by name.

ACTION: Discussed the training program with all persons concerned and recommended a complete review of the program. Personnel with questionable skill levels should be re-evaluated either by WEMP or the locally devised evaluation tests which are on hand. Assigned contract technician and seven level specialists should review existing training outlines, and if necessary, prepare new outlines to alleviate known deficiencies. The monthly training schedule should encompass all systems where training is required, utilizing classrooms, mock-ups, and instructors. Once the training schedule is published, the training must be carried out as scheduled, unless unforeseen maintenance requirements arise. Explained to the training NCO the use of the Technician Evaluation Record, SAC Form 134, and AF Form 1320, to determine training requirements and program training rather than merely to record accomplishments.

c. The Malfunction Data Collection and Analysis Unit (MDCAU) had compiled a sufficient amount of information on installed systems. A complete and continual analysis of "K" system effectiveness, including daily review of film, was being conducted. This information was being utilized by the Flight Line Section. Very little information was available on field maintenance capabilities and trends due to the limited use of AF Form 48's in the field shops. Master job performance standards for the flight line and field maintenance were not being maintained. A note book for the Commander, containing factual information of effectiveness of various systems and other information such as work progress and results of previous missions, was not being maintained. Analysis of trouble areas existing within the Squadron for the past six months was apparent, however, corrective action or follow through was not accomplished.

ACTION: Discussed the operation of MDCAU with the OIC and NCOIC. Suggested items to be included in the Commander's notebook. This notebook should be posted daily, preferably no later than 0900. The use of Form AD's and the proper procedures for processing reparables will provide the necessary data to analyze field maintenance capabilities. It was pointed out that more aggressive action must be taken on the part of all personnel concerned to correct the deficiencies brought to their attention by MDCAU personnel.

d. Many instances were noted where observers were making complete preflight checks of the "X" System rather than an acceptance check after completion of maintenance by A&E specialists.

ACTION: The Wing Bomb-Nav Staff and A&E flight line personnel were briefed on the importance of acceptance checks rather than preflight checks. Completing acceptance checks well in advance of the next mission gives the A&E specialists sufficient time to take corrective action on any malfunction noted, helps prevent mission aborts, and reduces ground operating time.

e. Assistant line chiefs had not been assigned to each squadron.

ACTION: The requirement for assigning assistant line chiefs was discussed with the flight line supervisors. Assistant line chiefs were assigned and briefed in detail on their duties. The activities of the personnel assigned to these positions should be closely monitored in the initial stages to insure maximum benefits from their assignment.

f. Flight line mechanics were performing maintenance on aircraft without work orders authorized by Wing Job Control.

ACTION: It was pointed out to supervisory personnel concerned that in order to properly control the maintenance requirements within the wing that all maintenance performed on aircraft must be scheduled and authorized by Job Control. Performing maintenance on armament electronics equipment without a work order will result in incomplete maintenance records and aircraft system histories.

g. A separate status board was being maintained in the Armament-Electronics Specialist Dispatch Section in addition to the SAC Form 10's.

ACTION: It was pointed out to the NCOIC of Specialist Dispatch that aircraft status is to be maintained only on the SAC Form 10's. Maintaining an additional status board would result in conflicting status information being recorded. Use of this board has been discontinued.

h. Personnel had not been assigned to perform the duties of system historians.

ACTION: This was discussed with the flight line supervisors and it was recommended that System Historians be assigned. The recording of complete system histories will insure closer monitoring of aircraft systems.

i. Aircraft system histories did not reflect a true picture of the maintenance that had been performed on the aircraft.

ACTION: Advised all concerned that the prime importance of aircraft system histories is to give a description of the past performance of a system and the maintenance that has been accomplished. In order for the system history to be of value in the analysis of existing malfunctions it should contain complete and detailed information.

j. Specialists Job Records (SAC FORM 367) were not being filled out correctly. The information entered in most cases was incomplete and did not indicate the maintenance that had been performed.

ACTION: Personnel concerned were made aware of the importance for documenting complete and accurate information on this form. To enable the organization to maintain adequate system histories, job standards, and complete maintenance records, this form must be filled out to reflect the complete record of maintenance that has been accomplished.

k. Processing of Specialists Job Records was not in accordance with Section VII, Chapter 7, SAC Manual 66-4.

ACTION: This was discussed with supervisory personnel concerned. To enable the Specialist Dispatch Section to monitor the progress of the maintenance being performed on the flight line, these forms should be processed as outlined in SAC Manual 66-4.

l. SAC Form 10's were not being color tabbed as outlined in SAC Manual 66-13.

ACTION: These discrepancies were discussed with the NCOIC of Specialist Dispatch and were corrected.

m. At the present time the A&E Specialist Dispatch Section is located a considerable distance from the flight line ready room. This prevents close co-ordination with system supervisors and affects the accuracy in reading aircraft status.

ACTION: It was recommended to the Maintenance Supervisor that the Specialist Dispatch Section be located in the flight line ready room. This would improve the coordination and flow of information between the individual flight line systems and the Dispatch Section. Plans have been made to relocate the Dispatch Section within the ready room.

n. WEMP tests given to flight line personnel indicated a need for increasing the quantity of training. This was made apparent by the excessive time required to trouble shoot minor discrepancies in the A&E systems.

ACTION: All supervisory personnel were advised to closely monitor the required training for each of the specialists assigned and to make all training requirements known to the Training Section.

o. The Periodic Maintenance Branch is overmanned preventing full utilization of personnel assigned.

ACTION Discussed this with the Maintenance Supervisor and the NCOIC of the Periodic Maintenance Branch. Recommended that the present manning of this section be reduced. Additional specialists support can be requested from the flight line branch as required. It is felt that full utilization of assigned personnel will then be effective.

p. Two of the three vehicles assigned to the A&E Squadron do not have covers installed.

ACTION It was recommended to the flight line maintenance officer that covers be installed on all vehicles assigned. This will insure that A&E components being transported to and from the aircraft are afforded the maximum protection possible during inclement weather.

q. The weapons field shop was physically located in a building remote from the other Armament-Electronics field shops. One man was responsible for the repair and maintenance of C-9 hoists and airweapons test equipment.

ACTION The weapons field shop has been moved into the gunnery shop and additional 462XX personnel have been assigned to the section. The new arrangement is working out very well.

r. The maintenance of airweapons equipment and "T" boxes was good, however, this equipment had not been integrated into the calendar inspection system. Available bench stocks and pre-issue equipment were located in the weapons shop.

ACTION This problem was discussed in detail with the Squadron Commander, Maintenance Supervisor and Weapons Field Shop NCO. Guidance was given in setting up the calendar inspection system on the airweapons equipment. FCAG Form 41 must be maintained on the T-18, T-19, T-35 and T-23. The instructions for maintenance of the form is found in tech order 11N-40-3. These forms are available through 39D supply. AF Form 829 must be maintained on the T-176A, T-222 and C-9 bomb hoists. All TOC information must be kept on these two forms. Forms are now being prepared and will be turned over to Materiel Control for maintenance scheduling. Bench stocks on this equipment are now being placed in the Bench Stock Section. Pre-issue of the T-18, T-19 and T-35 have been moved to the Pre-issue Section.

RECOMMENDATION That bench stock lists on airweapons equipment be reviewed for adequacy. Particular attention should be paid to the U-2 bench stocks in view of recent requirement for periodic magnafluxing of this system.

s. Weapons Release personnel did not have all the necessary tools to adequately perform bombay configuration changes. (ECL 10-46-1)

ACTION A list of recommended tool additions has been compiled by the Weapons Release NCO. UAL change requests to ECL 10-46-1 will be prepared. Tool boxes are being screened for shortages.

t. The Wing Quality Control Inspector for airweapons equipment was new at the job, but he appeared to be fully aware of his job responsibilities.

ACTION: General areas of coverage were explained to the specialist. During EWP he will be used to certify the bombay configuration status on each aircraft. It was explained that technical liaison with the Wing Airweapons Officer would enhance the functions of the QCI program by giving him the benefit of additional airweapons experience.

u. Some C-9 hoists had not been modified to prevent the motor housing from being cut by the hoist action.

RECOMMENDATION: That steps be taken to locally fabricate the necessary chain guides.

v. SAC Form 10 did not reflect the bombay configurations installed in aircraft.

ACTION: This was brought to the attention of personnel concerned.

w. Training records of Weapons Release personnel were not being maintained correctly.

ACTION: SAC Forms 218 and 219 are no longer required. SAC Form 134 will be used as set forth in SAC Manual 66-4. New procedures were discussed and are being put into effect. Training records will be maintained by the training NCO.

x. The airweapons training program was unsatisfactory. Periodic retraining, required by Second Air Force directives, was not being performed.

ACTION: This problem area was discussed with all personnel concerned. The following action is being taken:

- (1) A division airweapons school is being organized, tailored to meet the needs of the 462XX personnel.
- (2) Courses will be given three times during each four month period. All 462XX personnel will be required to attend.
- (3) Class room facilities of the Tactical Airweapons School will be utilized.
- (4) The instructors are being assigned from the best qualified personnel on the base.
- (5) A meeting was held to establish the course curriculum. Course outlines are being prepared. The first class is scheduled to start on 12 September 1956.

y. Maintenance and supply publications were not being screened thoroughly and consequently many basic publications were missing. The master technical order file was considered inadequate. It was noted that the supply catalogs on classes 16K1 and 16K2, cross referencing supply catalogs, S-00 series (except for the S-00-5) and the PRT's from Supply were not on hand.

ACTION: Discussed with all personnel the requirements for filling in Publications Requirements Tables (PRT). Instructed the T.O. clerk to order PRT's and place on order all technical publications and supply publications required.

z. The AWP report was being prepared and forwarded to Base Supply through Maintenance Supply, however, estimated delivery dates (EDD) for the past three weeks had not been furnished the Material Control Section.

ACTION: Discussed this with the Maintenance Supply Section and Base Supply personnel. It was determined that the airman responsible for providing the necessary information was on leave and no one was assigned the responsibility during his absence. Information on EDD's is of the utmost importance to A&E personnel in order for them to arrive at logical decisions on disposition of critical AWP items. Advised the Maintenance Supply Section to insure that EDD's are returned to Material Control with a minimum of delay.

aa. Material Control was not aware of flight line requirements.

ACTION: Assigned additional personnel to the Materiel Control Section and briefed all personnel concerned on procedures necessary to monitor and meet the flight line parts requirements.

bb. Calendar inspection cards had been prepared on flyaway kit components, however, they were not being utilized to properly schedule inspection requirements into the field shops.

ACTION: Explained to the NCOIC of Materiel Control his responsibilities in scheduling the inspection of flyaway kit components. A schedule of inspections will be developed as soon as the calendar cards are brought up to date.

cc. Technical Orders OO-25-48 and OO-35F-1, which provide listings of all Critical and Hi-Value items, were not available in the organization.

ACTION: The advantages of using these Technical Orders and reasons for compliance were explained in detail to all personnel concerned. Items listed in these Technical Orders are to be provided expeditious handling and repair, therefore, work orders, AF Form 48, issued for respective classification. On calling in requests for parts required to repair these items, the aircraft service unit should be advised that the parts are required for repair of critical or Hi-value items. This will permit Base Supply to properly identify requests for items needed on "immediate" supply priority. Technical Orders were placed on requisition.

dd. Supply support was not adequate to meet maintenance requirements. This resulted in many Supply refusals at the pre-issue window on priority 2 work requirements, and necessitated the routing of all calendar and periodic requirements directly to the Field Maintenance Shops.

ACTION: A review of the authorized pre-issue levels revealed a lack of many items required. The pre-issue levels were revised and approved. Bins were rearranged within the Pre-issue Section to accommodate the rapid turnover items near the issue window. All maintenance personnel were briefed to turn in all repairable components to Pre-issue for a one for one exchange for a like serviceable item.

ee. Maintenance priorities were not being used when calling in for items in Base Supply.

ACTION: Briefed all personnel on the proper use of SAC Form 369. Proper use of this form will greatly assist Pre-issue personnel in ordering properly. Pre-issue personnel were briefed on proper call in procedures.

ff. ECM equipment, cameras, and camera magazines were being stored in the maintenance areas rather than the Pre-issue Section.

ACTION: Equipment was moved into the Pre-issue Section. Procedures for the issue and storage of this equipment was discussed with all personnel concerned.

gg. Technical Order Familiarization Logs, 2AF Form 222, were not being used by all sections. Forms that were being utilized did not list all required publications.

ACTION: Assisted shop supervisors in determining all required publications and advised supervisors to insure that specialists are current on all pertinent publications.

hh. Separate bench stock was maintained in the Weapon Release and Gun Cleaning Shop. Individual bench stocks were being maintained in tool kits of both field and flight line personnel.

ACTION: Unauthorized bench stocks were returned to the consolidated Bench Stock Section. Loss of valuable consumption data results when individual stocks are maintained. Also availability of items common to more than one system may not be known at the time when a part is required to prevent an AOCP or ANFE condition.

RECOMMENDATION: That key supervisors frequently check shops and individual tool kits to prevent subsequent build-ups. That Pre-issue and Materiel Control personnel question requests for abnormal quantities of expendable items.

ii. Flight line check lists were not being attached to yellow tagged units processed by field maintenance shops. Flight line check lists were not available in the field shops.

ACTION: Advised shop supervisors to obtain flight line check lists and insure that check lists are attached to all serviceable units processed by the shops. Pre-issue personnel will insure that lists are attached to all components prior to issuing components to flight line or periodic maintenance personnel.

jj. Component check lists were not completed for each type of units processed through the field shops. On numerous occasions the available check lists were not being utilized.

ACTION: Instructed all shop supervisors to complete required check lists as soon as possible and to insure that they are utilized by the mechanics. Consistent use of check lists will help to insure that complete quality maintenance is accomplished. They are also a valuable aid in training new personnel.

kk. Numerous errors were found on AF Form 50 series tags, SAC Forms 368 and 369, AF Form 48's and Electronic Failure Report, DD Form 787-1.

ACTION: Instructed all field maintenance personnel on how to accomplish these forms. Advised supervisors to inspect completed forms at final inspection station #6 to insure that they are complete and entries are accurate.

ll. Components processed by the field shops are being released and stored in Pre-issue with cannon plugs and wave guides not taped, spare fuses missing, and paint chipped on many units.

ACTION: Instructed supervisors that before releasing units from the field shops a complete inspection, both visual and operational will be made on each unit. Recommended that units presently being stored by Pre-issue have cannon plugs and wave guides taped or capped.

mm. A large portion of field maintenance work was accomplished on blanket work order.

ACTION: Explained to all shop supervisors reasons why a separate Form 48 must be made out on all work other than shop mock-up repair, tube aging, inspection of small arms and personal equipment. Instructed Materiel Control to initiate separate work orders on all field maintenance requirements except on the above mentioned items.

nn. Firm calendar inspection schedules were not established for test bench mock-up equipment.

ACTION: Instructed Materiel Control and field branch supervisors on the importance of having serviceable test bench mock-up equipment. Advised field shop supervisors to turn in list of components by serial number to Materiel Control and advise Materiel Control to initiate Calendar Inspection and Component Repair cards on all mock-up equipment.

RECOMMENDATION: That the initial inspection of test bench mock-up equipment be accomplished as soon as possible.

oo. Personnel locator boards were not being properly utilized in the field maintenance shops. Personnel receiving a job assignment, which took them from their primary place of duty for more than a ten minute period, did not indicate their destination or estimated time of return. This was noted because of difficulty in locating assigned personnel.

ACTION: Field Maintenance supervisors were advised to monitor the use of the personnel locator boards and to be aware of the location of all personnel under their direct supervision.

pp. The flow of repairable units into the field shops was not as outlined in Figure 6, SAC Manual 66-4. Pre-issue was not delivering units to the shops for repair. Field maintenance personnel were picking up units from the Pre-issue Section when personnel were available. As a result top priority work orders were not receiving the expeditious handling they required.

ACTION: Instructed Field Maintenance and Pre-issue personnel on the correct repairable procedures. These correct procedures are presently in effect.

qq. Auto-pilot, Camera and ECM Sections were organized as combined flight line and field activities. This resulted in components being delivered direct from the aircraft to the shops for repair. Field Maintenance repair was not being assigned repair priorities by Materiel Control or directed by work order AF Form 48.

ACTION: Auto-pilot, Camera, and ECM Sections were reorganized to provide separate flight line and field maintenance activities. Advised flight line personnel to deliver components removed from aircraft to the Pre-issue Section on a one for one exchange for a serviceable component.

rr. Field Maintenance shops were bench checking items brought in directly from the flight line to determine serviceability and were making minor repairs and adjustments.

ACTION: Field shop supervisors were advised to accept only those components processed through Materiel Control. This is necessary to control the flow of work into the field shops and to insure that quality maintenance is being performed on components.

ss. The responsibility for maintaining pilot handbooks, facility charts, etc. had been placed in the A&E Squadron by a Wing regulation. Maintenance personnel are not cognizant of the full importance and use of the publications, therefore, it is undesirable to place this responsibility in a maintenance organization.

ACTION: Discussed the problem with the directors of Materiel and Operations. It was agreed that the Wing regulation would be revised relieving the A&E Squadron of the responsibility for the upkeep of these publications.

tt. Procedures outlined in SAC Regulation 137-2 had not been fully implemented. Tubes installed in new equipment, received in field maintenance shops for bench check prior to storage as serviceable Pre-issue units, were not being tested, aged and coded by tube control. Tubes stored in fly-away kits had not been checked, aged, and coded.

ACTION: Advised shop supervisors that tubes will be removed and turned in to tube control for a like quantity of aged and tested tubes prior to bench checking. Advised tube control personnel of the requirement to check FAK tubes and instructed Materiel Control to schedule FAK tubes for inspection and aging as soon as possible.

uu. The quantity of tubes on hand far exceeded authorized bench stock levels. In many instances consumption did not warrant the quantities of certain tube types authorized.

ACTION: Instructed all shop supervisors to review tube requirements and establish a realistic bench stock level of vacuum tubes. Excess tubes will be turned into Base Supply for re-issue as required.

SECTION II DIRECTORATE OF MATERIAL

305TH BOMBARDMENT WING M

F. FLIGHT LINE MAINTENANCE: (364th, 365th 366th Bomb Squadrons and 305th Air Refueling Squadron.)

1. Problems:

a. The flight line maintenance sections were not organized in accordance with SAC Manual 66-12 and the 2AF Personnel Distribution Document. Supervisors were spending little time organizing and managing their activities. Duplicate and triplicate organizational charts posted were not in agreement with SAC Manual 66-12 and did not agree with the organization as established (noted in 364th activity).

Action: The function and manning of each unit within the section was discussed in detail with the Maintenance Officer and Line Chief. Supervisors appeared to recognize the importance of proper management. A copy of the 2AF Personnel Distribution Document, which sets forth the flight line function and organization, was furnished all flight line sections.

Recommendations: That the Maintenance Officers apply the management principles outlined in SAC Manual 66-12. That the Maintenance Officer assume full responsibility for the management of the tool crib and the administrative unit. That line chiefs be given full responsibility for the management of the flight line. That the position of assistant line chief be eliminated. That these supervisors be properly placed in the organization. That the required number of flights be established for the tactical and ARS maintenance sections. That requests for deviations from SAC Manual 66-12 and the Personnel Distribution Document be forwarded with justification to Hq 2AF, attention: DM3E1. That commanders become familiar with the operational management of the flight line and periodically follow up to insure that the maintenance sections are properly organized. That the organizational charts be corrected. That the drawing of these charts be coordinated with Base Manpower section.

b. Supervisors were not thoroughly familiar with directives pertaining to the administrative unit. Specific responsibilities and job descriptions were not assigned to the clerks. Quality Control ninety day activity inspection reports showed numerous recurring write-ups that had not been corrected. (noted in 364th activity) The following wing administration discrepancies were noted:

- (1) Clerks were not trained or evaluated on their specific job requirements by the maintenance officers.
- (2) Quality control inspectors had instructed clerks on proper maintenance of their files, however, discrepancies still exist.
- (3) M.I.F. index was not marked in accordance with SAC Regulation 5-2.

Action: Sufficient time was spend with the maintenance team chief in the 365th discussing the application of good management principles. Supervisory functions, such as analyzing and determining individual capabilities, establishing of time standards for repetitive tasks, coordination with the flight chiefs to determine their requirements, and follow-up to insure maximum utilization of their people were discussed.

Recommendations: That the maintenance officers insure that their subordinates apply the principles of good management taught in Air Force and SAC Management schools. That known maintenance requirements be planned between the supervisors. That the team chief coordinate all flight line Technical Order Compliances.

G. Flight chiefs and crew chiefs were not thoroughly familiar with Technical Order 00-20A-1. This was evidenced by the number of discrepancies noted in the DD Form 781 (noted in 365th). Examples are as follows:

- (1) No "confidential" entry recorded in the DD Form 781 to denote that classified equipment was on board the aircraft.
- (2) Maintenance personnel continued to use block 15 on the DD Form 781-2 to record hot starts (reference T.O. 2J-J47-539)
- (3) The fuel density at time of service was not entered in the DD Form 781-2 as required by SAC Regulation 55-6.
- (4) Fuel distribution after servicing was recorded in block 23, instead of block 26 of the DD Form 781-2 as required by SAC Regulation 66-5 (tactical units only).
- (5) Fuel distribution was not recorded in block 26, of the DD Form 781-2 as required by SAC Regulation 66-5 for KC-97 aircraft.
- (6) Red Cross entries were not recorded in the DD Form 781, when maintenance was performed in or around the air inlet section of the engine.
- (7) The sample copy of the 2,3, and 4 of the DD Form 781, posted on the bulletin board was not current.
- (8) Delayed discrepancies recorded in the DD Form 781-3, were not properly supported by work order numbers, or in cases of technical orders, the reasons for non compliance.
- (9) Completed work orders were in several instances carried as outstanding in the DD Form 781-3.
- (10) DD Form 781-6 and allied forms were not signed by the Squadron Commander(reference SAC Manual 66-12).

e. The Aircraft Status Reporting System outlined in SAC Manual 66-13 was not implemented on the flight line. The following discrepancies were noted:

- (1) Line Chiefs were not maintaining current status in the radio vehicle.
- (2) Crew Chiefs were not promptly recording and reporting status changes to the Line Chiefs. (noted in 365th, 366th and 305th ARS).
- (3) Duplicate and triplicate status data was kept in the radio truck and the maintenance office, neither of which was accurate (noted in 365th, 366th and 305th ARS).
- (4) SAC Forms 7 in the radio truck were not always complete (365th and 305th ARS).
- (5) Radio discipline was unsatisfactory.
- (6) Radio vehicle operators were not reporting status changes to Job Control after crew chiefs advised them of status changes.
- (7) Flight chiefs were not fully analyzing work requirements prior to requesting specialists assistance. Work requirements were referred directly to the radio vehicle operator, by-passing the flight chiefs.
- (8) The flight line radio vehicles were often used to expedite work away from the parking area.
- (9) An aircraft status board was maintained in the 305th ARS maintenance office in violation of 2AF Letter 66-5.

Actions: The Aircraft Status Reporting System, SAC Manual 66-13, was reviewed and discussed with supervisors on the flight line. Discrepancies noted were promptly corrected.

Recommendations: That emphasis be placed on recording status data only on the SAC Forms 7. That duplicate and triplicate status data be eliminated in the squadrons. That all maintenance personnel be evaluated on their knowledge of SAC Manual 66-13. That the flight chiefs fully analyze work requirements prior to requesting specialist assistance. That the flight line radio vehicle remain in the parking area at all times as required by 2AF Regulation 66-1.

f. There was no evidence of organized daily planning of known maintenance requirements between flight chiefs and the maintenance team chief and TOC coordinator. Because flight chiefs were not advising the team chief in advance, when maintenance requirements exceeded their capability, maintenance teams were primarily used as postflight teams. It is essential that pre-planning of maintenance be accomplished prior to work call, or at the end of the day. This will insure that both the post-flight schedule and the flight chiefs requirements are met (noted in 365th maintenance section).

message DM4A 5760, dated 31 October 1955. That crew chiefs be trained to perform the periodic "263" on their aircraft. That aircraft equipment not accountable for on the DD Forms 780, such as thermos bottles, etc., be immediately transferred to the Unit Supply Officer. That Unit Supply Officers pick up these items on AF Form 1120 and initiate SAC Form 144, in accordance with SAC Regulation 400-8. That all equipment currently authorized on the DD Form 780 which is not on hand be placed on requisition. That equipment not be entered on deleted from the DD Form 780 unless approved by higher headquarters, or technical orders that specify DD Form 780 entry, or E.O.P. change. That Mark IV life rafts be entered on the DD Form 780 as directed by the E.E.A.T. in letter DMED-S3, dated 17 July 1956. Copies of this letter were received by the 6th Air Division. That the amplifiers contained in the in-flight maintenance kit be picked up as DD Form 780 property (WRAMA message WPCBE-2-122-E, dated 17 February 1953 and 2AF letter M4B 722 dated 26 January 1954). That the A3B life rafts be carried on the AF Form 1120 by the unit supply officers as a substitute raft pending receipt of modified aircraft that will incorporate the new Mark IV raft.

d. Efforts of the Aircraft Maintenance Standardization Branch to establish an oral evaluation and training program, in accordance with SAC Regulation 66-22 has been of little benefit to the Wing because:

- (1) Flight line supervisors were not familiar with procedures for setting up the program.
- (2) Specific guidance was not furnished the maintenance officers and training NCO's by the AMSB.
- (3) Training NCO's were not, in all cases appointed to establish and coordinate this program with the AMSB.
- (4) The program that was set up by the AMSB for the flight line did not take into consideration the training needs of an individual. These needs were not based upon an evaluation of his proficiency versus his actual job requirements.

Assign: Discussed in detail, with the Squadron OJT officers, temporary training NCO's and representatives of the AMSB, the purpose, objectives, responsibilities and training procedures outlined in SAC Regulation 66-22. Procedures for integrating the OJT program as required by SAC Supplement 1 to AFR 52-2 was also discussed. A training checklist was left with the AMSB, and the flight line training NCO's.

Recommendations: That commanders and maintenance officers read, understand, and support the training program outlined in SAC Regulation 66-22. That the maintenance officers assist their training NCO's in the development of the training program. That training be based upon individual needs as uncovered by oral evaluation and WEMP tests. That training NCO's be assigned in the 364th, 366th and 305th ARS. That the SAC directed Job Bibliography be used initially by the training NCO's as a guide in setting up the program for each individual. That training NCO's be relieved of all additional duties and that they concentrate on the development of the program.

(4) Two clerks were assigned instead of one. No cross training was afforded these people.

(5) Paragraph 51, page 104, SAC Manual 66-12 was not complied with.

(6) The administrative publications system outlined in SAC Regulation 5-5 was not understood by the clerk.

(7) The clerk was not properly trained to file the technical publications. This is an administrative function of the clerk. Supervisors responsible for the maintenance of the technical publications files should be relieved of this responsibility.

(8) Regulations not applicable to the organization were on file.

Action: The above conditions were discussed with the Maintenance Officer and clerks. It was pointed out to the maintenance officer that he must become thoroughly familiar with his administrative responsibilities outlined in SAC Manual 66-12 and that he must insure the clerk receives adequate training to do his job.

Recommendations: That specific job requirements be established for the clerk. That he be evaluated on his proficiency in the job. That a method of training out his deficiencies be established. That Quality Control inspectors spend more time with all maintenance officers and all clerks teaching them the correct procedures for the review of the time cards and the DD Form 781-2's, etc. That all commanders support the Chief of maintenance's ninety day activity inspection program by following up and finding out why these discrepancies are recurring.

c. Although the DD Form 780 Monitor in the 364th was conscientious and interested in the correct procedures for property accounting, storage and receipt, etc. The following discrepancies existed:

(1) Crew Chiefs were not consistently performing the periodic "263" checks on their aircraft.

(2) Equipment was entered and deleted from the DD Form 780 without proper authority.

(3) Property was on hand and not accounted for on the DD Form 780 or the Squadron property books.

Action: Assistance was provided the monitor on each problem as presented. In several cases, the Equipment Evaluation and Audit Team at Barksdale AFB, was contacted for clarification and decisions. 2AF message DM4A 5760, dated 31 October 55, which establishes procedures for orderly conversion from the old "263" book to the new DD Form 780, was discussed in detail with the Maintenance Officer and the DD Form 780 Monitor. Improvements were noted.

Recommendations: That the Wing Supply Officer coordinate all DD Form 780 conversion problems for the Wing and insure that SAC Regulation 400-8 action is taken. That the flight line maintenance officers become thoroughly familiar with 2AF Regulation 65-2, dated March 56, and 2AF

(11) Parts were not on order for delayed discrepancies carried in the DD Form 781-3.

(12) DD Form 781-4 was incomplete in several cases.

Action: All of the discrepancies were reviewed and discussed with the flight chiefs and the crew chiefs concerned. Most of the discrepancies noted were promptly corrected. Assistance was given in the preparation of the 3, and 4 of the DD Form 781.

Recommendations: That the flight chiefs review their completed 2's, and 3's of the DD Form 781 at the aircraft and not pre-occupy themselves in the maintenance office immediately after roll call each morning for the purpose of completing the previous days work. That time cards be reviewed at the end of the day. That all maintenance personnel be evaluated on their knowledge of Technical Order 00-20A-1. That the Maintenance Officer follow up to insure that parts required are placed on valid current requisitions, (specifically class 30M items).

h. Procedures were established by Base Supply for a monthly follow up on back orders by maintenance on items currently carried in the DD Form 781-3. This follow up was not always accomplished monthly.

Recommendations: That the Maintenance Control Officer in conjunction with the Maintenance Supply Officer, develop a procedure to insure that all outstanding items carried in the DD Form 781-3 be verified by flight line supervisors prior and subsequent to the monthly back order follow up with Base Supply (SAC Manual 65-2).

i. Postflight procedures outlined in SAC Manual 66-15 were not followed during the inspections. The following discrepancies were noted in the 365th maintenance section:

(1) The Postflight Chief was not familiar with the procedures, although he was doing his job as best he knew how, he was not following a system.

(2) Mechanics were not evaluated on their actual job requirements, or the procedures required for a fast quality inspection.

(3) Postflight inspection and maintenance was accomplished simultaneously, instead of the inspection being performed first.

(4) The completed forms were not in all cases properly documented and controlled by the Postflight Chief.

(5) The Postflight status was not properly relayed to Job Control (the time started and the time completed).

(6) The Postflight Chief was not thoroughly reviewing the 2, and 3 of the DD Form 781. Aggressive follow up was not taken on delayed discrepancies. Recorded in the DD Form 781-3.

(7) The unscheduled maintenance slips (AFTO 26C), generated by the mechanic during the inspection, were not promptly forwarded to the Postflight Chief for his review and work sequencing.

(8) The Maintenance Team Chief was not thoroughly reviewing the completed forms including the AFTO 26D to determine the adequacy of the inspection, or to pinpoint individual deficiencies.

Action: Detailed postflight procedures and forms documentation outlined in SAC Manual 66-15 were reviewed and discussed with the maintenance supervisors. Supervisors were very receptive and eager to correct the above noted discrepancies.

Recommendations: That command emphasis be given to the importance of a thorough postflight inspection. That postflight chiefs supervise their crews and perform frequent supervisory inspections to insure maximum quality. That all maintenance supervisors and mechanics become familiar with postflight procedures and forms documentation as outlined in SAC Manual 66-15. That the maintenance officers fully analyze the completed postflight forms to determine the adequacy of the inspection, or to pinpoint individual deficiencies. That inspection work card files, suspense files, and completed files be established and used by the postflight chief during the inspection to denote the inspection and maintenance status of the aircraft.

J. Supervisory personnel stated that the B-47 pre-flight check list in use is too detailed for experienced crew chiefs, is cumbersome to use, lacks inspection continuity, and is not generally followed.

Action: A thorough review of the expanded preflight check list, developed by the 305th Bomb Wing, and used as a guide during the preflight inspection is good. The inspection coverage is more than adequate, but should be used for airmen who are inexperienced in the inspection. A less comprehensive check list should be developed by the experienced personnel. Discussed this problem with Headquarters Second Air Force for preflight check lists have been developed; one, a comprehensive detailed check list for inexperienced crew chiefs, and a general check list for experienced crew chiefs. These preflight check lists in sufficient quantities have been forwarded. Further written instructions will follow.

Recommendations: That the present procedure of B-47 ground crews running up engines at the ground crew pre-flight be discontinued. (No requirement of 6, AFTO Form 26, or revised check list developed by 2AF).

K. Supervisors in the 305th Air Refueling Maintenance Section were having problems with their special purpose vehicles. One of the assigned Federal Tractors was in shop for maintenance, the other requires maintenance, although recently released from the shop.

Action: Discussed discrepancies listed below with the Motor Vehicle Commander, the Motor Vehicle Shops NCOIC, and the supervisors of the 305th ARS Maintenance Section.

(1) Review of the completed trip tickets at the sub-pool revealed that the operators of special purpose vehicles were not in all cases filling out the trip ticket properly and were not performing their daily maintenance checks satisfactorily.

(2) Operators other than those whose names appeared on the trip ticket were changing the trip ticket.

(3) Discrepancies found by the operators were not in all cases entered on the DD Form 110, trip ticket.

(4) The Sub-pool Dispatch Office was not operating in accordance with Paragraph 31, AFM 77-1. The following discrepancies were noted:

- a. Incomplete trip tickets were honored by the sub-pool dispatcher.
- b. Minor discrepancies noted on the trip ticket for special purpose vehicles were not acted on promptly. All discrepancies found or noted on the trip ticket should have been corrected in accordance with SAC Regulation 66-36.

Recommendations: That all commanders comply with paragraph 5a SAC Letter IMB3-15, dated, 12 June 56, Subject: "Motor Vehicle Service Stations, and Extended Frequencies of Vehicle Scheduled Preventive Maintenance Inspections." That all general and special purpose vehicles be serviced at the gas station and not from other flight line dispensing units. That the Maintenance Inspector at the gas station perform an inspection of the vehicle as required by SAC Regulation 66-36. That a list of discrepancies noted on the DD Form 110, or discovered by the Maintenance Inspector at the gas station, be forwarded together with the vehicle to the Minor Maintenance Section for corrective action. That trip tickets be changed on all vehicles at the motor pool after servicing and necessary maintenance. That the sub-pool on the flight line be eliminated. That paragraph 7a, (1) page 5, SAC Regulation 66-36 be complied with.

7c. All maintenance officers and line chiefs are highly experienced and appeared to be interested in the overall improvement of their maintenance organizations. They were doing a good job. However, very little time was spent on them managing their flight chiefs and team chiefs. Supervisors occupying the flight chiefs positions were technically qualified but lacked management experience. They had not received prior training from their supervisors and were therefore handicapped.

Action: It was pointed out to the maintenance officers and line chiefs that they must spend a good portion of their time teaching their flight chiefs how to supervise. Before the program can start it is mandatory that the flight line maintenance sections be in balance. To be in balance requires that the flight chiefs remain with their flights at all times where they can be observed, coached, and directed, by the line chief. If the flight chiefs and the maintenance team chiefs perform their administrative tasks in the office instead of at the aircraft, or if they act as parts chasers etc., it will hamper line chiefs in fulfilling their supervisory responsibilities.

Poor flight chief supervision will result in poor crew chief supervision. It is felt that this problem can be eliminated once a management training program is set up for the flight chiefs, and provided that this program is supported by the commanders and the maintenance officers.

m. The evaluation program conducted for ground power operators, in accordance with SAC Regulation 66-17 revealed several discrepancies. (noted in the 366th maintenance section).

Action: Discussed in detail with the Maintenance Officer the oral evaluation program outlined in SAC Regulation 66-17. Detailed discrepancies noted during the Tours visit were discussed with the OIC of the AMSB.

Recommendations: That the Maintenance Officer initiate a survey of all personnel who have not been evaluated properly. That all personnel who have not been evaluated properly, be given the necessary training outlined in SAC Regulation 66-17. That each individual be required to demonstrate starting and stopping of power units, pre start checks, and demonstrate the use of fire extinguisher, etc. That the practice of sending volunteers to demonstrate the procedures be discontinued. That the Fire Department administer the fire fighting training in conjunction with the ground power program established by AMSB.

n. Crew chiefs supplemental refueling check list were not available during refueling of B-47 aircraft, as required by SAC Regulation 66-5. (noted in the 366th maintenance section). The ROIC's check list was kept in the Engineering Office. The SAC Form 3-2 was used by the ROIC, was inadequate.

Action: Discussed SAC Regulation 66-5 with the Maintenance Officer and the Squadron Operations Officer.

Recommendations: That the Maintenance Officer prepare a recommended crew chiefs refueling check list, and coordinate this check list with the AMSB. That sets for this check list, be extracted from Base Regulation 67-1, and applicable SAC Regulations. That the ROIC's refueling check list be kept in the Squadron Operations Section. That the Squadron Commanders insure that all refueling officers are adequately briefed as to their specific responsibilities, during refueling operations. That the ROIC's check list, together with the crew chiefs supplemental check list, be made available at the aircraft during refueling. That the fuel distribution chart, Technical Order 13-17-1, page 11, 6R, figure 1-27a, be used as a guide in the refueling. That a revised SAC Form 3-2 be used to meet the needs of the wing (Recommendations have been submitted to SAC Headquarters for the simplification of refueling directives).

o. Bench check procedures, requiring the use of Field Maintenance Vehicles were not established by the Chief of Maintenance. Consequently, flight line personnel were required to transport parts to and from shops in the Pre-issue and non-pre-issue category. Non-bench items lists in the non pre-issue category were available, but were not kept in the flight line radio vehicle, and were not used as guides.

Action: All maintenance supervisors were briefed on maintenance priorities and Bench Check procedures in the pre-issue and non-preissue category.

Recommendations: That the Chief of Maintenance establish Bench Check Procedures. That these procedures require the use of Field Maintenance Vehicles.

P. An engine conditioning program had not been developed for maintenance personnel in the 366th maintenance activity, as required by SAC Manual 86-1.

Action: Discussed flight line engine conditioning responsibilities with the Maintenance Officer. It was pointed out to him that he must develop an engine conditioning capability within the maintenance teams.

SECTION II DIRECTORATE OF MATERIEL

305th BOMBARDMENT WING (M)

G. LOGISTICS:

1. GENERAL EVALUATION:

Considerable effort has been expended in the preparation of procedures to insure successful implementation of the Wing's EWP. Several problem areas concerning the EWP are listed in the report and unless resolved may adversely affect EWP implementation. Monitoring of the Wing flyaway kits is inadequate. Supervision and monitoring of the units mobility readiness status by the Wing Logistics Section is weak. General unit mobility preparation is weak.

2. PROBLEMS:

a. The Wing Logistics Officer was on leave during the period of this visit. Nonavailability of the Logistics Officer did reduce the effectiveness of the visit. Considerable effort has been expended by the Logistics Section in the preparation of procedures to insure successful implementation of the EWP's.

b. Several squadrons are not preparing for deployment of all authorized equipment required by SAC Manual 40-1A,1B. Units were not aware that this manual is directive in nature.

RECOMMENDATION: That all units be thoroughly indoctrinated on the importance of complying with SAC Manual 400-1A/B.

c. All units were not packaging separately, equipment committed for the 55-57 plan. Implementation of the 55-57 plan would necessitate deployment of equipment packaged for the 40-57 plan. The equipment commitment for the 40-57 plan exceeds the equipment authorized for the 55-57 plan.

d. Several squadrons do not have all the equipment they are committed for in the EWP. Sufficient stress is not being placed on the procurement of shortages.

RECOMMENDATION: That the Logistics Officer be apprised of all EWP equipment and personnel shortages. That a concerted effort be made to resolve all shortages. That, if necessary, commitments be temporarily levied against units possessing required equipment or personnel.

e. Procedures presently being utilized did not provide for adequate processing of ARS personnel for the 55-57 plan.

RECOMMENDATION: That present procedures be revised to insure adequate processing of all support personnel.

f. Individual weight loading plans being maintained by the ARS for the 55-57 plan were for more people than were authorized by the 2AF 55-57 plan. This may have been the result of a misinterpretation of instructions contained in the Wing Mobility Plan.

RECOMMENDATION: That definite individual aircraft loading plans be closely established in the Wing Mobility Plan. That one field maintenance or AEC specialist be included on the loading plan for each aircraft.

g. Personnel mobility rosters were not being maintained current. There were numerous instances where in personnel selected as primary for the EWP were on leave, TDY, hospital, etc.

RECOMMENDATION: That all units be thoroughly indoctrinated in the requirement for maintaining current personnel mobility rosters.

h. In several instances the primary unit mobility officer was on TDY or leave and the assistant unit mobility officer was not adequately briefed on 40-55 plan procedures.

RECOMMENDATION: That all assistant mobility officers be thoroughly briefed on all EWP procedures to insure readiness of the units.

i. The Wing Materiel Section was not conducting documented staff visits to the FAK section. To effectively monitor the Wing's FAK's, detailed staff visits should be performed.

RECOMMENDATION: That documented staff visits be made to the FAK section with information copies being furnished to the Wing Commander and to the ABG Commander.

j. Although flyaway meetings were being conducted on schedule they did not appear to be very productive. There was no firm procedure for processing FAK change requests. There was no evidence of FAK change requests being submitted. The aggressive and decisive action of a Flyaway Kit Board has a direct bearing on the effectiveness of the Flyaway kit.

RECOMMENDATION: That a firm procedure for the processing of FAK change requests be established. That flyaway kit meetings be carefully scheduled to insure maximum effectiveness.

k. The Wing does not have a procedure presently in effect, whereby consumption data on aircraft spares is periodically screened to determine FAK requirements.

RECOMMENDATION: That a procedure be established for the automatic review of aircraft spares consumption to insure the adequacy of the FAK.

l. Equipment other than EWP requirements was not packaged and documented in accordance with the phase deployment listings in SAC Manual 400-1A/B. The Wing is not prepared for an emergency deployment of the entire wing.

RECOMMENDATION: That units prepare for deployment, all authorized items listed in SAC Manual 400-1A/B.

m. The Wing Logistics Section does not have a firm unit inspection program. Wing supervision of units appears weak.

RECOMMENDATION: That a firm unit inspection program be advised to aid in monitoring the mobility readiness status of the wing.

g. There is no firm indoctrination program for newly assigned unit mobility officers. It is essential that newly assigned unit mobility officers become proficient as soon as possible.

RECOMMENDATION: That all newly assigned unit mobility officers be thoroughly indoctrinated as soon as possible after assignment.

h. The following are general discrepancies noted in squadron mobility preparation and unless resolved may adversely affect unit mobility readiness.

- (1) Lack of unit mobility officer's SOP's.
- (2) Unit Mobility Officers not familiar with SAC general mobility concepts.
- (3) Unit Mobility Officers not devoting sufficient time to mobility matters.
- (4) Unit personnel mobility rosters incomplete or not being maintained current.
- (5) Unit Mobility Plans not adequate.
- (6) EWP selectees not properly briefed.
- (7) Combat crew members serving as unit mobility officers.
- (8) Unit mobility readiness checks not being conducted.

RECOMMENDATION: That the Wing Logistics Section closely monitor and adequately supervise unit mobility preparation. That squadron commanders periodically review the mobility readiness status of their units.

SECTION II DIRECTORATE OF MATERIEL

305TH BOMBARDMENT WING (M)

H. SUPPLY1. Problems

a. AF Forms 1120 for "size type" items (Artic Clothing) did not reflect the total quantity authorized in the UAL. These items are identified by an asterisk.

ACTION: Preface pages of the UAL were brought to the attention of responsible personnel. It was pointed out, that in order to correctly compute UME and USE percentages, the total quantity authorized for "size type" items should be entered on the AF Form 1120.

RECOMMENDATIONS: That the Wing Supply Officer closely monitor this situation. That correct authorizations be maintained on the AF Forms 1120.

b. In the 365th Squadron, numerous AF Forms 1120 were flagged with a note indicating items not required and not to be ordered. No action was taken to delete these authorizations from the UAL.

ACTION: Responsible personnel were advised of SAC and 2AF policy, as stated in SAC message DM3DL-S169-5 46541, 7 Dec 55, and 2AF message DM3D 5222, 24 May 56. These messages state that all items of authorized equipment not on hand will be placed on order. Copies of these messages were given to the Wing Supply Section.

RECOMMENDATION: That the Wing Supply Officer make this a special subject for the next 90 day inspection of unit supply sections, as required by SAC Regulation 67-32.

c. No standard procedure existed within the Wing for maintenance of AF Form 538, Individual Clothing and Equipment Form.

RECOMMENDATION: That the Wing Supply Officer establish a standard procedure for the maintenance of AF Form 538, as required by Paragraph 2, Section 6, Volume IV, AFM 67-1.

d. Organizations were not posting the Turn-In Slips, AF Form 447, to the AF Form 1120 until after the Base Supply voucher number was received.

ACTION: Unit Supply personnel were advised of the correct procedure. A copy of SAC message DM3DL-S169-3 52991, 31 Dec 55, which outlines this procedure was given to the Wing Supply Officer.

RECOMMENDATION: That the Wing Supply Officer make this a special subject for the next 90 day inspection, as required by SAC Regulation 67-32.

e. Several unit supply sections were failing to carry supporting documents for incomplete control numbers forward when establishing a new Control Register.

RECOMMENDATION: That the Wing Supply Officer make this a special subject for the next 90 day inspection.

f. Warehousing of property in most units was poor. Storage areas were not always clearly defined, and available space was not being used effectively.

ACTION: Correct warehousing practices, as outlined in Section 8, Volume IV, AFM 67-1, were brought to the attention of responsible personnel.

RECOMMENDATIONS: That the Wing Supply Officer make frequent visits to each unit supply. That he monitor the progress in warehousing and render assistance where required.

g. Items of equipment on back order were not reviewed every 30 days, as required by SAC Regulation 67-7. Base Supply Information Letter No. 18 specified that follow-up action would be made on a quarterly basis.

ACTION: The deviation from SAC Regulation 67-7, resulting from compliance with Base Supply Information Letter No. 18, was brought to the attention of the Base Supply and Management and Procedures Officers.

RECOMMENDATION: That the Wing Supply Officer coordinate with Base Supply to insure that follow-up action is accomplished by all Wing units every 30 days.

h. The "Base Supply" section of SAC Form 414 was not completed in many instances. This lack of information hampered units from taking supply difficulty action without further coordination with Base Supply.

ACTION: This situation was brought to the attention of the Base Supply Management and Procedures Officer for correction.

RECOMMENDATION: That the Wing Supply Section review completed SAC Forms 414 during their inspection of the unit supply sections.

i. Personnel in the Maintenance Supply Unit were not acquainted with all their responsibilities. As a result, maintenance activities were not receiving the service authorized. This situation forced maintenance to expend man hours and to use maintenance vehicles for supply work. This contributed to poor supply discipline in the maintenance activities.

ACTION: A check list was furnished the Maintenance Supply Officer. Each responsibility contained therein was discussed in detail with the personnel of this unit.

KODAK SAFETY FILM

RECOMMENDATION: That the Maintenance Supply Officer review items on the check list every 30 days to insure that the unit is operating effectively.

j. Bench stocks were not maintained or inspected as required by SAC Manual 65-2. Periodic inspections were not conducted by the maintenance supply unit. With the exception of the Propulsion Branch, property on hand was not binned correctly. Unauthorized items were contained in all bench stocks.

ACTION: An inspection of all bench stocks was conducted by a member of the Assistance Team with two representatives of the Maintenance Supply Unit. Discrepancies noted were brought to the attention of responsible maintenance supervisors for their corrective action.

RECOMMENDATIONS: That the required inspections be accomplished by the maintenance supply unit and that all discrepancies noted be brought to the attention of responsible maintenance personnel. That turn-in of unauthorized property be monitored by the Maintenance Supply Unit. That this action be completed as soon as possible.

k. Revisions of bench stocks could not be accomplished every 120 days because copies of SAC Forms 228 and 236 were not forwarded to the Maintenance Supply Unit for review.

ACTION: Responsible maintenance personnel were contacted on this. The required forms were forwarded to the Maintenance Supply Unit. Personnel in the Maintenance Supply Unit were briefed on the proper use of the forms when revising bench stocks.

RECOMMENDATIONS: That the Maintenance Supply Unit maintain an informal check list to insure the timely submission of these forms by maintenance activities.

l. The Record of Verified Items, SAC Form 230, was not maintained correctly. TOC Kits were not listed on the form as required, and all entries were made in black instead of the specified color codes.

ACTION: Personnel in the Maintenance Supply Unit were briefed as to the correct method of maintaining the SAC Form 230.

RECOMMENDATION: That TOC kits be listed on the SAC Form 230. That the correct color code be used to distinguish AOCP and ANFE from other items.

m. Follow-up action on TOC Kits was made by the Aircraft Records Section rather than the Maintenance Supply Unit as required by SAC Manual 65-2.

ACTION: The correct procedure was brought to the attention of the Maintenance Supply Unit.

RECOMMENDATION: That the Maintenance Supply Unit follow-up on TOC kits in the future.

n. A weekly turn-over rate of pre-issue items was not furnished to the Maintenance Unit by Field Maintenance and A&E. This precluded the unit from assisting in the revision of pre-issue authorizations.

ACTION: The Maintenance Supply Unit was advised of the importance of this information.

RECOMMENDATION: That the maintenance supervisors of Field Maintenance and A&E submit this information to the Maintenance Supply Unit as required.

o. The organizational copy of AF Form 446 was not returned to the Maintenance Supply Unit from the Expeditor Section of the Aircraft Service Unit. As a result, information contained on these forms was received over the telephone, or required a visit to the Aircraft Service Unit.

ACTION: The Aircraft Service Unit Officer coordinated with the Maintenance Supply Officer. Correct procedures for obtaining copies of AF Form 446 was initiated.

RECOMMENDATION: That the Maintenance Supply Officer coordinate with the Aircraft Service Unit Officer on future problems affecting the operation of this Unit.

SECTION III DIRECTORATE OF PERSONNEL

305TH BOMBARDMENT WING M

A. DIRECTOR OF PERSONNEL1. General Evaluation

a. The Director of Personnel is new to this organization and SAC, however, he has had broad experience in personnel and is striving to improve personnel administration and procedures within the wing.

b. The personnel directorate is organized generally in accordance with SAC Reg 35-3 and is currently manned equally well or better, both number and experience wise, than other organizations visited. It is believed that the efficiency of this directorate could be greatly improved by the combining of all personnel functions within one building. Several closely related functions are now separated in two buildings.

c. The overall responsibilities of CUPAF should be extended to include all personnel administration formerly initiated or processed at squadron level, except, that which is an inherent responsibility of command and such other mutually agreed upon functions which are within the capability of the personnel now authorized for squadron administration. These responsibilities and the methods of initiation should be set forth in a local directive.

d. During the period of the visit the following subjects were discussed with the Director of Personnel and his staff:

- (1) Organization of CUPAF
- (2) General personnel administration
- (3) Officer and airman records maintenance
- (4) Manning control methods
- (5) Morning reports and pay
- (6) Combat crew control
- (7) OJT

B. DIRECTORATE OF PERSONNEL1. Problems

a. Some functions are not aligned in accordance with SAC Reg 35-3.

ACTION: Because the directorate is housed in two buildings,

some separation of homogeneous functions is necessary. However, it was pointed out that SAC Reg 35-3 establishes an organization which is suitable to the majority of personnel actions encountered. Further, personnel authorizations are based on this organization which properly places supervisory positions.

RECOMMENDATION: That the training branch now operating separately be aligned as functions of the officer branch and airman branch. That the publication of PERAMS be made a responsibility of the Personnel Sergeant Major and performed as an administrative function for the directorate. That OJT and classification be incorporated as a function of the airman status section. When space is available, it is recommended that the reporting and pay functions be combined to form a Reporting and Pay Branch.

b. Combat crew control is adequate; however, it is believed better administrative control would result if PERAMS were published to announce IN, N and R crews.

ACTION: It was explained that duty assignments are necessarily announced on PERAMS, also authority for a junior officer rating his senior crew members when pertinent, is established.

c. Officer records are generally good. There was some oversight in designating some officers as category B and no suspense to insure that they are reported 180 days prior to completion of their tour. A suspense of officers completing 18 years' service to insure that they are briefed on the Uniform Contingency Option Act was not maintained. (Ref AER 34-63)

ACTION: Category B personnel was checked and corrective action taken. Action will be taken to identify personnel reaching 18 years' service.

d. Officer manning control is good; however, it is maintained by name on several large wall charts which are not easily portable nor do they offer a quick reference by AFSC to organization status figures of authorized, assigned duty, and projected gains and losses.

RECOMMENDATION: That a loose leaf binder type manning chart be maintained in lieu of part of the wall charts or in addition if the present system serves other requirements.

e. The pay section had recently corrected a considerable number of over payments of leave rations, audited the SAC Form 199 against the military pay records and accomplished new SAC Form 199s for all personnel.

ACTION: Since a check for errors on the new cards was not practical, the overall operating procedure was discussed. No further problems are anticipated in this section.

RECOMMENDATION: That the overall responsibilities of the airman branch be established. That the branch be organized, as nearly as space will allow, in accordance with SAC Reg 35-3. That complete and thorough SOPs and job descriptions be accomplished to pinpoint responsibility, establish lines of coordination and improve cooperation.

C. ADJUTANT

1. The Adjutant's office is organized in accordance with existing directives. It is efficiently operated, adequately staffed, and capable of performing its assigned mission. This office is very neat, well arranged and very businesslike. No major problems were found to exist. The Team recommendations to problems listed herein are intended to refine existing operating procedures.

2. Problemsa. Publications

- (1) Wing Regulations have not been correctly reviewed as outlined in AFR 5-57 and SAC Supplement thereto.

RECOMMENDATION: That AF Form 1382 be obtained and the annual review of Wing Regulations be accomplished as required by AFR 5-57. Further recommend that during this review those regulations that supplement a directive from a higher echelon of command be reworded and reissued as a supplement, even though the original regulation is still current, as prescribed by the SAC Supplement to AFR 5-57.

- (2) Background material is not being maintained on all Wing Regulations as required by paragraph 560, AFM 181-5.
- (3) Permanent record copies of Wing Regulations have not been labeled as directed in SAC Supplement I, 19 January 1956, to AFM 181-5.

RECOMMENDATION: That the permanent record copies of regulations be screened and stamped as "Permanent Record Copy." Further that, at the time regulations are screened, an attempt be made to obtain the missing background material.

- (4) There was no record of follow-up action taken to obtain publications that were indicated as required in the indices of the 5-2 series of publications.

b. Reproduction

- (1) Reproduction Work Orders on file did not indicate that material reproduced had been screened to prevent the reproduction of unauthorized material.

ACTION: The control and the use of reproduction equipment was emphasized, and correct procedures were demonstrated in the posting of the reproduction work ledger (SAC Form 416).

RECOMMENDATION: That all requests for reproduction be screened by the Wing Adjutant and/or Wing Sergeant Major to insure that no forms or other unauthorized material is being reproduced.

c. Unclassified Mail and Message Section

- (1) All correspondence and messages requiring action orders and outgoing RCS reports are being logged on Air Base Group Form 87.

RECOMMENDATION: That these logs be discontinued inasmuch as most of the above correspondence is being controlled through the use of DD Form 278.

d. Classified

- (1) PERAM's appointing all Top Secret control officers should be reaccomplished, as the language of some of the PERAM's is vague and PERAM's fail to specify the officer as being Wing Top Secret Control Officer for Flicons, Zippos, and target material.
- (2) Security clearances of personnel who have been authorized (in writing) to pick up classified material at the Wing Classified Section were not in all cases verified by the Base Provost Marshal.

ACTION: A format overprinted on a Disposition Form, setting forth complete identifying information and verification of the Security Clearance, was suggested to the NCOIC of the classified section and is being adopted.

- (3) Authority to classify material as Top Secret has not been delegated to the Commander of the Air Refueling Squadron in Wing Regulation 205-1, 23 March 1955. The initial 2AF Supplement, 21 December 1955, to AFR 205-1, (which administratively remains in effect per 2AF message ANMC 3500, 1956) delegates the Commander of the Air Refueling Squadron authority to classify material Top Secret.

ACTION: The above was discussed with the Wing Classified Section NCOIC and recommended that the Wing Regulation be changed to include the Commander of the Air Refueling Squadron as having authority to classify material Top Secret.

a. Orders

- (1) At present, only certain members of the Commander's staff have been appointed on general orders.

ACTION: This matter was discussed with the Adjutant, who felt that, in view of the fact that the staff members had been assigned the duty by PERAM action, the general orders announcing the appointment of persons to the staff would not be required. It was pointed out that PERAM's do not assign the person as a staff member but only award the duty AFSC commensurate to the position assigned.

- (2) All aeronautical orders published subsequent to 30 June 1956 that award an zero rating should be amended to show the date of the regulation under which the ratings were awarded. The paragraph number of AFR 50-7 quoted in the orders does not correspond with the paragraph number of the current AFR 50-7, 30 June 1956.

RECOMMENDATION: That, when quoting regulations as the authority in orders, the date of the regulation also be included as part of the authority.

- (3) The phrase "Headquarters Squadron" is being used in the Wing Special Orders when referring to officers and airmen assigned to the wing.

ACTION: The use of the above phrase was discussed with the wing sergeant major. Recommendation was made that when referring to personnel assigned to the wing headquarters the phrase "this headquarters" be used.

- (4) SMOP's to orders published by the wing have not been posted to the permanent record copy of the orders file.

RECOMMENDATION: That all orders be screened and SMOP's be posted IAW paragraph 22, Chapter 1, AFM 30-3.

- (5) Special Orders 6, 56, 73, and 88, and background material thereto, were missing from the permanent record copy file. Copies of these orders were available in the convenience file.

RECOMMENDATION: That the above copies of orders be removed from the convenience file and placed in the "permanent record copy" file, and record copies of orders should be marked as "permanent record copy" as outlined in SAC Supplement 1 to AFM 181-5.

f. Unit Administration - The administrative practices employed by the squadrons visited were considered to be satisfactory with the following exceptions:

(1) 365th Bombardment Squadron

- a. 1955 orders had not been placed in non-current file.
- b. There were two special orders with the same number (one).
- c. Special and Leave orders were not being filed in the sequence of publication.
- d. Proper care was not being emphasized in the publication of leave orders, in that sections of AF Form 1164 did not contain correct information.
- e. AFR 5-2 index was not posted.
- f. Obsolete regulations were in file.

ACTION: The proper method of filing of all orders was explained to the first sergeant and the squadron clerk. Special emphasis was placed on the care to be exercised in the publication of orders. Specific paragraphs of AFM 30-3 were discussed for future reference and required action. Correct procedures were demonstrated in the posting of the indices.

(2) Headquarters Squadron Section

- a. This organization is publishing orders utilizing the heading of "Headquarters Squadron."

ACTION: The proper heading for use by the HEDRONSEC, as outlined in AFR 20-27, was explained to the squadron first sergeant.

- b. Leave orders (AF Form 1164) for officers assigned to Headquarters 305th Bomb Wing are being published by HEDRONSEC 305th Bomb Wing.

RECOMMENDATION: Leave orders for officers assigned to Headquarters 305th Bomb Wing should be published as Headquarters 305th orders and be authenticated by the wing adjutant. Officers are not assigned or attached to the HEDRONSEC, and orders concerning them should not be published at any echelon below wing level.

g. Unit Mail Rooms - The majority of the squadron mail rooms were satisfactory. The Air Refueling Squadron mail room is below average, and the 365th Bomb Squadron mail room is unsatisfactory. Deficiencies observed were:

(1) HEDRONSEC, 305th Bomb Wing

- a. Weekly inspection of unit mail room not current (para 5a(3), AFM 182-3).
- b. Example of correct address not posted (para 26, AFM 182-3).
- c. Hours of pickup and delivery of mail not posted (para 5a(1)c, AFM 182-3).
- d. No alternate mail clerk appointed (para 3b, AFM 182-3).

(2) 365th Bomb Squadron

- a. Hours of mail call not posted (para 4b, AFM 182-3).
- b. No card in front of locator reflecting weekly inspection of locator file (para 17, AFM 182-3).
- c. Weekly inspections of the unit mail room are delinquent (para 5a(3), AFM 182-3).
- d. DD Form 285 (Authorization for Unit Mail Clerk) was not signed by the unit commander.
- e. Facilities and security of this unit mail room are unsatisfactory. (A check and a war bond were removed from the mail room in the presence of the unit mail clerk after the mail room had been closed.) (para 4, AFM 182-3).

(3) 305th Air Refueling Squadron

- a. DD Form 520 (Locator Cards) were not current (para 15, AFM 182-3).

- b. Keys to the mail room were in the possession of an airman who was not an authorized unit mail clerk, at the time of this visit (para 6, AFM 182-3).
- c. There was no evidence that an alternate unit mail clerk had been appointed (para 3b, AFM 182-3)
- d. Organization copies of DD Form 285 (Authorization for Unit Mail Clerk) were not on file (para 3b, AFM 182-3).
- e. Prompt delivery of mail is not being effected (para 5a(1)(b), AFM 182-3).

ACTION: Corrective action to be taken to eliminate the above conditions was explained to each unit mail clerk.

RECOMMENDATION: That the Wing Sergeant Major make periodic visits to all squadrons within the wing to assist and insure that proper administrative procedures are being followed in the maintenance of records, publishing of orders, file, and that unit mail rooms are operating as outlined in AFM 182-3.

SECTION IV DIRECTORATE OF COMPTROLLER

305TH BOMBARDMENT WING M

A. GENERAL EVALUATION: The Wing Comptroller is well qualified for his assignment and is thoroughly familiar with the SAC Management Control System. He has familiarized himself and his staff with operational training requirements and is capable of conducting all training analyses. He keeps the Wing Commander informed daily on the status of important training areas and briefs the Wing Staff weekly on training progress in these areas. He conducts a montly re-cap of training for the entire staff.

PROBLEM: The Assistance Team believes that the Comptroller's function is not being utilized to the fullest extent by the Operations and Materiel Directorates. Information is available through the Comptroller's functions to aid all staff agencies in their analysis of their section's effectiveness.

RECOMMENDATION: It is recommended that the Comptroller be utilized at weekly briefings to point out training progress and pinpoint "soft spot" areas. In addition, it is recommended that the Comptroller publish a monthly analysis of training accomplishments, point out "soft spot" areas to the Wing Staff.

SECTION V DIRECTORATE OF SAFETY

305TH BOMBARDMENT WING M

A. GENERAL EVALUATION: There is an adequate safety program in effect throughout the Wing. Prompt dissemination of all safety information is being accomplished and there are good safety bulletin boards throughout the Wing. Adequate follow-up action on all incidents is being accomplished.

SECRET

HEADQUARTERS
305TH BOMBARDMENT WING (M)

OPERATIONS ORDER

226-56
15 AUG 56

GOLD EAGLE

THIS DOCUMENT CONSISTS OF 60 PAGES

COPY No 53 OF 68 COPIES

305-B-1258

SECRET

0620

SECRET

CLASS: SECRET
AUTH: COMDR 305BW
DATE: 15 Aug 56
NAME: J. H. H. H.

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

305DOP

15 August 1956

SUBJECT: 305th Bombardment Wing Operations Order, Serial Number 226-56 /Uncl/

TO: See Distribution

1. Inclosed is 305th Bombardment Wing Operations Order 226-56, dated 15 August 1956.

FOR THE COMMANDER:

1 Incl
305th BW O/O 226-56
dtd 15 Aug 56

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

SECRET

0621

SECRET

HEADQUARTERS 305TH BOMB WING (B)
MacDill Air Force Base, Florida
15 August 1956

TABLE OF CONTENTS

Letter of Transmittal	
Operations Order 226-56	Basic Plan
Annex A	Intelligence
Annex B	B-47 Operations
Appendix 1	Route Overlay
Appendix 2	Recap Sheets
Appendix 3	Flight Plans
Annex C	EC-97 Operations
Appendix 1	Recap Sheets
Appendix 2	Nav/Eng Flight Plans
Annex D	Communications

SECRET

2

0622

SECRET

CLASS: SECRET
 AUTH: COMDR 305BW
 DATE: 15 Aug 56
 NAME: _____

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
 MacDill Air Force Base, Florida
 15 August 1956

OPERATIONS ORDER)

NUMBER 226-56)

CHART OR MAP REFERENCES: JN & WAC Series as required; target materials as indicated
 in Annex "B".

TASK ORGANIZATIONS:

364th Bombardment Squadron	Lt Colonel Lawrence H. Johnson
365th Bombardment Squadron	Lt Colonel Jamie M. Philpott
366th Bombardment Squadron	Lt Colonel John F. Swofford
305th Air Refueling Squadron	Lt Colonel John M. Chapman
305th Armament and Electronics Squadron	1st Lt Joseph C. Stehlin
305th Field Maintenance Squadron	Major R. A. Schoolcraft
305th Periodic Maintenance Squadron	Major Dean E. Hayden
305th Headquarters Squadron	Major Audrey D. Tolley

1. GENERAL SITUATION: The requirement exists for the 305th Bombardment Wing to
 fly a unit simulated combat mission.

a. Intelligence: See Annex "A".

b. Friendly Forces:

- (1) 6th Air Division: Supervise tasks of subordinate units.
- (2) 809th Air Base Group: Provide necessary support.
- (3) Detachment 1, 26th Weather Squadron: Provide required weather
 briefings and metro data.

c. Participating Forces:

- (1) CONAD: Provide through EADF, Fighter Intercepts on 305th Bomb Wing
 B-47 aircraft.

305th BW
 O/Order 226-56
 15 Aug 56

SECRET

3

0623

SECRET

2. MISSION: Thirty six (36) B-47E aircraft launched in three (3) waves, will fly a USCM with one air refueling. Utilizing simulated weapons, they will attack and destroy designated targets in the North Eastern United States, post striking at MacDill Air Force Base, Florida.
3. TASKS FOR SUBORDINATE UNITS:
 - a. 364th 365th and 366th Bombardment Squadrons, and 305th Air Refueling Sq.
 - (1) Schedule and dispatch all available crews and aircraft as indicated in Annex B, Appendix 2, and Annex C, Appendix 1.
 - (2) Issue necessary flight orders and mission reports.
 - (3) Schedule the individual crew members for target study, briefing and critique.
 - b. 305th A & E, Field Maintenance, Periodic Maintenance and Headquarters Squadrons:
 - (1) Provide support as required.
- X. GENERAL INSTRUCTIONS:
 - (1) Unclassified nickname for this mission is "GOLD EAGLE". All communications relevant to this mission will cite the assigned nickname.
 - (2) X-Day is 5 September 1956.
 - (3) All times are ZULU.
 - (4) General Briefing for this mission will be conducted in the 305th Bomb Wing Briefing Room at 1730Z, 4 September 1956.
 - (5) Pre-take off briefings are as outlined in Annex "B".

305th BW
O/Order 226-56
15 Aug 56

SECRET

SECRET

(6) Critique will be conducted in the 305th Bomb Wing Briefing Room at 1800Z
11 September 1956.

(7) Recall word for this operation is "JIGGS".

(8) Flying Safety takes precedence over all objectives of this mission.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications: See Annex "C".

BLEYER
Colonel
Commander

OFFICIAL:

Stanley J. Johnson
STANLEY J. JOHNSON
Lt Colonel, USAF
Director of Operations

4. ANNEXES:

- A. Intelligence
- B. B-47 Operations
- C. KC-97 Operations
- D. Communications

DISTRIBUTION:

CMDR SAC 2 cys
CMDR 2AF 2 cys
CMDR 6AD 2 cys
CMDR 809th ABG 3 cys
CMDR 305th Tactical Hospital 2 cys
CINCCONAD 2 cys
COMCADF 2 cys
COMEADE 2 cys
CMDR 305BW 1 cy
DEP CMDR 305BW 1 cy
D/I 305 BW 1 cy
D/O 305 BW 1 cy

DEP D/O 305 BW 1 cy
Plans Division 15 cys
O & T 1 cy
Control Room 1 cy
Bomb Nav 3 cy
Fly Safety 1 cy
Communications 1 cy
D/M 305 BW 1 cy
Wing Inspector 1 cy
305 BW Historian 4 cys
CMDR 364 BS 3 cys
CMDR 365 BS 3 cys

CMDR 366 BS 3 cys
CMDR 305 ARS 3 cys
CMDR 305 A&E 2 cys
CMDR 305 FMS 1 cy
CMDR 305 PMS 1 cy
CMDR 305 Hq Sq 1 cy
WX Officer 1 cy

3

SECRET

5

0625

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

ANNEX "A"

TO

OPERATIONS ORDER

226-56

INTELLIGENCE

Annex A
305th BW
O/Order 226-56
15 Aug 56

SECRET

6

0 6 2 6

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (H)
MacDill Air Force Base, Florida
15 August 1956

ANNEX "A"

TO

OPERATIONS GROUP

SERIAL NO 226-56

INTELLIGENCE

AFS: As required.

1. INTELLIGENCE SUMMARY

- a. General Situation: The 305th Bomb Wing will attack strategic targets within the Eastern and Central Defense Command areas of the United States. If successful, this attack will reduce the simulated enemy's capability to wage war. /C/
- b. Enemy Order of Battle: Mission of the force defending the area of penetration is to provide for air defense by detecting, intercepting and simulating destruction of enemy air weapons penetrating the Continental U.S. /S/
- (1) Air Order of Battle: This force is capable of mustering up to 1794 "first line" and augmentation fighter aircraft capable of intercepting our forces. However, approximately one half of this force is concentrated in the Eastern portion of simulated enemy territory and do not possess the capability to attack our bombers while flying target routes assigned due to insufficient combat radius of the "enemy" force of fighters based in this territory. This force is made up of the following types of aircraft capable of all-weather interception against B-47 type aircraft at bombing altitudes: F-94; F-89; F-86D; F35; F24; F4D's. Augmentation fighters include: F-80; F-84; F-86 and F-100's.

Annex "A"
305BW
O/Order 226-56
15 Aug 56

SECRET

7

0627

SECRET

Important performance characteristics of these aircraft include the following:

F-94: Max Speed at 30,000' - 470 to 504 MPH; at 40,000' - 445 to 472 MPH; combat ceiling - 45,700' to 49,700' depending upon the model of the aircraft.

F-99: Combat Radius - 297 to 332 nm; max speed at 30,000' - 504 to 510 MPH; at 40,000' - 460 to 487 MPH; combat ceiling - 45,000' to 47,800' depending upon the model of the aircraft.

F-360: Combat Radius - 250 nm; max speed at 30,000' - 552 MPH; at 40,000' - 535 MPH; combat ceiling - 48,450'.

F-99B: Combat Radius - 415 nm; max speed - at 30,000' - 440 MPH; at 40,000' - 395 MPH; combat ceiling - 35,500'.

F-99H: Combat Radius - 430 nm; max speed at 30,000' - 475 MPH; at 40,000' - 460 MPH; combat ceiling - 49,600'.

F-44: Combat Radius - 180 nm; max speed at 30,000' - 560 MPH; at 40,000' - 545 MPH; combat ceiling - 56,500'.

F-34: Combat Radius - 457 nm; max speed at 30,000' - 470 MPH; at 40,000' - 450 MPH; combat ceiling - 42,100'.

F-100: Combat Radius - 616 nm; max speed at 30,000' - 755 MPH; at 40,000' - 624 MPH; combat ceiling - 52,200'. /S/

- (2) Radar Order of Battle: Early Warning capability: range of EW against SAC operational bombers is estimated at 200 nm along the coastal area and 180 nm elsewhere.
- GCI capability: Range of GCI against B-47 type aircraft is estimated to be 90% effective for 80 nm and up to 30,000' and 50% effective for 120 nm and up to 42,000' depending upon

Annex "A"
305BW
O/Order 226-56
15 Aug 56

2.

SECRET

8

0628

SECRET

conditions at time of operations. GCI radars now include several FFS types some with height finders, as well as some CPS-5's and CPS-6's. The latter also having height finding capability. Present AI equipment consists of the X-Band AN/APG-33 and AN/APG-21. /S/

(3) Flak and Guided Missiles: (Omitted).

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information.

(1) General:

a. What were the types and numbers of aircraft encountered, location, duration of the encounter and tactics employed by intercepting aircraft?

(2) Specific:

a. Did any "enemy" fighters appear on the A-5 scopes?

(3) Means of reporting EEF:

a. Essential Elements of Information will be reported through crew interrogation.

b. Photography.

(1) Route Photography: Will be in accordance with existing Observer SOP's.

(2) Strike Photography: Will be the same as above.

3. INTELLIGENCE ACQUISITION:

a. Maps and target materials have been requisitioned and will be furnished to crews at Specialized Briefing by Bomb/Nav Division./U/

b. Survival Intelligence: (Simulated)

(1) Simulated blood chits will be issued to combat crews at pre-takeoff briefing. These chits will be numbered and picked up at post-mission interrogation.

(2) Crews will be briefed on simulated evasion routes out of

3.

Annex "A"
305BW
O/Order 226-56
15 Aug 56

SECRET

9

0629

SECRET

simulated enemy territory at pre-takeoff briefing.

- (5) Forced Landings. (Omitted)
- (4) Guide for the Conduct of Captured Personnel. (Omitted)
- (5) Measures for the Handling of Captured Documents. (Omitted)
- (6) Special reporting instructions.

a. Factual air encounters will be reported in B-25 report.

(See Combat Reports.)

4. COMBAT REPORTS

a. The following reports will be submitted in accordance with SAC

Manuals 55-8, 55-8B, 55-8M, 55-8T, dated October 1955.

(1) Strike:

a. Distribution "A"

B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-25, B-51, B-81 and reports required by paragraph 5c, SAC Manual 55-8M.

b. Distribution "B"

B-27

c. Distribution "C"

B-28

(2) Tanker Reports:

a. Distribution "A"

T-2, T-10, T-15, T-17, T-18, T-21, T-81 and reports required by paragraph 5c, SAC Manual 55-8M.

b. Distribution "B"

T-27

Annex "A"
305BW
O/Order 226-56
15 Aug 56

4.

SECRET

10

0630

SECRET

(3) Supplemental Instructions:

- a. D-11 reports will be addressed to Red Grange.
- b. T-11 and T-12 reports will be transmitted to 305th Control Room for relay to communication center.

Annex "A"
305BW
O/Order 226-56
15 Aug 56

5.

SECRET

//

0 6 3 1

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

ANNEX "B"

TO

OPERATIONS ORDER

226-56

B-47 OPERATIONS

Annex B
305th BW
O/Order 226-56
15 Aug 56

SECRET

12

0632

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

ANNEX "B"

TO

OPERATIONS ORDER

226-56

B-47 OPERATIONS

Annex B
305th BW
O/Order 226-56
15 Aug 56

SECRET

12

0-8 3-3

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 226-56

B-47 OPERATIONS

1. GENERAL:

- a. MISSION: The 305th Bomb Wing will launch 36 B-47 aircraft from MacDill Air Force Base, Florida, against Camera targets in the North Eastern United States and will Post Strike at MacDill AFB, Florida. The strike will be launched in three waves with a twelve hour interval between each wave.

b. FORCE COMPOSITION AND ROUTES:

	<u>AMBER ROUTE</u>	<u>BLUE ROUTE</u>	<u>CARDINAL ROUTE</u>
1st Wave	5 acft	6 acft	
2d Wave	4 acft	6 acft	4 acft
3d Wave	5 acft	6 acft	

2. TIMING:

- a. X-Day is 5 September 1956
- b. "H" Hour Control Times:
- 1st wave, all cells, 2200Z X / 1-6 Sep 56
- 2d wave, all cells, 1000Z X / 2-7 Sep 56
- 3d wave, all cells, 2200Z X / 2-7 Sep 56
- c. All cells will have a relative "H" Hour Control Time of "H" plus 00:00.
- d. It is essential that pre-planned H-Hour Control Times be made good by strike forces. To achieve this, a combination time pad and fuel pad will be used by the strike forces in preparation and execution of the mission. The time pad

Annex B will be proportionally lost throughout the flight from take off to HHCP to
305 BW
O/Order 226-56
15 Aug 56

SECRET

13

0634

SECRET

insure making good the briefed control times. Take off times will be adjusted to provide a time pad of not less than two minutes per hour of planned flight time from take off to HHCP. The fuel pad will not be less than 200# per hour of planned flight time from take off to HHCP. The fuel pad will be used as necessary to adjust speed schedules to make good the briefed rendezvous times and the exact HHCP time. Speed schedules while making up or losing time for aircraft in formation should be limited to between .70 to .78 Mach.

3. CLEARANCES:

- a. Approved ATC block altitudes will be observed.
- b. Aircraft Commanders will submit completed Forms 175 (Section C will indicate "Gold Eagle / Route Color", as briefed), Forms "F" and Flight Orders to briefing officer at the completion of General Briefing.
- c. Duplicate Forms 175 and ATC Clearances will be distributed at Pre-take off Briefing.
- d. Clearances have been obtained through Sarasota Gunnery Range - all other danger areas will be avoided.

4. BRIEFINGS AND CRITIQUES:

- a. General Briefing will be conducted in the 305th Bomb Wing Briefing Room at 1730Z, 4 September 1956.
- b. Pre Take Off Briefings are as indicated in Timing and Refueling Recap Sheets.
- c. Critique will be conducted in the Wing Briefing Room 1800Z, 11 September 56.

5. ABORTS:

- a. Ground Aborts: Procedures and use of spares will be covered at pre-take off briefing.
- b. Air Aborts:

Annex B
305BW
O/Order 226-56
15 Aug 56

(1) In the event of missed air refueling over Fleabite area, MacDill AFB

SECRET

0635

SECRET

will be primary alternate base.

- (2) Aborting aircraft will clear the Bomber Stream Route, obtain change in clearance and return to MacDill AFB if possible. If unable to return to MacDill AFB, aborting aircraft will land at one of the listed emergency bases. Rescheduling will be at the discretion of the Commander.

(3) Emergency Bases:

Homestead AFB, Fla
Pine Castle AFB, Fla
Hunter AFB, Ga
Langley AFB, Va
Westover AFB, Mass
Loring AFB, Me
Goose Bay AFB, Labrador
Lockbourne AFB, Ohio

6. NAVIGATION:

- a. Each Cell Leader will accomplish 1 Celestial Navigation leg IAW SAC Reg 51-11.
- b. Alternate Cell Leader will also take Scope Photos upon termination of Cell Leaders ETA for end of navigation leg.
- c. A minimum of 5 hours of Cell Tactics will be accomplished. All aircraft except leader will maintain position in cell by means of station keeping.

7. BOMBING:

- a. IP's, Targets and DGZ's: See Appendix 2.
- b. Simulate release of EWP weapon and capsule.
- c. Method of Bombing:
 - (1) Radar Synchronous, direct or offset.
 - (2) Emergency IAW SAC Manual 55-5A.

Annex "B"
305BW
O/Order 226-56
15 Aug 56

3
SECRET

0636

SECRET

- d. Scoring will be by Cross Over method.
 - e. IBDA and IBDA photography will be accomplished by all crews.
 - f. Tables: Applicable to designated weapons.
8. CRUISE CONTROL:
- a. Each crew will accomplish a scored IR Cruise Mission as specified in SAC Regulation 50-3.
 - b. Fuel Reserves: 12000# over destination.
 - c. Cruise Conditions: As specified in flight plans.
9. REFUELING:
- a. Each Cell Leader will accomplish one Electronic Rendezvous.
 - b. Alternate Cell Leader will accomplish the Electronic Rendezvous in the event of Rdx equipment failure in lead aircraft.
 - c. All aircraft will accomplish one wet hook-up with a minimum on load of 42000#.
10. AMMUNITION AND GUNNERY: None
11. TACTICS:
- a. Assembly: IAW SAC Manual 55-5.
 - b. Formation: IAW SAC Manual 55-5 and 55-5A
 - c. Air Refueling: IAW SAC Manual 55-5, 55-10 and 100-1.
 - d. Mach.81 will be flown from HHCP to MacDill AFB if fuel reserve meets range requirements.
 - e. Aircraft Commanders will make every effort, consistent with Flying Safety, to make a successful attack on his assigned target. If less than programmed fuel is available, aircraft will strike target and land at any suitable SAC base.

Annex "B"
305BW
O/Order 226-56
15 Aug 56

4
SECRET

0657

16

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

APPENDIX 1--

TO

ANNEX B

OPERATIONS ORDER

226-56

ROUTE OVERLAYS

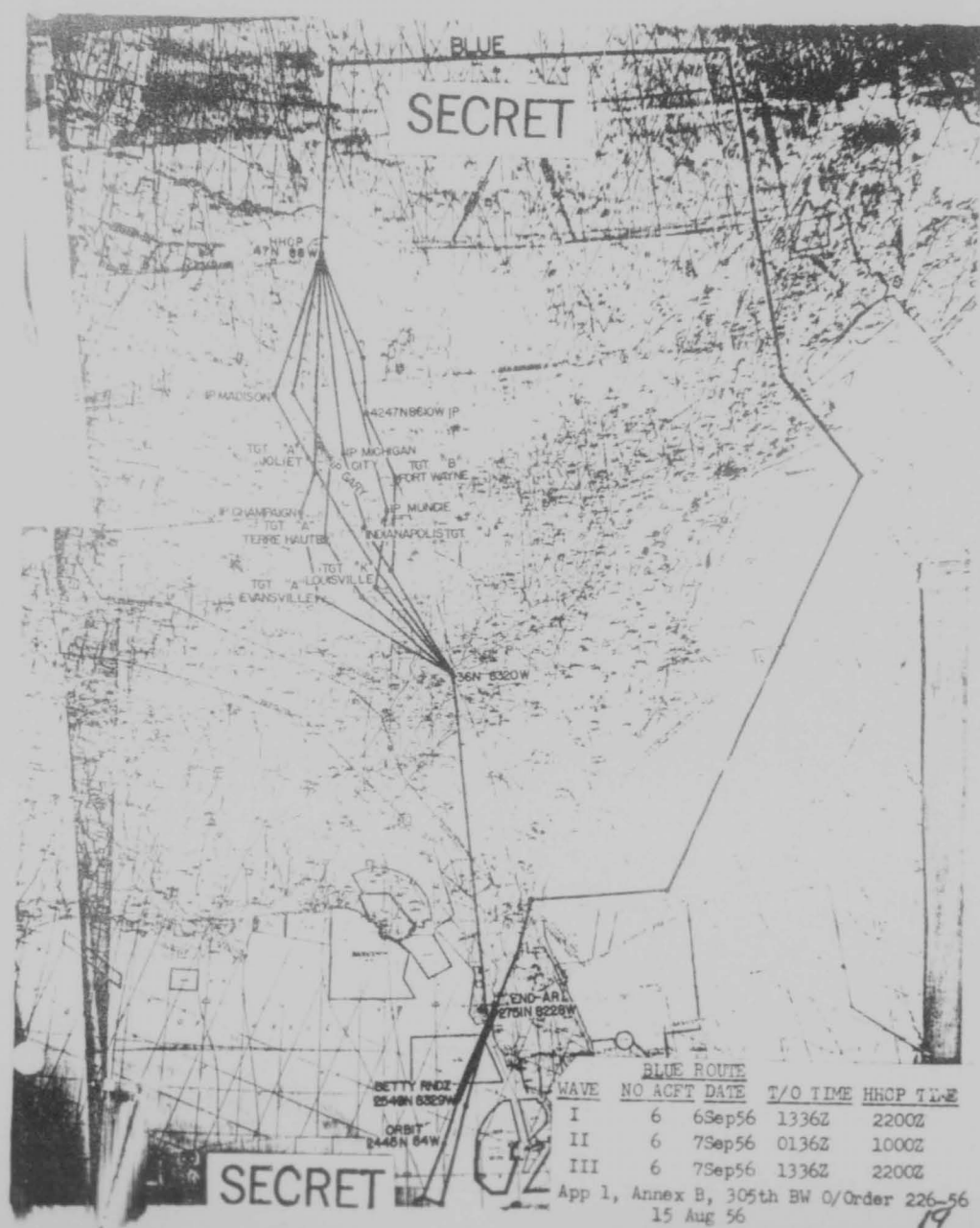
App 1
Annex "B"
305th BW
O/Order 226-56
15 Aug 56

SECRET

17

0638





0640



SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER

226-56

RECAP SHEETS

App 2
Annex "B"
305th BW
O/Order 226-56
15 Aug 56

SECRET

21

0642

MEOAP SUMMARY

GOLD EAGLE AMBER WAVE I

6 September 1956

LINE NO	AIRCRAFT COMMANDER	FLAGPOLE NO	TAIL NO	PRE T/O BRIEFING	TAKE-OFF	A/R AREA FLEABITE AM	TANKER COMMANDER	DRAPER NO	ON LOAD
1	HELPER	15	190	1100Z	1400Z	RDE: 2600N 3400W			42,000#
2	PROUT *	22	502	305th BW Briefing Room	1402Z	APN 76: TK-6			
3	BALL	11	493		1404Z	TX-8, CODE: 1-3-1, FREQ: 256.0, RDZ			
4	HYDS	20	341		1404Z				
5	HUTTER	19	342		1405Z				
						TIME: 1521Z			

*Alternate Cell Leader

GOLD EAGLE BLUE WAVE I

6 September 1956

LINE NO	AIRCRAFT COMMANDER	FLAGPOLE NO	TAIL NO	PRE T/O BRIEFING	TAKE-OFF	A/R AREA FLEABITE BETTY	TANKER COMMANDER	DRAPER NO	ON LOAD
1	TREVISANI	60	491	1030Z	1336Z	RDE: 2549N 8329W			42,000#
2	ANGLEY *	56	333	305th BW Briefing Room	1337Z	APN 76: TK-5			
3	CROWE	64	181		1338Z	TX-7, CODE: 1-3, FREQ: 266.2, RDZ			
4	JOYCE	67	435		1339Z				
5	MOORE	62	335		1340Z				
6	KELINE	58	501		1341Z	TIME: 1453Z			

* Alternate Cell Leader

Appendix 2, Annex B, 305th BW O/Order 226-56, 15 Aug 56

SECRET

SECRET

22

0643

WHEELS IN THE AIR

GOLD EAGLE BLUE WAVE I

6 September 1956

LINE NO	AIRCRAFT COMMANDER	HQCP	IP	BOMBING ALTITUDE	TARGET	DGZ	REF	DURATION	FUEL RESERVE
1	HELLER	4700N 8600W	POWRIAC	40.0	MAINEFIELD	A	4879	10:22	13,400
2	PROUT	TIME: 2200Z	LANSING	40.5	TOLEDO	I	4463	10:22	13,400
3	RAIL		SEMPRIDGE AVE	39.5	CINCINNATI	D	1445	10:26	13,000
4	HINDS		JACKSON	39.0	MARTIN	A	4897	10:23	13,300
5	HUNTER		PORT HURON	38.5	AYRON	R	0074	10:27	12,800

GOLD EAGLE BLUE WAVE I

6 September 1956

LINE NO	AIRCRAFT COMMANDER	HQCP	IP	BOMBING ALTITUDE	TARGET	DGZ	REF	DURATION	FUEL RESERVE
1	TREVISANI	4700N 8600W	MICHIGAN CITY	38.0	INDIANAPOLIS	J	2930	10:55	14,300
2	ANGLEY	TIME: 2200Z	CHAMPAIGN	38.5	EVANSVILLE	A	2035	11:55	13,000
3	CROME		MUNCIE	39.0	LOUISVILLE	K	4679	10:55	13,900
4	JOYCE		GARY	39.5	TERRE HAUTE	A	8368	11:02	14,100
5	MOORE		4247N/8610W	40.0	FT WAYNE	B	2133	10:55	14,300
6	KLEINE		MADISON	40.5	JOLIET	A	3060	11:01	14,100

App 2, Annex "B", 305th BW O/Order 226-56, 15 Aug 56

SECRET

SECRET

23

0644

REAR UNIT
GOLD EAGLE BLUE WAVE II 7 September 1956

LINE NO	AIRCRAFT COMMANDER	FLAGPOLE NO	TAIL NO	PRE T/O BRIEFING	TAKE-OFF	A/R AREA FLEABITE BETTY	TANKER COMMANDER	DRAPER NO	ON LOAD
1	BEEGIE	45	317	2240Z	0204Z	RDZ: 2400			42,000#
2	RYAN *	31	498	305th BW	0207Z	8400			
3	CLARK	61	346	Briefing Room	0201Z	APN 76:TX-4			
4	TERRY	39	347		0205	RX-8, CODE: 1-3-1, FREQ: 266.0, RDZ TIME: 0321Z			

* Alternate Cell Leader

GOLD EAGLE BLUE WAVE II 7 September 1956

LINE NO	AIRCRAFT COMMANDER	FLAGPOLE NO	TAIL NO	PRE T/O BRIEFING	TAKE-OFF	A/R AREA FLEABITE BETTY	TANKER COMMANDER	DRAPER NO	ON LOAD
1	LEONARD	33	489	2240Z	0136Z	RDZ: 2549N			42,000#
2	ANDREWS	30	359	305th BW	0137Z	8329N, APN			
3	ZIMMERMAN	45	185	Briefing Room	0138Z	76: TX-5,			
4	DAHL	12	364		0139Z	RX-7, CODE: 1-3, FREQ: 266.2, RDZ TIME: 0252Z			
5	GOK	13	355		0140Z				
6	MACMULLIN	18	360		0141Z				

* Alternate Cell Leader

GOLD EAGLE CARDINAL WAVE II 7 September 1956

LINE NO	AIRCRAFT COMMANDER	FLAGPOLE NO	TAIL NO	PRE T/O BRIEFING	TAKE-OFF	A/R AREA FLEABITE CORA	TANKER COMMANDER	DRAPER NO	ON LOAD
1	NAIER	47	193	2330Z	0222Z	RDZ: 2613N			42,000#
2	LINDLEY *	44	494	305th BW	0223Z	8430N, APN 76:			
3	MOYER	37	507	Briefing Room	0224Z	TX-4, RX-6, CODE: 1-2, FREQ: 279.8, RDZ TIME: 0345Z			
4	DYE	17	504		0225Z				

* Alternate Cell Leader

Appendix 2 to Annex B 305th BW O/Order 226-56, 15 Aug 56

SECRET

SECRET

24

0645

GOLD EAGLE BLUE WAVE II
7 September 1956

LINE NO	AIRCRAFT COMMANDER	HHCP	IP	BOMBING ALTITUDE	TARGET	DGZ	REF	DURATION	FUEL RESERVE
1	BEEGLE	4700H 8600H TIME: 1000Z	SANDUSKY	38.5	COLUMBUS	D	1453	10:24	13,200
2	RYAN		PINDLAY	40.0	DAYTON	B	1595	10:25	13,400
3	CLARK		PORT HURON	39.0	MIAMI	R	0074	10:27	12,800
4	TERRY		LIMA	39.5	CINCINNATI	J	1444	10:24	13,500

GOLD EAGLE BLUE WAVE II
7 September 1956

LINE NO	AIRCRAFT COMMANDER	HHCP	IP	BOMBING ALTITUDE	TARGET	DGZ	REF	DURATION	FUEL RESERVE
1	LEONARD	4700H 8800H TIME: 1000Z	MICHIGAN CITY	38.0	INDIANAPOLIS	J	2930	10:55	14,300
2	ANDREWS		CHAMPAIGN	38.5	EVANSVILLE	A	2035	11:55	13,000
3	ZIMMERMAN		MUNCIE	39.0	LOUISVILLE	K	4579	10:55	13,900
4	DAHL		GARY	39.5	TERRE HAUTE	A	8368	11:02	14,100
5	COX		4247H/8610W	40.0	FT WAYNE	B	2133	10:55	14,300
6	MACMILLIN		MADISON	40.5	JOLIET	A	2060	11:01	14,100

GOLD EAGLE CARDINAL WAVE II
7 September 1956

LINE NO	AIRCRAFT COMMANDER	HHCP	IP	BOMBING ALTITUDE	TARGET	DGZ	REF	DURATION	FUEL RESERVE
1	NALER	4700H 8400W TIME: 1000Z	ERIE	37.5	PITTSBURG	D	6291	10:20	15,900
2	LINDLEY		ERIE	39.0	PITTSBURG	A	6291	10:20	15,900
3	MOYER		ERIE	38.5	PITTSBURG	F	6291	10:20	15,900
4	DYE		ERIE	38.0	PITTSBURG	C	6291	10:20	15,900

App 2 to Annex "B", 305th BW O/Order 226-56, 15 Aug 56

SECRET

SECRET

0646

RECAP (RED)

GOLD EAGLE AMBER WAVE III

7 Sep 56

LINE NO	AIRCRAFT COMMANDER	FLAGPOLE NO	TAIL NO	PRE T/O BRIEFING	TAKE OFF	A/R AREA FLEABITE ANN	TANKER COMMANDER	DRAPER NO	ON LOAD
1	KNOX	66	192	1100Z 305th BW Briefing Room	1401Z	RDZ: 2600N/8400W			42000#
2	ARNOLD *	63	321		1402Z	APN 76: TX-6, RX-8			42000#
3	TEDROWE	24	189		1403Z	Code: 1-2-1			42000#
4	KELLER	52	345		1404Z	Freq: 256.0			42000#
5	NICHOLS	32	186		1405Z	RDZ Time: 1521Z			42000#

* Alternate Cell Leader

GOLD EAGLE BLUE WAVE III

7 Sep 56

LINE NO	AIRCRAFT COMMANDER	FLAGPOLE NO	TAIL NO	PRE T/O BRIEFING	TAKE OFF	A/R AREA FLEABITE BETTY	TANKER COMMANDER	DRAPER NO	ON LOAD
1	BRYAN	53	602	1030Z 305th BW Briefing Room	1336Z	RDZ: 2549N 8329W			42000#
2	ROBERTSON *	51	183		1337Z	APN 76: TX-5			42000#
3	JOHNSON	16	438		1338Z	RX-7			42000#
4	FOOTE	42	191		1339Z	Code: 1-3			42000#
5	DAMLER	23	334		1340Z	Freq: 266.2			42000#
6	LEITZEL	43	330		1341Z	RDZ TIME: 1453Z			42000#

* Alternate Cell Leader

GOLD EAGLE CARDINAL WAVE III

7 Sep 56

LINE NO	AIRCRAFT COMMANDER	FLAGPOLE NO	TAIL NO	PRE T/O BRIEFING	TAKE OFF	A/R AREA FLEABITE CORA	TANKER COMMANDER	DRAPER NO	ON LOAD
1				1100Z 305th BW Briefing Room	1422Z	RDZ: 2613N 8430W			42000#
2					1423Z	APN 76 TX-4			42000#
3					1424Z	RX-6			42000#
4					1425Z	Code 1-2			42000#
						Freq 279.8			
						RDZ Time: 1545Z			

Appendix 2 to Annex B, 305th BW O/Order 226-56, 15 Aug 56

SECRET

SECRET

0647

BOMBING RECAP REPORT
GOLD EAGLE ANNEK WAVE III 7 Sep 56

LINE NO	AIRCRAFT COMMANDER	HHCP	IP	BOMBING ALTITUDE	TARGET	DGZ	REF	DURATION	FUEL RESERVE
1	KNOX	4700N 8600W	PONTIAC	40.0	MANSFIELD	A	4879	10:22	13400#
2	ARNOLD	TIME: 2200Z	LANSING	40.5	TOLEDO	I	8463	10:22	13400#
3	TEDROWE		SEIFRIDGE AFB	39.5	CLEVELAND	D	1445	10:26	13000#
4	KELER		JACKSON	39.0	MARION	A	4897	10:23	13300#
5	NICHOLS		PORT HURON	38.5	AKRON	R	0074	10:27	12800#

GOLD EAGLE BLUE WAVE III 7 Sep 56

LINE NO	AIRCRAFT COMMANDER	HHCP	IP	BOMBING ALTITUDE	TARGET	DGZ	REF	DURATION	FUEL RESERVE
1	BRYAN	4700N 8800W	MICHIGAN CITY	38.0	INDIANAPOLIS	J	2930	10:55	14,300
2	ROBERTSON	TIME: 2200Z	CHAMPAIGN	38.5	EVANSVILLE	A	2035	11:55	13,000
3	KENEY		MUNCIE	39.0	LOUISVILLE	K	4679	10:55	13,900
4	FOOTE		GARY	39.5	TERRE HAUTE	A	8363	11:02	14,100
5	IMMER		4247N/8610W	40.0	FT WAYNE	B	2133	10:55	14,300
6	LEITZEL		MADISON	40.5	JOLIET	A	3060	11:01	14,100

GOLD EAGLE CARDINAL WAVE III 7 Sep 56

LINE NO	AIRCRAFT COMMANDER	HHCP	IP	BOMBING ALTITUDE	TARGET	DGZ	REF	DURATION	FUEL RESERVE
1		4700N 8400W	ERIE	37.5	PITTSBURG	D	6291	10:20	15900
2		TIME: 2200Z	ERIE	39.0	PITTSBURG	A	6291	10:20	15900
3			ERIE	38.5	PITTSBURG	F	6291	10:20	15900
4			ERIE	38.0	PITTSBURG	C	6291	10:20	15900

App 2 to Annex B, 305th BW O/Order 226-56, 15 Aug 56

SECRET

SECRET

27

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

APPENDIX 3

TO

ANNEX "B"

OPERATIONS ORDER

226-56

FLIGHT PLANS

App 3
Annex "B"
305th BW
O/Order 226-56
15 Aug 56

SECRET

28

0649

MISSION FLI PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	CELL CALL	REMARKS
GOLD EAGLE 226-56		305BW		B-47	1,2,3	AMBER ROUTE	
AIRCRAFT BASIC WEIGHT	82000	FUEL	TOTAL FUEL		105700	TAKEOFF GROSS WEIGHT	
CREW WEIGHT	1075		193000		ATO FIRING SPEED		
OIL WEIGHT	425						
ATO WEIGHT							
RACK WEIGHT							
EXT. TANKS WEIGHT (EMPTY)	1600						
MISCELLANEOUS							
OPERATING WEIGHT	85100						
PRE-FLIGHT PLAN							
FROM:	MacDill AFB	FLT. COND.	T. C.	WIND COMP + OR -	T. H.	VAR.	M. H.
ROUTE				DRIFT			
SE/T/TO/ACC							
L/O	2540N 8316W	197	270/20				
T/P	2318N 8405W	197	267/37				
Refuel	2340N 8504W	290					
Tanker	2456N 8431W	023					
Orbit	2600N 8400W	023	270/20				
ANN	2802N 8300W	023					
RDZ							
End							
A/R							
ON LOAD							
L/O	2917N 8222W	023					
Palatka	3026N 8120W	019	267/37				
	3023N 7730W	091	267/37				

2AF FORM 124 Appendix 3 to Annex B, 305 BW O/Order 226-56 15 Aug 56

SECRET

AIR FORCE - SAF SANKSCALE NOV 56

0650

FROM	4700N 8600W	FLT COND	T.C	WIND COMP + OR - DRIFT	T.H	SECRET	TEV ALT	MACH	T.A.S	G.S.	GRD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PRED FUEL REMAINING	AN GRU... WEIGHT
HHCP	4700N 8600W		180	280/50											38100	123200
WAVE 2																
AMBER #1 TARGET COLUMBUS "G" IBDA LEFT																
HHCP	4700N 8600W		180	280/50			37.8	.74	430	438	3201	7:55			38100	123200
IP Sandusky			156	285/50			-56				364	8:44			7400	7400
TGT Columbus "G"			186				38.5	.81	467	500	3565	8:39			30700	115800
Huntington			165				38.5	.81	467	472	100	8:13			2300	2300
Tampa VCR			181	272/55			39.5	.81	✓	491	3751	9:02			28400	113500
							39.5	.81	✓	465	634	1:22			1700	1700
											4385	10:24			26700	111800
															13500	13500
															13200	98300
AMBER #2 TARGET DAYTON "B" IBDA LEFT																
HHCP	4700N 8600W		180	280/50			37.8	.74	430	438	3201	7:55			38100	123200
IP Findlay			165	285/50			-56				374	8:46			7800	7800
TGT Dayton "B"			196				40.0	.81	467	492	3575	8:41			30300	115400
							40.0	.81	467	465	89	8:11			1900	1900
	3836N 8400W		177				40.0	.81	✓	481	3664	8:52			28400	113500
	3631N 8230W		149	272/55			40.0	.81	✓	481	71	8:09			1500	1500
Tampa VCR			181				41.0	.81	✓	495	3735	9:01			26900	112000
							41.0	.81	✓	465	144	8:17			2700	2700
							41.0	.81	✓	465	3879	9:18			24200	109300
							41.0	.81	✓	465	521	1:07			10800	10800
											4400	10:25			13400	98500
AMBER #3 TARGET AKRON "R" IBDA LEFT																
HHCP	4700N 8600W		180	280/50			37.8	.74	430	438	3201	7:55			38100	123200
IP Port Huron			147	285/50			-56				284	8:34			5900	5900
TGT Akron "R"			161				39.0	.81	467	505	3485	8:29			32200	117300
Huntington			134				39.0	.81	467	495	121	8:15			2400	2400
Tampa VCR			181	272/55			40.0	.81	✓	467	3606	8:44			29800	114900
							40.0	.81	✓	467	164	8:21			3500	3500
							40.0	.81	✓	467	3770	9:05			26300	111400
							40.0	.81	✓	465	634	1:22			13500	13500
							40.0	.81	✓	465	4404	10:27			12800	97900

FROM	ROUTE	FLY COND	T.C	WIND COMP + OR -	DRIFT	SECRET	TEI ALT	MACH	T.A.S	G.S	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT	PLAN
HHCP	4700N 8600W															
	WAVES 1 & 3					AMBER #1	TARGET MANSFIELD "A"				IBDA	LEFT			38100	123200
HHCP	4700N 8600W	180			280/50		37.8	.74	430	438	3201	7:55			38100	123200
IP	Pontiac	156			285/50		-56				285	8:34			5900	5900
					✓		40.0	.81	467	500	3486	8:29			32200	117300
TGT	Mansfield "A"	163			✓		40.0	.81	467	492	3603	8:43			2300	2300
Huntington		177			✓		40.0	.81	467	482	3743	9:00			29900	115000
Tampa VOR		181			272/55		40.0	.81	467	465	3743	9:00			3000	3000
					✓		42.0	.81	467	465	634	1:22			26900	112000
							42.0	.81	467	465	4377	10:22			13500	13500
						AMBER #2	TARGET TOLEDO "I"				OVERFLY				13400	98500
HHCP	4700N 8600W	180			280/50		37.8	.74	430	438	3201	7:55			38100	123200
IP	Lansing	166			285/50		-56				265	8:32			5700	5700
					✓		40.5	.81	467	490	3466	8:27			32400	117500
TGT	Toledo "I"	144			✓		40.5	.81	467	508	80	8:09			1500	1500
Huntington		165			✓		40.5	.81	✓	490	3546	8:36			30900	116000
					✓		40.5	.81	✓	490	200	8:24			4000	4000
Tampa VOR		181			272/55		40.5	.81	✓	465	3746	9:00			26900	112000
					✓		42.5	.81	✓	465	634	1:22			13500	13500
							42.5	.81	✓	465	4380	10:22			13400	98500
						AMBER #3	TARGET CLEVELAND "D"				IBDA	LEFT				
HHCP	4700N 8600W	180			280/50		37.8	.74	430	438	3201	7:55			38100	123200
IP	Selfridge AFB	153			285/50		-56				296	8:36			6200	6200
					✓		39.5	.81	467	500	3497	8:31			31900	117000
TGT	Cleveland "D"	145			✓		39.5	.81	467	508	84	8:10			1900	1900
Huntington		189			✓		39.5	.81	✓	471	3581	8:41			30000	115100
					✓		39.5	.81	✓	471	185	8:23			3500	3500
Tampa VOR		181			272/55		39.5	.81	✓	465	3766	9:04			26500	111600
					✓		41.5	.81	✓	465	634	1:22			13500	13500
							41.5	.81	✓	465	4400	10:26			13000	98100

2AF FORM 124A Appendix 3 to Annex B, 305th BW O/Order 226-56. 15 Aug 56

SECRET

0654

MISSION FLIGHT PLAN		S. O. AND NAME		UNIT	TYPE ACFT	WAVE	CELL CALL	REMARKS
		226-56 GOLD EAGLE		305 BW	B-47	1-2-3		BLUE ROUTE
AIRCRAFT BASIC WEIGHT	82000	FUEL					NUMBER OF ATO BOTTLES REQUIRED FULL	
CREW WEIGHT	1075						NUMBER OF ATO BOTTLES EMPTY	
OIL WEIGHT	125							
ATO WEIGHT								
HACK WEIGHT								
EXT. TANKS WEIGHT (EMPTY)	1600							
MISCELLANEOUS								
OPERATING WEIGHT	85100							
		TOTAL FUEL	105700	TAKEOFF GROSS WEIGHT	193000	ATO FIRING SPEED		

PRE-FLIGHT PLAN																
FROM:	ROUTE	FLY. COND.	T. C.	WIND COMP. DRIFT	T. H.	VAR.	M. H.	TEMP. ALT.	WACH.	T. A. S.	G. S.	GRD DIS. ACC. GRD DIS	TIME ACC. TIME	AIR DIS. ACC. AIR DIS	ETA	FUEL FLIGHT PLAN
WADSWORTH AFB																PRED. FUEL REMAINING
																GROSS WEIGHT
SE/T/10/ACC																105700 195600
																4600 9400
																101100 136200
L/O	2540N 8316E		197	270/20				-7°	400	395		139	1:21			8300 8300
T/P	2318N 8105E		197	267/37				-35°	74	430	415	143	1:21			92500 177500
								30.7				287	1:46			4500 4500
R/FUEL IP	2320N 8437E		290					-35°	74	✓	395	30	1:05			33300 173400
								30.9				31.7	1:51			1000 1000
TAKEOFF	2445N 8400E		023					-35°	74	✓	445	83	1:11			87300 172400
								31.1				400	1:02			2000 2000
END	2549N 8329E		023	270/20				-7°	✓	438		70	1:10			85300 170400
								15.1				470	1:12			2000 2000
END	2751N 8223E		023					15.1		270	278	135	1:29			83100 138200
								15.1				605	1:41			10000 10000
ON LOAD								15.1								73100 158200
																42000 42000
L/O	2901N 8150E		023					-7°	415	422		80	1:12			115100 200200
								23.0				635	1:52			4600 4600
	3026N 8120E		018	267/37				-35°	74	430	442	86	1:12			110500 195600
								23.4				771	2:05			3100 3100
	3023N 7730E		091					-35°	74	✓	467	198	1:25			107400 192500
								29.0				969	2:30			5600 5600
	4000N 6930E		034	263/36				-43°	74	✓	465	696	1:30			101900 137000
								31.4				1665	4:00			18000 18000
																80000 162000

2AF FORM 124 Appendix 3 to Annex B, 305th BW O/Order 226-56, 15 Aug 56

SECRET

AIR FORCE - 2AF BARRICKALE NOV 78

0656

FROM	FLT	T.C.	WIND COMP + DR -	T.H.	VAR	M.H.	TEP	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT	LAN
ROUTE	COND.		DRIFT				ALT				ACC GRD DIS	ACC TIME	ACC AIR DIS		PRES. FUEL REMAINING	SH. WEIGHT
BLUE 1 3000/6930M			333				SECRET									
4300M			333				32.2	.74	430	430	3306	4:29			6000	6000
7130M			333				32.2	.74	430	430	3306	4:29			76000	160000
5200M			333				32.2	.74	430	430	3306	4:29			15000	15000
7100M			333				32.2	.74	430	430	3306	4:29			61000	147000
5210M			333				32.2	.74	430	430	3306	4:29			17000	17000
8300M			333				32.2	.74	430	430	3306	4:29			42000	120000
TIME CONTROL PAD			333				32.2	.74	430	430	3306	4:29			2200	2200
4700M			333				32.2	.74	430	430	3306	4:29			42700	127800
INCP			333				32.2	.74	430	430	3306	4:29			6300	6300
8300M			333				32.2	.74	430	430	3306	4:29			16100	121500
BLUE 1 TARGET INDIANAPOLIS "J" INDA LEFT																
4700M			333				32.2	.74	430	430	3306	4:29			3600	121500
8300M			333				32.2	.74	430	430	3306	4:29			7000	7000
IF Michigan City			333				32.2	.74	430	430	3306	4:29			20700	117400
TOT Indianapolis "J"			333				32.2	.74	430	430	3306	4:29			2500	2500
3600M			333				32.2	.74	430	430	3306	4:29			26000	112000
8320M			333				32.2	.74	430	430	3306	4:29			4700	4700
Tampa VOR			333				32.2	.74	430	430	3306	4:29			22500	107600
			333				32.2	.74	430	430	3306	4:29			8200	8200
			333				32.2	.74	430	430	3306	4:29			14300	99400
BLUE 2 TARGET EVANSVILLE "A" INDA LEFT																
4700M			333				32.2	.74	430	430	3306	4:29			3600	121500
8300M			333				32.2	.74	430	430	3306	4:29			7600	7600
Kankakee			333				32.2	.74	430	430	3306	4:29			28200	113900
IF Champaign			333				32.2	.74	430	430	3306	4:29			1700	1700
TOT Evansville "A"			333				32.2	.74	430	430	3306	4:29			27400	112500
3600M/8320M			333				32.2	.74	430	430	3306	4:29			2500	2500
			333				32.2	.74	430	430	3306	4:29			21900	110000
Tampa VOR			333				32.2	.74	430	430	3306	4:29			3700	3700
			333				32.2	.74	430	430	3306	4:29			21200	106300
			333				32.2	.74	430	430	3306	4:29			8200	8200
			333				32.2	.74	430	430	3306	4:29			13000	98100
BLUE 3 TARGET LOUISVILLE "K" INDA LEFT																
4700M			333				32.2	.74	430	430	3306	4:29			3600	121500
8300M			333				32.2	.74	430	430	3306	4:29				

FROM	FLY	T.C.	WIND COMP + OR -	T.H.	VAR	N.H.	TEMP	W.	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL	FLIGHT PL
ROUTE	COND		DRIFT				ALT				ACC GRD DIS	ACC TIME	ACC AIR DIS		PRED. FUEL REMAINING	GROSS W. HT
IP "Anole"	163	285/50	SECRET				39.0	.81	467	496	3777	9:19			2000	112600
TOT Louisville "K"	136	✓					39.0	.81	467	472	3777	9:25			2000	110000
36001/33201	139	272/55					40.0	.74	430	463	4063	9:47			2000	107200
Tampa VCR	176	✓					40.0	.74	✓	430	4557	10:55			2000	99200
INICP 47001/33001	180	280/50					39.5	.74	430	430	3749	8:19			2400	121500
Waterloo	186	285/50					39.5	.81	467	472	3779	8:46			2000	114400
IP Gary	147	✓					39.5	.81	467	505	3696	8:02			2000	114000
TOT Terre Haute "A"	180	✓					39.5	.81	476	480	3820	9:18			2000	111300
36001/46101	148	✓					39.5	.74	430	463	3925	9:21			2000	110200
36001/33201	131	272/55					40.5	.74	✓	472	4107	9:54			2000	107200
Tampa VCR	176	✓					40.5	.74	✓	430	4596	11:02			2000	99200
INICP 47001/33001	180	280/50					39.1	.74	430	430	3749	8:19			2400	121500
Manistee	156	285/50					40.0	.81	467	500	3529	8:41			2000	117700
IP 42471/36101	174	✓					40.0	.81	467	485	3618	8:52			2000	115300
TOT Ft Wayne "B"	155	✓					40.0	.81	467	500	3730	9:05			2000	113500
38421/35121	180	✓					40.0	.74	430	459	3877	9:24			2000	110500
36001/33201	152	272/55					41.0	.74	✓	440	4063	9:49			2000	107600
Tampa VCR	176	✓					41.0	.74	✓	430	4552	10:59			2000	99400

2AF FORM 124A
1 NOV 55

Appendix 3 to Annex B, 305th BW O/Order 226-56, 15 Aug 56

SECRET

REF ID: A66666

0658

FROM	FLY COND.	T.C.	WIND COMP + OR - DRIFT	T.H.	VAR.	M.H.	TEMP ALT	MACH	T.A.S.	G.S.	GRD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL PRES FUEL REMAINING	FLIGHT PL GROSS WEIGHT
ROUTE																
UNCF 17001/18001		133	230/50				37.5	.74	430	4.31	1249	8:19			1500	121500
IP Madison		134	235/50				40.3	.81	467	4.66	1602	9:50			2500	116000
WT Joliet "A"		147	✓				40.5	.81	467	5.05	3707	9:02			2000	107000
22001/24001		148	✓				40.5	.74	430	4.65	1077	9:25			2100	110000
26001/ 33201		145	272/55				41.5	.74	✓	470	4199	9:53			2200	107400
Tampa VOR		176	✓				41.5	.74	✓	445	4600	11:01			2200	99200

MISSION FLI PLAN		D. C. AND NICKNAME		UNIT	TYPE ACFT	W	CELL CALL	REMARKS
GOLD EAGLE 226-56		305BN		B-47	2	3		CARDINAL ROUTE
AIRCRAFT BASIC WEIGHT	82000	SECRET		NUMBER OF ATO BOTTLES REQUIRED FULL		REINERT		
CREW WEIGHT	1075			NUMBER OF ATO BOTTLES EMPTY		SL 10M 90°		
OIL WEIGHT	425					CRITICAL FIELD LENGTH		
ATO WEIGHT						CRITICAL AIR TEMP.		
RACK WEIGHT						TAKE-OFF		
EXT. TANKS WEIGHT (EMPTY)	1600			INITIAL GROSS WEIGHT	195600	ADJUSTED TAKE-OFF WEIGHT		
MISCELLANEOUS				START ENGINES AND TAXI FUEL ALLOWANCE	2600	ADJUSTED TAKE-OFF DISTANCE		
OPERATING WEIGHT	85100			TOTAL FUEL	105700	TAKE-OFF GROSS WEIGHT	193000	ATO FIRING SPEED
PRE-FLIGHT PLAN								
FROM: MacDill AFB	FLY. COND.	T. C.	WIND COMP FOR -	T. H.	VAR.	M. H.	TEMP.	MACH.
ROUTE			DRIFT				ALT.	
SE/T/TO/ACC/NA								
L/O 2540N 8316W		197	270/20				-7	
T/P 2318N 8405W		197	267/37				30.0 .74 400 395	
Refuel 2350N IP 8515W		290					-35 31.1 .74 395	
Tanker 2508N 8500W		023					-35 31.4 .74 445	
Cora 2613N 8430W		023	270/20				-7 15M 438	
End 2819N 8337W		023					-7 15M 270 278	
ON LOAD								
L/O 2932N 8305W		023					-7 28.2 415 422	
3026N 8240W		022	267/37				-35 28.5 .74 430 445	
3023N 7730W		091					-35 29.4 .74 467	
4000N 6930W		034	263/55				-48 31.7 .74 465	
FUEL FLIGHT PLAN								
				PRED. FUEL REMAINING	GROSS WEIGHT			
				105700	195600			
				4600	9400			
				101100	186200			
				8300	8300			
				92800	177900			
				4500	4500			
				88300	173400			
				2900	2900			
				85400	170500			
				2000	2000			
				89400	168500			
				2000	2000			
				81400	166500			
				10000	10000			
				71400	156500			
				42000	42000			
				113400	198500			
				4600	4600			
				108800	193900			
				2000	2000			
				106800	191900			
				7900	7900			
				98900	184000			
				18500	18500			
				80400	165500			

ZAF FORM 124

Appendix 3 to Annex B, 305th B/L Order 226-56, 15 Aug 56

SECRET

AIR FORCE - SAF WASHINGTON NOV 55

0660

FROM	FLY	T.C.	WIND COMP + OR -	T.H.	VAR	N.H.	TEMP	NA	T.A.S.	S.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL	FLIGHT PLA
CARDINAL	COND		DRIFT				ALT				ACC GRD DIS	ACC TIME	ACC AIR DIS		PRED. FUEL REMAINING	GROSS WL
ROUTE																
4300H/7130H	333	260/50	SECRET				-51°				322	1:39			6000	6000
5030H/7400H	346	✓					-51°	.74	430	432	1975	1:47			74400	149400
5100H/7400H	275	230/50					-51°	.74	✓	425	2435	5:40			61000	147000
5100H/7400H	275	✓					-51°	.74	✓	380	2410	6:50			50900	136000
5100H/7400H							-51°			438		7:02			1900	1900
5100H/7400H	130	✓					-51°	.74	✓	438	3059	7:35			5000	5000
IP Erie, Pa	150	✓					-51°	.31	467	500	3402	8:16			7500	7500
							38.0	.31	467	500	3402	8:16			36500	121600
							CARDINAL #1 TARGET PITTSBURG "D" FLYOVER									
IP Erie, Pa	150	230/50					-51°	.31	467	500	3402	8:16			36500	121600
TOT Pittsburg "D"	177	230/50					-51°	.31	467	490	100	1:20			3400	3400
Martinsburg VOR	123	230/50					-51°	.31	467	512	114	1:13			34300	119400
Jacksonville Beach	198	275/55					-51°	.31	467	452	3616	8:42			2200	2200
Tampa VOR	202	✓					-51°	.31	467	452	577	1:17			32100	117200
							39.0	.31	467	452	4193	9:59			12900	12900
							-51°	.31	467	448	158	1:21			19200	104300
							39.0	.31	467	448	4351	10:20			3300	3300
							CARDINAL #2 TARGET PITTSBURG "A" FLYOVER									
IP Erie, Pa	150	230/50					-51°	.31	467	500	3402	8:16			15900	101000
TOT Pittsburg "A"	130	✓					-51°	.31	467	480	97	1:12				
Martinsburg VOR	123	230/50					-51°	.31	467	512	3499	8:28			2200	2200
Jacksonville Beach	198	275/55					-51°	.31	467	452	114	1:13			34300	119400
Tampa VOR	202	✓					-51°	.31	467	452	3613	8:42			2200	2200
							39.0	.31	467	452	577	1:17			32100	117200
							40.5	.31	467	452	4190	9:58			12900	12900
							-51°	.31	467	448	158	1:21			19200	104300
							40.5	.31	467	448	4348	10:19			3300	3300
							CARDINAL #3 TARGET PITTSBURG "F" IRDA LEFT									
IP Erie, Pa	150	230/50					-51°	.31	467	500	3402	8:16			15900	101000
							38.5	.31	467	500						

FROM	FLT COND	T.C	WIND COMP + OR -	T.H.	VAR	M.H.	TEMP ALT	N.W.H	T.A.S	G.S	GRD DIS GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL PRED FUEL REMAINS	FLIGHT PL GROSS WEIGHT
IP Erie, Pa		170	270/50				-51° 39.5	.81	467	480	100 3503	:13 8:29			2200 34300	2200 117200
Martinsburg VOR		123	270/50				-51° 39.5	.81	467	482	114 3513	:13 8:42			2200 32100	2200 117000
Jacksonville Beach		190	275/55				-51° 40.0	.81	467	452	577 4385	1:17 9:59			12000 19300	12000 104300
Tampa VOR		202	✓				-51° 40.0	.81	467	443	158 4336	:21 10:20			3300 15900	3300 101000
CARDINAL #4 THREE PITTSBURG "C" OVER RIGHT																
IP Erie, Pa		150	270/50				-51° 39.0	.81	467	500	100 3503	:13 8:16			2200 34300	2200 117600
WT Pittsburg "C"		170	280/50				-51° 39.0	.81	467	480	100 3503	:13 8:29			2200 34300	2200 117600
Martinsburg VOR		123	280/50				-51° 39.0	.81	467	512	114 3516	:13 8:42			2200 33100	2200 117200
Jacksonville Beach		190	275/55				-51° 39.5	.81	467	452	577 4393	1:17 9:59			12000 19200	12000 104300
Tampa VOR		202	✓				-51° 39.5	.81	467	443	158 4315	:21 10:20			3300 15900	3300 101000

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

ANNEX "C"

TO

OPERATIONS ORDER

226-56

RC-97 OPERATIONS

Annex "C"
305th BW
O/Order 226-56
15 Aug 56

SECRET

42

0663

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

ANNEX "C"

TO
OPERATIONS ORDER

SERIAL NO 226-56

KC-97 OPERATIONS

1. GENERAL:

a. MISSION:

- (1) The 305th Air Refueling Squadron will launch the necessary primary and spare KC-97 aircraft to support the 36 B-47 aircraft from the 305th Bomb Wing on the air refueling portion of the USCM "Gold Eagle" on 6 and 7 September 1956.
- (2) Tankers will be launched as shown in Recap Sheets (Appendix #1) to support the 3 waves of Strike Aircraft. There is a twelve hour interval between each wave.

b. FORCE COMPOSITION AND ROUTES:

(1)	ALPHA ROUTE	BRAVO ROUTE	CHARLIE ROUTE
1st Wave	5 acft	6 acft	
2d Wave	4 acft	6 acft	4 acft
3d Wave	5 acft	6 acft	

- (2) Available spare tankers will be scheduled and launched to insure accomplishment of air refueling portion of this mission.
- (3) Maximum utilization of available tankers will be obtained by turn-arounds on successive waves.

c. REFUELING:

ANNEX "C"
305BW
O/Order 226-56
15 Aug 56

- (1) Air refueling will be in accordance with SAC Manuals 55-5, 55-10, and 100-1 except as amended by 2AF O/Order 229-56 "Some Sweat".

SECRET

43

0664

SECRET

- (2) Area Code Name: Flea Bite
- (3) Key Rendezvous Point: 2600N/8400W
- (4) Air Refueling Track: 023°
- (5) Missed Air Refueling Alternate: MacDill AFB, Florida
- (6) Off Load: 42000#
- (7) SAC Regulation 55-51, dated 23 March 1956, will be complied with during Air Refueling Operations.

d. ROUTES, NAVIGATION:

See Appendix 2

ANNEX "C"
305BW
O/Order 226-56
15 Aug 56

2

SECRET

44

0665

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

APPENDIX 1

TO

ANNEX C

OPERATIONS ORDER

226-56

RECAP SHEETS

App 1
Annex "C"
305th BW
O/Order 226-56
15 Aug 56

SECRET

0 6 6 6

REFUELING RECAP SHEET										
GOLD EAGLE ALPHA WAVE I 6 SEP 56										
LINE NO	ACFT COMR	DRAPER NO	TAIL NO	PRE T/O BRIEF	T/O	ORBIT POINT	A/R AREA	RECEIVER		OFF LOAD
								FLAGPOLE	ACFT COMR	
1				1030Z	1330Z	2455N/8430W	FLIPBITE ANN RDZ 2600N 8400W	15	TELLER	42000#
2				305 Wg Brief Room	1331Z	ORBIT TIME: 1414Z	RDZ TIME: 1521Z	22	PROUT	42000#
3					1332Z		TR-8 APN 12 RK-6 1-2-1	21	BALL	42000#
4					1333Z		APN69 Freq 256.0	20	HYNDS	42000#
5					1334Z			19	HUNTER	42000#
6					1335Z				SPARE	

SECRET

SECRET

GOLD EAGLE BRAVO WAVE I 6 SEP 56										
LINE NO	ACFT COMR	DRAPER NO	TAIL NO	PRE T/O BRIEF	T/O	ORBIT POINT	A/R AREA	RECEIVER		OFF LOAD
								FLAGPOLE	ACFT COMR	
1				1030Z	1309Z	2445N/8400W	FLIPBITE BETTY	60	TREVISANI	42000#
2				305 Wg Brief Room	1310Z	ORBIT TIME:	RDZ Pt:	56	ANGLEI	42000#
3					1311Z	1438Z	2549N 8329W	64	CROME	42000#
4					1312Z		RDZ TIME: 1453Z	67	JOYCE	42000#
5					1313Z			62	MOORE	42000#
6					1314Z		APN12 TX-7;RI-5	58	KLEINE	42000#
7					1315Z		APN69 1-3 Freq 266.2		SPARE	

46

Appendix 1 to Annex C, 305th BW O/Order 226-56, 15 Aug 56

0667

REFUELING RECAP SHEET
GOLD EAGLE ALPHA WAVE II 7 SEP 56

LINE NO	ACFT COMR	DRAPER NO	TAIL NO	PRE T/O BRIEF	T/O	ORBIT POINT	RDZ POINT	RECEIVER		
								FLAGPOLE	ACFT COMR	OFF LOAD
1				2240Z	0131Z	2456N 8430W	FLABITE ANN	40	BEEGLE	42000#
2				3055W	0132Z	ORBIT TIME 0314Z	RDZ 2600W 8400W	31	RYAN	42000#
3				BRIEF	0133Z		RDZ TIME: 0317Z	61	CLARK	42000#
4				ROOM	0134Z		APN12 - TL-8 RX-6	39	TERRY	42000#
5					0135Z		APN69 1-2-1 FREQ 256.0		SPARE	

GOLD EAGLE BRAVO WAVE II 7 SEP 56

LINE NO	ACFT COMR	DRAPER NO	TAIL NO	PRE T/O BRIEF	T/O	ORBIT POINT	RDZ POINT	RECEIVER		
								FLAGPOLE	ACFT COMR	OFF LOAD
1				2240Z	0109Z	2445N 8400W	FLABITE BETTY	33	LEONARD	42000#
2				3055W BRIEF	0110Z	ORBIT TIME 0238Z	RDZ: 2549N 8329W	30	ANDREWS	42000#
3				ROOM	0111Z		RDZ Time: 0253Z	45	ZIMMERMAN	42000#
4					0112Z		APN 12: TL-7;RX-5	12	DAHL	42000#
5					0113Z		APN69 1-3 Freq: 266.2	13	COX	42000#
6					0114Z			18	MacMULLIN	42000#
7					0115Z				SPARE	

Appendix 1 to Annex C, 305th BW O/Order 226-56, 15 Aug 56

REFueling Record Sheet
GOLD EAGLE CHARLIE WAVE ID 7 SEP 56

LINE NO	ACFT COMR	DRAPER NO	TANK NO	PRE T/O BRIEF	T/O	ORBIT POINT	WING POINT	RECEIVER		OFF LOAD
								FLY CODE	ACFT COMR	
1				2240Z 3050W BRIEF ROOM	0157Z	*5000* 8500W	STRENGTH 5000	40	NAUER	42000#
2					0158Z	ORBIT TIME 0158Z	RUE: 261 W 8430W	44	LINDLEY	42000#
3					0159Z		RUE Time: 0345Z	37	MOYER	42000#
4					0200Z		APN 12: TX-61RI-5	17	DYE	42000#
5					0201Z		APN69: 1-2 Freq: 279.8		SPARE	

Appendix 1 to Annex C, 305th BW O/Order 226-56, 15 Aug 56

SECRET

SECRET

47

0669

LINE NO	AIRCRAFT COMMANDER	DRAPER NO	TAIL NO	PLS T/O BERTING	TARE-OFF	QNTY POINT	NOZ POINT	RECEIVER	LOAD
1				1010Z	1300Z	2449N	FLAREITE	53	12,000
2				305th BW Briefing Room	1310Z	2549N	BETTY	51	
3					1312Z	2320W	TRE: RDZ	16	
4					1312Z	1439Z	TRE: 1753Z	42	
5					1314Z	APN 12: TX-7, TX-5	23	NICHOLS	
6					1315Z	APN 69: 1-3, FREQ 266.2	43	SPARE	

COLD EAGLE BRAVO WAVE XII

7 September 1956

LINE NO	AIRCRAFT COMMANDER	DRAPER NO	TAIL NO	PLS T/O BERTING	TARE-OFF	QNTY POINT	NOZ POINT	RECEIVER	LOAD
1				1010Z	1300Z	2449N	FLAREITE	53	12,000
2				305th BW Briefing Room	1310Z	2549N	BETTY	51	
3					1312Z	2320W	TRE: RDZ	16	
4					1312Z	1439Z	TRE: 1753Z	42	
5					1313Z	APN 12: TX-7, TX-5	23	DMIER	
6					1314Z	APN 69: 1-3, FREQ 266.2	43	LEITZEL	
7					1315Z			SPARE	

Appendix 1 to Annex C, 305th BW O/Order 226-56, 15 Aug 56

SECRET

SECRET

REFUELING RECAP SHEET

GOLD EAGLE CHARLIE WAVE III 7 SEP 56

LINE NO	AIRCRAFT COMMANDER	DRAPER NO	TAIL NO	PRE T/O BRIEFING	T/O	ORBIT POINT	RDM POINT	RECEIVER FLAGPOLE	AIRCRAFT COMER	OFF LOAD
1				1030Z 305th BW Briefing Room	1357Z	2502N 8500W Orbit Time:	FLsa B10s Cora RDE:			42000#
2					1358Z	1522Z	2613N 8430W RDE Time:			42000#
3					1359Z					42000#
4					1400Z					42000#
						APN 12: TX-6 RX-4 APN 69: 1-2 Freq: 279.8				

Appendix 1 to Annex C, 305th BW O/Order 226-56. 35 Aug 56

SECRET

SECRET

50

0671

SECRET

HEADQUARTERS 305 TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

APPENDIX 2

TO

ANNEX C

OPERATIONS ORDER

226-56

NAV/ENG FLIGHT PLANS

App 2
Annex "C"
305th BW
O/Order 226-56
15 Aug 56

SECRET

51

0672

~~SECRET~~

[illegible]

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
15 August 1956

ANNEX "D"

TO

OPERATIONS ORDER

226-56

COMMUNICATIONS

Annex "D"
305th BW
O/Order 226-56
15 Aug 56

SECRET

56

0677

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida
15 August 1956

ANNEX "D"

TO

OPERATIONS ORDER NO. 226-56

COMMUNICATIONS

1. CALL SIGNS:

B-47
A/G - FLAGPOLE / GOLD EAGLE / (Route Color) / (2 digit designator)
A/A - (Route Color) / (Cell position Nr.)
KC-97
A/G - DRAPER / (2 digit designator)
A/A - (Rdz point Name) / (Cell position Nr.)

2. AUTHENTICATION/IDENTIFICATION/RECOGNITION:

- Authentication - IAW Current series AFSAL 5104().
- Identification - While in formation, Cell leader will operate IFF Mode 2
Normal: All other acft in Cell have IFF on Standby.
Single acft operate IFF Mode 2 Normal.
- Recognition - B-47 acft IAW Current AFSAL 5104
KC-97 IAW ACP 158

3. CHANNELIZATION:

- Channelization IAW Current SACCEI 21 HF, UHF & VHF channelization plans.

4. STRIKE REPORT:

- Control Stations - March Awys (P), Ramey Awys (S).
Addressees - "RED GRANGE, METAPHOR ALFA"
- Strike Report Format - _____ AWYS THIS IS FLAGPOLE _____, RELAY TO
RED GRANGE & METAPHOR ALFA, ZIPPO
(Bombs Away Time) (Results Encoded)
- EXAMPLE: "MARCH AWYS THIS IS FLAGPOLE 22, RELAY TO REDGRANGE & METAPHOR
ALFA, ZIPPO 1730Z PAPA" (Include any other acft you are reporting for)
- Results Code: G-Good(Golf), P-Poor(Papa), U-Unobserved or Dud(Uniform)

Annex D
305BW
O/Order 226-56
15 Aug 56

SECRET

57

0678

SECRET**5. AIR REFUELING:**

- a. IAW SAC Manual 100-1 as amended.

6. RECALL CODE WORD:

"JIGGS"

7. REPORTS:

- a. B-11, T-11 and T-18 reports to be submitted as required. T-11(A/R) & T-18(WX) reports w/b submitted via UNF (321.0 Mcs) to FLAGPOLE CONTROL for relay to Communications Center.

8. SPECIAL INSTRUCTIONS:

- a. One(L) acft in each cell will be designated by the Cell Leader to monitor 364.2 Mcs at all times while overflying Canadian territory.
- b. Particular attention will be given to meeting position reporting requirements in Canada by means of cross-band operation as specified in "Reporting Points" below.
- c. HF transmission are authorized only for emergencies, strike reports and for position reporting to meet civil air traffic control requirements. Crew members are cautioned to be especially security conscious during all Radio Transmission.
- d. IFF will be operated IAW instructions contained herein unless instructed otherwise by ADC or CADC agencies for identification purposes.
- e. The frequency 364.2 Mcs can be used to pass position reports when other available methods have not produced results. It is the Canadian Radar Advisory Service frequency.

9. SPECIAL FREQUENCY ASSIGNMENTS:

- a. Inter-Cell freq: 311.0 mcs
- b. Intra-Cell freq: Last Air Refueling Freq
- c. Predicted best operating freqs for HF are; 11228.0 kcs
15016.0 kcs

10. MONITORING PROCEDURES:

- a. Monitor Procedure "ALFA" will apply.

2

Annex D
305EW
O/Order 226-56
15 Aug 56

SECRET

58

0679

SECRET11. REPORTING PROCEDURES: (ALFA procedure applies - CAA/ICAO only)

a. Cell Leader or designated representative will make all position reports for the cell.

b. ZI-CANADIAN reporting points are as follows:

<u>POSITION</u>	<u>RADIO</u>	<u>CHANNEL</u>	<u>FREQUENCY</u>
Dep Tampa	TPA Dep Ctl	16	270.6
Crossing 25°N Southbound	Fort Myers Radio	5	255.4
Crossing 25°30'N Northbound	Reg Tanker Ldr make Pos. Report for the B-47 Cell.		
At End of AR	JAX Center	6	301.4
Abeam JAX	JAX Center	6	301.4
Crossing 30°30'N Northbound	Charleston Radio	5	255.4
Crossing 33°N Northbound	Wilmington Center	6	301.4
Crossing 36°N Northbound	Norfolk Center	6	301.4
Crossing 38°N Northbound	LaGuardia Center	6	301.4
Crossing 40°N Northbound	Boston Center	6	301.4
Abeam Concord VOR	Boston Center	6	301.4
Crossing 46°30'N Northbound	Plattsburg Radio	5	255.4
Crossing 50°N Northbound	Bagotville or Quebec	4 14	257.8 Bagotville 305.4 Bagotville

Cross-band Quebec-
Transmit - 3023.5 Kcs
Receive - 278.0 Mcs

SECRET

59

SECRETSPLIT ROUTES FOR REPORTING"VAMPIER ROUTE"

<u>POSITION</u>	<u>RADIO</u>	<u>CHANNEL</u>	<u>FREQUENCY</u>
Crossing 75°W Westbound	Awys or Canadian Radar Adv. Svc.		15016.0 Kcs 11228.0 Kcs 364.2 Mcs
Crossing 80°W Westbound	"		
At TP 86°W Turning Southbound	1. Nakina Radio 2. Pagwa Radio 3. Can. Adv. Svc.	1. Transmit 3023.5 - Receive 233.0 OMNI 126.7 2. Transmit 3023.5 - Receive 248.0 OMNI 126.7 3. Flycatcher on 364.2	
Crossing 48°N Southbound	Houghton Center	5	255.4
Crossing 45°N Southbound	Detroit Center	6	301.4

"BLUE ROUTE"

Crossing 73°W Westbound	Awys or Canadian Radar Advisory Svc. call "Flycatcher Control"	Canadian Radar	AWYS- 11228.0 15016.0 364.2 UHF for Canadian Radar
Crossing 79°W Westbound	"	"	"
Crossing 85°W Westbound	"	"	"
Crossing 51°N Southbound	Nakina Radio or Canadian Radar Adv. Svc.	"	Transmit 3023.5 Receive 233.0 or OMNI 126.7
Abeam Houghton Range	Houghton Radio	5	255.4
Crossing 44°N Southbound	Chicago Center	6	301.4

"CARDINAL ROUTE"

Crossing 79°W Westbound	Awys or Canadian Radar Adv. Service		11228.0 15016.0 364.2
Crossing 47°30' Southbound	Sault St. Marie Radio	5	255.4
Crossing 44°30'N Southbound	Detroit Center	6	301.4

NOTE: After last report specified above for each of the individual routes, continue to make position reports in accordance with CAA requirements.

Annex D
105RM
1/Order 226-56
15 Aug 56

SECRET

4

60

0681

FROM COMBOMWG 305 MACDILL AFB FLA

TO CINCSAC OFFUTT AFB NEB

COMAF 2 BARKSDALE AFB LA

COMDR ADIV 6 MACDILL AFB FLA

/CONFIDENTIAL/ 1. ZIPPO 09-130 /T-81/226-56/2AF/305AREFS/

WA VE I, II, III/ GOLDEAGLE.

2. WAVE ONE 17

3. 11

4. 12

5. DRAPER BRAVO

a. 6

b. 0 SEE PAR 6a, BELOW

c. 6

d. 0 PERCENT

DRAPER ALPHA

a. 6

b. 1

c. 5 SEE PAR 6b, BELOW

d. 0

305 DOI Sep 7 23 50 56

LON B. BERRY MAJOR USAF CHIEF OF INTELL
23-831

15

0682

2. WAVE TWO 17

3. 14

4. 16

5. DRAPER BRAVO

a. 6

b. 0

c. 6 SEE PAR 6c BELOW.

d. 0

DRAPER ALPHA

a. 5

b. 1 SEE PAR 6d BELOW

c. 4

d. 0

DRAPER CHARLIE

a. 5

b. 1 SEE PAR 6e BELOW

c. 4

d. 0

2. WAVE THREE 13

3. 13

4. 13

5. DRAPER BRAVO

a. 6

b. 0

c. 6

d. 0

Page 2 of 3 pages.

0683

DRAPER ALPHA

- a. 5
- b. 0
- c. 5
- d. 0

DRAPER CHARLIE

- a. 2
- b. 0
- c. 2
- d. 0

6. a. DRAPER 30 OFF LOADED 34000 lbs to flagpole 62 THIS RECEIVER ABORTED DUE TO 2 & 5 FIRE WARNING LIGHTS ON DURING AIR REFUELING. RECEIVER ABORTED TANKER CONSIDERED EFFECTIVE.
- b. WE HAD REQUIREMENT OF FIVE TANKER TO OFF LOAD 42000 LBS. DRAPER 28 OFF LOADED 35000 LBS DUE TO IFR HYDRAULIC MALFUNCTION RESULTING IN THIS ACFT BEING IN-EFFECTIVE. HOWEVER DRAPER 13 AN AIRBORNE SPARE COMPLETED REQUIRED OFF LOAD RESULTING IN THIS CELL BEING 100% EFFECTIVE ON REFUELING.
- c. DRAPER 23 OFF LOADED ONLY 11000 LBS TO FLAGPOLE 30 DUE TO AIR ABORT OF RECEIVER. HYDRAULIC FUMES AND SMOKE IN COCKPIT DURING REFUELING. TANKER CONSIDERED EFFECTIVE.
- d. DRAPER 10 AIRBORNE SPARE NOT UTILIZED.
- e. DRAPER 28 AIRBORNE SPARE NOT UTILIZED.
- f. WITH THE PLANNED INCORPORATION OF AIR AND GROUND SPARES THIS AIR REFUELING PORTION OF THIS MISSION PROVED HIGHLY SUCCESSFUL. DETAILED INFO WILL FOLLOW IN T-27 REPORT.

Page 3 of 3 pages.

0684

FROM COMBOMWG 305 MACDILL AFB FLA

TO CINCSAC OFFUTT AFB NEB
COMAF 2 BARKSDALE AFB LA
COMADIV 6 MACDILL AFB FLA

/CONFIDENTIAL/1. ZIPPO 09-189 /B-81/226-56/2AF/305MBW/WAVES I, II, III/
GOLD EAGLE.

2. a. WAVE ONE 44 DISAGREEMENT WITH 1-SAC-VI REPORT FOR 7 SEP 56. ACFT
52-497 DEPARTED STATION 1500Z ON 6 SEP 56 FOR (IRAN) TULSA, OKLA. 1-SAC-VI
FOR 8 SEP 56 WILL SHOW CORRECTION.

b. 11

c. 11

d. 11

e. 1

f. 10

g. NONE

h. 10

i. ONE ACFT (FLAGPOLE BLUE 62) ABORTED IN REFUELING AREA;
FIRE WARNING LIGHTS ON NUMBER 2 AND 5 ENGINES; EARLY
RETURN TO MACDILL AFB. RESCHEDULED AS FLAGPOLE CARDINAL

08 SEP 56 0650Z

26-361
Page 1 of 3 pages.

/s/t/CHARLES J. VOYCE, CAPT., USAF
AIR TRAINING OFFICER

16

0685

FROM COMBOWNG 305 MACDILL AFB FLA

57 IN WAVE III.

j. NONE

k. NONE

2. a. WAVE TWO 44 DISAGREEMENT WITH 1-SAC-VI REPORT FOR 7 SEP 56. ACFT
52-497 DEPARTED STATION 1500Z ON 6 SEP 56 FOR (IRAN) TULSA, OKLA. 1-SAC-VI
FOR 8 SEP 56 WILL SHOW CORRECTION.

b. 14

c. 14

d. 14

e. 1

f. 13

g. NONE

h. 13

i. ONE ACFT (FLAGPOLE BLUE 30) ABORTED IN REFUELING AREA; HYDRAULIC FUMES
AND SMOKE IN COCKPIT DURING REFUELING; EARLY RETURN TO MACDILL AFB. RE-
SCHEDULED AS FLAGPOLE CARDINAL 25 IN CARDINAL CELL OF WAVE III. FLAGPOLE
CARDINAL 47 RADAR INOPERATIVE OVER TARGET, DROPPED BY BUDDY SYSTEM, WITH
FLAGPOLE CARDINAL 44 AND PHOTO SCORED FROM FILM TAKEN BY FLAGPOLE CARDINAL
44.

j. NONE

k. NONE

2. a. WAVE THREE 44 DISAGREEMENT WITH 1-SAC-VI REPORT FOR 7 SEP 56. ACFT
52-497 DEPARTED STATION FOR (IRAN) TULSA, OKLA, ON 6 SEP 56, AT 1500Z.
1-SAC-VI FOR 8 SEP 56 WILL SHOW CORRECTION.

Page 2 of 3 pages.

FROM COMBOMW 305 MACDILL AFB FLA

- b. 13
- c. 13
- d. 13
- e. NONE
- f. 13
- g. NONE
- h. 13
- i. NONE
- j. NONE
- k. NONE

3. ELEVEN ACFT WAS ORIGINALLY PROGRAMMED FOR WAVE III. TWO ACFT; FLAGPOLE CARDINAL 57 AND FLAGPOLE CARDINAL 25 WERE SCHEDULED AFTER ONE ABORT IN WAVE I, FLAGPOLE 62 AND ONE ABORT IN WAVE II, FLAGPOLE 30. BRINGING REQUIREMENTS TO 13 AIRCRAFT. TWO BOMB RELEASES WERE NOT ABLE TO BE SCORED BY FILM. RELEASES ON BOTH FLAGPOLE 52 AND 52 WERE ESTIMATED AS GOOD RELEASES BY THE OBSERVER.

Page 3 of 3 pages.

0687

FROM COMADIV 6 MACDILL AFB, FLA.

COMAF 2 BARKSDALE AFB, LA.

/SECRET/305DOT 0952. Reference your message DOC 13713 dated
26 September 1956; An investigation has been made of the two air
aborts of 305th Bomb Wing during USOM "Gold Eagle".

Determination was made that in neither case, based on the
post-flight corrective maintenance required, was the aircraft
commander capable of determining whether the aircraft could
have successfully bombed their targets under ENP conditions.
Their proper course of action was to abort that sortie in
favor of being scheduled on a subsequent wave.

2 Oct 56

305DO

STANLEY J JOHNSON, Lt/Col, USAF - DO
31-561 Page 1 of 1 pages.

19
 0025
 P. RJEDMH RJWFKL RJJEPO RJMPDC RJESDL RJDLGB RJMPKH RJMPKH ROUTES
 DE RJEDBO AD
 P 040130Z ZEX
 FM SAC COMPETITION HQ LOCKBOURNE AFB OHIO
 TO RJEDMH/CINCSAC OFFUTT AFB NEBR
 RJWFKL/COMAF 2 BARKSDALE AFB LA
 RJJEPO/COMAF 2 WESTOVER AFB MASS
 RJMPDC/COMADIV 3 ANDERSEN AFB GUAM
 RJWFKL/COMADIV 4 BARKSDALE AFB LA
 RJDLGB/SOUTH FUISLIP ENG
 RJESDL/COMADIV 6 MACDILL AFB FLA
 RJMPKH/COMADIV 12 MARSH AFB CALIF
 RJMPKH/COMADIV 14 TRAVIS AFB CALIF
 RJWFKL/COMADIV 19 CAPT WELLS AFB TEX
 BT

UNCLAS/SAC COMPETITION SAC COMP VIS SUBJECT IS 1955 BOMBING AND NAVI-
 GATION COMPETITION. THE FOLLOWING CREWS HAVE BEEN CATEGORIZED INTO A
 AND B FLIGHTS. A FLIGHT WILL FLY THE NIGHTS OF 24, 26, 28 AUGUST. B
 FLIGHT WILL FLY THE NIGHTS OF 25, 27, AND 29 AUGUST. FUTURE COMMUNICATIONS
 CONCERNING SCORES WILL INDICATE ONLY REFERENCE TO THE WING AND POINT
 SCORE VALUES FOR APPLICABLE ACCOMPLISHMENTS.

B-52-47 BOMBER STREAM-FLIGHT A

WING	CREW NO	A/C	PILOT	OBSERVER
26TH	L-59	VICKERS	BASS	PURDY
27TH	L-10	AYLSWORTH	CHAMBERLAIN	GILLINCUP
28TH	R-77	COMPELAND	BROCK	WHITTING HAWK
29TH	S-47	RIGGS	MUNES	DEJONG
30TH	S-74	MIDDLETON	WUDD	ZENO
31TH	S-04	BOLEN	ORRICO	BROWN
32TH	L-61	CROW	NAGEL	JAMES
33TH	S-61	WOOLLEY	DOWNY	JAMES
34TH	S-12	SIEBERT	HARTER	WHITE
35TH	S-04	DONAWAY	FOLEY	SMITH
36TH	S-09	SCHMIDT	MADISON	BLEDSON
37TH	S-43	DEACY	EACEN	MATHER
38TH	S-13	BOLL	GREVE	VINCENT
39TH	L-60	SULLIVAN	BREY	ELLIS
40TH	L-70	AMY	DRURY	MCHAN
41TH	S-05	HOWERTON	KNODEL	MAREHAM
42TH	R-21	STUBBLEFIELD	KENNEDY	GUIDERA
43TH	S-77	FARRAR	NASH	COMPTNEY
44TH	S-17	JOHNSON	HEMNIS	CLARK
45TH	S-12	HELLEP	BATES	ASHER
46TH	S-03	LOONEY	WALSH	TITUS
47TH	L-01	HERMANN	BRZYCZY	EELAND
48TH	S-43	GIBSON	POSEY	KATA
49TH	R-80	BALCH	RADTKE	HART
50TH	S-00	ADAMS	BICE	OLIN
51TH	L-80	ROSANBAM	ALBERS	MORGAN
52TH	L-18	HOLLIS	HALVORSON	BROWN
53TH	L-02	WARNER	ROGERS	TREYLER
54TH	S-35	LOWMAN	MONSON	KONDZIOLKA
55TH	N-14	BROWN	DAUGHERTY	BECKER
56TH	N-66	HAWKEY	KENNEDY	DENTON
57TH	S-05	ELLISON	VASPARD	GUTTENFELDER

B-52-36 BOMBER STREAM
 FLIGHT A

0689

42ND	N-75	HUDLOW	HARM	BOSSERT
93RD	L-33	FINK	STEVENS	DINGWELL
5TH	S-85	SKUDAL	CRUICKSHANK	LENYO
6TH	S-83	SCHAMMEN	COLLINS	MATONEY
10TH	S-84	SEELY	POWELL	RAIR
14TH	S-83	SCHOFFLER	GODSEY	SNOGRASS
20TH	S-84	MARCHESE	FORSSELL	ANDERSON
72ND	S-82	SHAFROCK	DANIECKI	CAMERON
90ND	S-54	SULLIVAN	CLARK	ZALANSKY
95TH	L-31	EATINGER	DECKMAN	BOOR
B-40-47	BOMBER STEAM FLIGHT B			
WING	CREW NO	A/C	PILOT	OBSERVER
26TH	S-89	PARAB	WEIGMAN	HYLDEMAN
55TH	S-87	DARRETT	WALLER	CHODONNELL
78TH	L-81	MUMME	BAYTER	HEASONER
90TH	S-87	WILLIAMS	NESTON	WENDERSON
91ST	L-18	CHILDERS	VANDEMARK	KELLER
9ND	S-89	MACFARLAN	NEEL	KUTSCH
9TH	L-48	MOORHEAD	ULRING	MALLARD
19TH	L-34	OGUS	STANCH	WILSON
20ND	S-87	SANDERS	FERNLEY	STOWERS
48TH	L-17	MOSIER	JONES	OSBORN
83RD	S-84	MOORE	VEUTMAN	MCCOY
44TH	S-59	BYSSONVETTE	PAYNE	JONES
68TH	S-71	LAUGHMAN	PLUMEAU	CHRONIS
95TH	L-87	HELLS	JEANNENO	HANKINS
97TH	L-38	COGBURN	WILEY	REED
98TH	S-78	AMOS	GRADY	POLHEMUS
120TH	R-62	BRINGS	YOUNG	SNYDER
304ST	L-87	ADMS	WILLIAMS	CHULLE
31RD	S-45	CAVIN	HOLLIS	LA'HON
385TH	S-89	TREVISANI	LAIR	FANNING
386TH	S-80	CARTER	COY	MARTIN
387TH	L-35	HALL	FRANK	HILL
388TH	S-83	BEEZLEY	MASON	JENNINGS
318TH	S-43	AUSTIN	ARENDELL	HILL
328TH	S-34	LATIMORE	MOORE	TURNER
321ST	S-80	ZIMMETMAN	STEWART	SEGGERMAN
340TH	S-45	BRUNNER	SIMON	ADCOCK
341ST	R-16	ATKINS	BOWYER	HASKIN
376TH	S-11	DEBRICK	KITCHENS	SAVAGE
380TH	R-53	BYRD	FULLMER	ROBB
384TH	N-13	WILLIAMS	TRISK	SPEIGHTS
509TH	L-88	GROSEBECK	TROST	KASTEN
	B-52	B-36 BOMBER STEAM	FLIGHT B	
WING	CREW NO	A/C	NAVIGATOR	OBSERVER
42ND	N-76	WRIGHT	MAUSHART	TOWNLEY
93ND	L-32	BENNETT	BENZENBOWER	HALLACHER
5TH	S-44	RHOADES	SHIVLEY	ANDERMAN
6TH	S-16	MOOFORD	WALLER	GATCHELL
7TH	S-12	ROCKWELL	DANIS	GIBBS
11TH	L-83	O'MALLEY	JAMES	DETROY
28TH	S-37	GRISSOM	WEGNER	WYNE
2ND	S-37	AMBROSE	PEITZ	GROOT
1ND	S-78	NICKERSON	GOURD	TRIMBLE
95TH	S-85	KAPLAN	KILMAIN	EDER

14/00002 AUG 05030

RB006/08
LN003

MM RJWFKL RJESDL RJWFOB RJESHN RJESKH RJESAK RJESKL RJESPA RJLJSA
DE RJWFKL 1308
M 071750Z ZEX
FM COMAF 7 BARKSDALE AFB LA
TO RJWFKL/COMADIV 4 BARKSDALE AFB LA
RJESDL/COMADIV 6 MACDILL AFB FLA
RJWFOB/COMADIV 19 CARSWELL AFB TEX
RJESHN/COMADIV 38 HUNTER AFB GA
RJESKL/COMADIV 806 LAKE CHARLES AFB LA
RJESAK/COMADIV 823 HOMESTEAD AFB FLA
RJESKL/COMADIV 825 LITTLE ROCK AFB ARK
RJESPA/COMBOMWG 321 PINECASTLE AFB FLA
RJLJSA/COMBOMWG 72 RAMEY AFB P R

BT

/UNCLAS/FROM DOTO 0896

SUBJECT: FINAL 2AF WING STANDINGS IN SAC BOMBING-NAVIGATION
RECONNAISSANCE COMPETITION. POINT VALUES INDICATED IN PARENTHESES.

WING	COMBINED	BOMB/NAV	BOMBING	NAVIGATION
11	1 (1657)		5 (1233)	6 (424)
308	3 (1634)		4 (1237)	15 (397)
306	5 (1617)		1 (1264)	31 (353)
2	6 (1616)		3 (1238)	21 (378)
7	11 (1587)		17 (1157)	4 (435)
321	12 (1585)		8 (1226)	29 (359)
68	13 (1580)		11 (1186)	16 (394)
301	16 (1559)		27 (1127)	5 (432)
44	18 (1548)		21 (1144)	12 (404)
384	20 (1530)		12 (1176)	30 (354)
72	22 (1528)		31 (1105)	5 (423)
305	27 (1506)		25 (1135)	34 (371)
19	29 (1469)		29 (1106)	27 (363)
376	34 (1442)		15 (1163)	41 (279)
70	42 (1198)		42 (866)	37 (332)

BT

07/1800Z SEP RJWFKL

TWX

DISTRIBUTION

Action Copy

To: *Hester* 5

Info Copy

To: *Anders* 8

File Copy

To: *Boyd* 9

SEP 10 08 51 '78

305
306
6ADOPS
6AD CMDR
6AD PER-
809 CMDR
150BOPS

CONFIDENTIAL

305TH BOMBARDMENT WING MEDIUM

Wing Commander's Remarks
 Part IV of
 Air Training Report for Month of August 1956

RCS: 5-SAC-T12

6. Wing Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

(1) Hours flown by 3908th S.E.S. crews in 305th Bomb Wing aircraft	69:05
(2) Hours flown by 305th crews undergoing evaluation by S.E.S.	20:15
(3) Operation "Some Sweat"	33:55
(4) SAC Bombing Competition	67:10

b. Weather or Local Conditions.

(1) Time lost due to weather	08:00
------------------------------	-------

c. Air Traffic Control Delays.

Air Traffic Control Delays

<u>Type</u>	<u>Total Number</u>	<u>Total Time</u>
Departure	12	11:00

Delays Affecting Unit Missions

None

Delays Over 30 Minutes

<u>Date</u>	<u>Type</u>	<u>Time Lost</u>	<u>Reason for Delay</u>
14 August	Departure	29:00	All altitudes reserved for hurricane evacuation.

d. Restrictive Directives: None.

e. Combat Crew Member Gains and Losses.

(1) Combat Crew Members Gained:

- (a) Aircraft Commanders - 9
- (b) Co-pilots - 8
- (c) Observers - 8

(2) Combat Crew Members Lost:

- (a) Aircraft Commanders - 2 to Staff Positions

CONFIDENTIAL

CONFIDENTIAL

f. Crew Member Changes.

- (1) Aircraft Commanders - 2
- (2) Co-pilots - 4
- (3) Observers - 1

g. New Crews Formed.

- (1) Crew N-23 formed 13 August 1956.
- (2) Crew N-24 formed 14 August 1956.
- (3) Crew N-19 formed 2 August 1956.
- (4) Crew N-61 formed 14 August 1956.
- (5) Crew N-62 formed 14 August 1956.
- (6) Crew N-46 formed 15 August 1956.
- (7) Crew N-40 formed 31 August 1956.
- (8) Crew N-82 formed 2 August 1956.
- (9) Crew N-83 formed 15 August 1956.
- (10) Crew N-88 formed 3 August 1956.
- (11) Crew N-92 formed 27 August 1956.

h. Crew Status Changes.

- (1) Crew N-39 upgraded to R-39 effective 22 August 1956.
- (2) Crew N-47 upgraded to R-47 effective 22 August 1956.
- (3) Crew R-99 upgraded to L-99 effective 27 August 1956.

i. Standardization Crews.

- (1) Senior Standardization Crew S-44 - 1 July 1955
- (2) 364th Bombardment Squadron Crew S-09 - 15 July 1955
- (3) 364th Bombardment Squadron Crew S-17 - 1 May 1956
- (4) 365th Bombardment Squadron Crew S-38 - 1 May 1956
- (5) 365th Bombardment Squadron Crew S-54 - 19 July 1955
- (6) 366th Bombardment Squadron Crew S-69 - 1 December 1954

j. Additional Materiel and Personnel Problems.

CONFIDENTIAL

- (1) This wing is presently assigned only 5 of its authorized 18 AN/VRC-19 radio equipped vehicles. To alleviate the severe shortage of radio equipped vehicles available to this wing, request command action be taken to effect delivery of additional maintenance expeditor radios for the "A" and "B" nets authorized in SAC Manual 66-12.

CONFIDENTIAL

k. Refueling Data.

(1) Number of refueling sorties scheduled	32
(2) Number of sorties:	
(a) Airborne	90
(b) Making successful rendezvous	56
(c) Transferring required fuel	63
(3) Aborts:	
(a) Weather	0
(b) Aircraft malfunction	12
(c) Rendezvous equipment	2
(d) Refueling equipment	1
(e) Other causes	1
(4) Night mass refueling:	
(a) Confirmed sorties	0
(b) Airborne sorties	0
(c) Completing rendezvous	0
(d) Transferring required fuel	0

l. Comments or Recommendations of the Wing Commander.

- (1) The present personnel status permits the formation of 64 crews. 27 of these crews are combat ready or higher category crews. Programmed upgrading to combat ready status of crews physically available for training under accelerated, ideal conditions, would generate a maximum of 47 combat ready crews by 31 December 1956. Known losses of the following crew personnel reduce the maximum of 47 combat ready crews possible by 31 December 1956 to 44 crews.

- (a) Major Ball, C. C. - A/C, Crew S-16 - to 35402 S.E.S. effective 1 October 1956.
- (b) Major Giles, J. A. - Operations Officer, 354th Bomb Sq - to Hq Second Air Force effective 7 September 1956.
- (c) Capt. Neff, E. G. - Current Operations Officer - to Hq SAC effective 5 October 1956.
- (d) Crew L-70, Joyce - TDY to B-52 Program, November 1956.

CONFIDENTIAL

- (e) Crew L-15, Dahl - nominated for possible assignment to Portsmouth Air Force Base.

The majority of the crew members assigned to non-ready crews will become available for training during December 1956.

CONFIDENTIAL

- (2) Crew upgrading will be impaired during the month of September due to the B-47 aircraft equipping program which reduces the number of aircraft available to the wing for training purposes.
- (3) Firm scheduling of flying training for non-ready crews will also be affected because of the unknown dates as to when aircraft will be available for assignment to the wing and the short suspense dates for accepting delivery. A firm aircraft delivery date would improve the operational effectiveness of the wing and the crew upgrading program.
- (4) Crews qualified in "Hi-Jinks" training are as follows:
- (a) 37 combat ready crews qualified in "Hi-Jinks" runs.
 - (b) No combat ready crews programmed for checkout in "Hi-Jinks" runs during the month of September.
 - (c) No non-combat ready crews qualified in "Hi-Jinks" runs are scheduled for upgrading during the month of September.
- (5) Non-combat crew training.
- | | | | |
|-----|------|-----------|--|
| (a) | N-04 | Kenny | Estimated combat ready date is November 31. |
| (b) | N-15 | Reeves | Estimated combat ready date is October 36.
(Observer change accelerated upgrading one month) |
| (c) | N-19 | Smith | Estimated combat ready date is March 37. |
| (d) | N-21 | Johnson | Estimated combat ready date is December 36. |
| (e) | N-22 | Little | Estimated combat ready date is November 36. |
| (f) | N-23 | Mitchell | Estimated combat ready date is April 37. |
| (g) | N-24 | Davis | Estimated combat ready date is April 37. |
| (h) | N-29 | Wyle | To be disbanded - 2 crew member changes anticipated during month of September. |
| (i) | N-37 | Gillock | Estimated combat ready date is April 37. |
| (j) | N-40 | Johnson | Estimated combat ready date is January 37. |
| (k) | N-42 | Karbach | Estimated combat ready date is April 37. |
| (l) | N-43 | Altquist | Estimated combat ready date is March 37. |
| (m) | N-5 | McLachlin | Estimated combat ready date is March 37. |
| (n) | N-51 | Vicko | Estimated combat ready date is December 36. |
| (o) | N-56 | Wagler | Estimated combat ready date is December 36.
(Transportation change accelerated upgrading one month) |
| (p) | N-61 | Flager | Estimated combat ready date is March 37. |
| (q) | N-62 | Maloney | Estimated combat ready date is March 37. |

CONFIDENTIAL

CONFIDENTIAL

(r) N-63	Rest	Estimated combat ready date is October 57.
(s) N-77	Bird	Estimated combat ready date is November 57.
(t) N-80	McCluney	Estimated combat ready date is November 57.
(u) N-82	Williams	Estimated combat ready date is April 57.
(v) N-83	Stewart	Estimated combat ready date is March 57.
(w) N-84	Weylan	Estimated combat ready date is March 57.
(x) N-85	Cummins	Estimated combat ready date is February 57.
(y) N-86	Howard	TOM 3-52 Program.
(z) N-88	Riley	Estimated combat ready date is April 57.
(aa) N-92	Randall	Estimated combat ready date is April 57.

Julian M. Bleyer
 JULIAN M. BLEYER
 Colonel, USAF
 Commander

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium		MONTH August 1956		PAGE NUMBER 1		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-SAC-T12							
A. GENERAL						B. BOMBING						C. NAVIGATION						D. CR REFUELING							
1	2	3	4	5	6	7	8	9	10	11				12	13		14	15	16		17		18		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RELEASING MACH	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES	TOTAL	CIRCULAR ERROR				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAY- TERM	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT	
							MACH WITH BDA	FIXED ANGLE			1	2	3	4		1	2			1	2	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	25-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103	105-107	
S44	B047	001	005	-	-	-	-	-	-	01	0560	-	-	-	-	-	-	-	-	-	-	-	-	-	
S09	B047	003	014	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S17	B047	003	014	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	
S38	B047	002	011	-	-	-	-	-	-	-	-	-	-	-	-	001	026	-	-	001	001	-	-	-	
S54	B047	003	019	-	-	-	-	-	-	-	-	-	-	-	-	001	021	-	-	003	003	-	-	-	
S69	B047	013	074	-	-	-	-	-	-	-	-	004	004	004	013	014	-	-	-	-	-	-	-	-	
Stan																									
Totals	B047	025	137	-	-	-	-	-	001	-	01	0560	004	004	004	013	014	-	-	005	005	-	-	-	
S01	B047	003	016	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	
L02	B047	No training accomplished as a crew																							
L02	B047	No training accomplished by new crew member																							
L03	B047	001	006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
S12	B047	010	060	-	-	-	-	-	-	-	-	004	002	004	007	008	-	-	-	-	-	-	-	-	
												002	008	014											
L15	B047	001	007	-	-	-	-	-	-	-	-	-	-	-	-	001	030	-	-	-	-	-	-	-	
S16	B047	001	007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L18	B047	No training accomplished as a crew																							

SAC FORM 15 MAR 56 184 PREVIOUS EDITION IS OBSOLETE.
FC: 2730

Air Force - SAC, Office

(When Filled)

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium										MONTH August 1956		PAGE NUMBER 2		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-SAC-T12			
A. GENERAL						B. BOMBING						C. NAVIGATION										D. CR REFUELING							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT- TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT			
							MACH .81 WITH RBS	FIXED ANGLE		TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	1	2	3		4	NR OF LEGS			TOTAL LEGS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-56	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
L26	B047	002	011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L28	B047	003	015	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	014	-	-	-	001	001	-	-	-	-	
L30	B047	003	020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	015	-	-	-	004	004	-	-	-	-	
L35	B047	003	018	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	017	-	-	-	001	001	-	-	-	-	
S36	B047	004	020	-	-	-	-	-	-	-	-	-	002	020	022	-	-	-	-	-	-	-	-	-	-	-	-	-	
L48	B047	004	026	-	-	-	-	-	-	-	-	-	004	003	003	006	010	-	-	-	-	-	001	001	-	-	-	-	
S50	B047	No training accomplished as a crew																											
L55	B047	002	013	-	-	-	-	-	-	-	-	-	002	003	010	-	-	-	-	-	001	-	-	-	-	-	-	-	
L57	B047	004	024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	003	-	-	-	-	-	
S60	B047	001	007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L70	B047	004	027	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	018	025	-	-	001	001	-	-	-	-	
L74	B047	002	007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L75	B047	006	032	-	-	-	-	-	-	-	-	-	001	007	-	-	-	001	002	015	025	-	-	003	003	-	-	-	-
S76	B047	No training accomplished.																											
L79	B047	003	019	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-	
S81	B047	004	016	-	-	-	-	-	-	-	01	0980	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	-
S87	B047	002	013	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	001	-	-	-	-	-	-	-	-	-	-

SAC FORM 15-100-104 PREVIOUS EDITION IS OBSOLETE.
FC: 2730

Air Force-SAC, Office

(When Filled)

0698

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium										MONTH August 1956		PAGE NUMBER 3		NUMBER OF PAGES 6		REPORT'S CONTROL SYMBOL 5-SAC-T12			
A. GENERAL						B. BOMBING						C. NAVIGATION										D. CR REFUELING							
1	2	3	4	5	6	7	8	9	10	11				12	13				14	15	16		17	18					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER SYSTEM	REAR AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES		NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. FUEL TERM	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT					
							WACH AT WITH IRDA	FIXED ANGLE	TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	1	2		3	4			NR OF LEGS	TOTAL LEGS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
S91	B047	002	009	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-	
L99	B047	No training accomplished as a Lead crew																											
S&L																													
Totals	B047	065	373	-	-	-	-	-	-	01	0980	015	043	053	013	018	004	009	123	050	001	001	017	017	-	-	-	-	
R99	B047	004	023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	004	012	-	-	001	001	-	-	-	-	
																		001	015										
R07	B047	002	010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R53	B047	006	040	-	-	-	-	-	-	-	-	-	-	-	-	-	004	-	-	-	-	-	-	-	-	-	-	-	
R94	B047	004	023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	005	007	-	-	005	005	-	-	-	-	
																		001	016										
R39	B047	003	021	-	-	-	-	-	-	-	-	-	-	-	-	-	002	001	012	-	-	-	-	-	-	-	-	-	
R47	B047	002	014	-	-	-	-	-	-	-	-	-	001	022	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CR																													
Totals	B047	021	131	-	-	-	-	-	-	-	-	-	001	022	-	-	-	006	007	052	019	-	-	006	006	-	-	-	
N39	B047	003	019	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	024	-	-	-	-	-	-	-	-	-	
N47	B047	004	027	-	-	-	-	-	-	-	-	-	001	002	-	-	-	001	035	-	001	-	-	-	-	-	-	-	
N04	B047	004	026	-	-	-	-	-	-	00	-	-	-	-	-	-	-	002	001	01	-	-	-	-	-	-	-	-	

SAC FORM 15 MAR 54 PREVIOUS EDITION IS OBSOLETE.
FC: 2729

Air Force - SAC, Office

(When Filled)

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium		MONTH August 1956		PAGE NUMBER 4		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-SAC-T12													
A. GENERAL						B. BOMBING						C. NAVIGATION						D. CH. REFUELING													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18														
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF VOLUNTARY FLIGHTS	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES	NIGHT CELESTIAL		DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT- TERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT										
							MACH 41 WITH IBDA	FIXED ANGLE		TOTAL	NR OF REL.		CIRCULAR ERROR	TOTAL LEGS			1	2	3	4	NR OF LEGS	TOTAL LEGS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35		
N13	B047	006	033	-	-	-	-	-	-	003	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-		
N20	B047	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N22	B047	006	039	-	-	-	-	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	-	002	002	-	-	-	-		
N29	B047	004	020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	002	-	-	-	-		
	B047	No Training accomplished by new crew member																													
N40	B047	Formed 31 Aug 56 - No training accomplished																													
N52	B047	008	050	-	-	-	-	-	-	004	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-		
N63	B047	008	048	-	-	-	-	-	-	004	-	-	-	-	-	-	-	-	-	-	-	-	-	002	002	-	-	-	-		
N77	B047	005	027	-	-	-	-	-	-	004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N80	B047	004	024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	004	-	-	-	-		
NCR Totals	B047	052	313	-	-	-	-	-	-	021	-	-	-	004	018	019	-	-	009	008	160	030	001	-	013	013	-	-	-	-	
Wing Totals	B047	163	954	-	-	-	-	-	-	001	021	02	1540	024	087	085	026	032	019	026	382	099	002	001	041	041	-	-	-	-	
XXXXX	B047	073	368	-	-	-	-	-	-	007	-	-	-	004	-	-	-	-	004	004	-	-	-	-	064	064	-	-	-	-	
NCR Prac	B047	-	-	-	-	-	-	-	-	-	-	-	-	002	-	-	-	-	002	-	-	-	-	-	-	-	-	-	-	-	

SAC FORM 104 PREVIOUS EDITION IS OBSOLETE.
15 MAR 56 FC: 2729

Air Force - SAC, Office

(When Filled)

(When Filled In)

SAC FORM 104-104 PREVIOUS EDITION IS OBSOLETE.
15 MAR 56 FC: 2700

Air Force - SAC, Other

(When Filled In)

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT 305th Bombardment Wing Medium		MONTH August 1956		PAGE NUMBER 6		NUMBER OF PAGES 6		REPORTS CONTROL SYMBOL 5-SAC-T12											
A. GENERAL						B. BOMBING						C. NAVIGATION						D. CR REFUELING											
1	2	3	4	5	6	7	8	9	10	11				12	13		14	15	16		17		18						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	SCREEN SYMBOL	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES		NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAY- TERM	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT					
							MACH .81 WITH IBDA	FIXED ANGLE	TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	1	2		3	4			NR OF LEGS	TOTAL LEGS	1	2		NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.
6-10	11-15	17-19	21-23	25-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
IN82	AC TDY Wichita	29 days, 3-31 Aug.	CP enroute to join,	Obs TDY Stead AFB	19 days, 1-19 Aug.																								
IN83	Formed	15 Aug.	AC & Obs enroute to join,	CP TDY Wichita	and leave 29 days, 3-31 Aug.																								
IN84	AC TDY Wichita	1-31 Aug.	CP TDY Stead	4 days, 1-4 Aug & TDY Wichita	26 days, 6-31 Aug.	Obs TDY Wichita	24 days, 8-31 Aug.																						
IN85	AC TDY Stead	1-6 Aug and TDY Wichita	7-31 Aug.	CP DNIF	15-31 Aug.	Obs TDY Wichita	1-22 Aug.																						
IN86	Entire crew	TDY E-52 Program,	1-31 Aug.																										
IN88	Formed	3 Aug.	AC enroute to join	3-15 Aug.	TDY Stead	27-31 Aug.	CP TDY Stead	1-13 Aug.																					
IN92	Crew formed	27 Aug.	enroute to join.																										

SAC FOR 15 MAR 56 184 PREVIOUS EDITION IS OBSOLETE.
FC: 2220

Air Force - SAC, Office

(When Filled In)

0702

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 305th Bombardment Wing Medium										MONTH August 1956		PAGE NUMBER 1		NUMBER OF PAGES 4		REPORTS CONTROL SYMBOL 5-SAC-T12											
GENERAL		RADAR RENDEZVOUS						GUNNERY				ECM JAMMING								FORMATION				PILOT		ATO		RADIO		STATION							
		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/75 RENDEZVOUS		PER CENT FIRE-OUT MAX LOAD		BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS		HOURS ABOVE 50,000		HOURS BELOW 10,000		NUMBER OF COMPLETE MISSIONS		NR OF ATO TAKE-OFFS		NR OF WATER INJECTION TAKE-OFFS		NR OF AIR-TO-AIR DIRECTED MISSILES		NR OF AIR-TO-AIR MISSILES		NR OF AIR-TO-AIR MISSILES		NR OF AIR-TO-AIR MISSILES	
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2		
S44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S17	002	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S38	005	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S54	022	003	003	001	001	002	002	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Stan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Totals	029	004	004	001	001	002	002	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S01	004	002	002	002	002	002	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L02	No	training accomplished as a crew.																	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
S16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L18	No	training accomplished as a crew.																	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L28	004	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

S.A. 1471 PREVIOUS EDITION IS OBSOLETE.
1471

Air Force Form 10-641250 (When Filled)

0705

S.A. 1870 *1870* PREVIOUS EDITION IS OBSOLETE.
P.C. 2720

SAC: SM ~~WAS~~ 1840 PREVIOUS EDITION IS OBSOLETE.
FC: 1840

SA ^{008m} ~~ADSC~~ 1848 PREVIOUS EDITION IS OBSOLETE
FC 720

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III						UNIT 305th Bombardment Wing Medium	MONTH August 1956	PAGE NUMBER 1	NUMBER OF PAGES 4	REPORTS CONTROL SYMBOL 5-SAC-TL2													
P. GENERAL	Q. EMERGENCY DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS																		
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NUMBER OF CREW PROCEEDURE DRILLS	NUMBER OF SIMULATED STRAKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF MISSIONS (Aircraft)	20 Min Rtg Att CR	20 Min Rtg Sup CR	20 Min Rtg CR	1 Tkr Att NCR	20 M Rf 1 Tkr Suc NCR	Mx Gf Wt Rtg Att NCR	Mx Gf Wt Rtg Sup NCR	Mx Chaff Dispense	T.O. AC	T.O. CP	TLG AC	LDG CP	TLG, GCA AC	TLG, GCA CP	PFI AC	PFI CP	Gyro Out AC	Gyro Out CP
6-10	13-15	17-19	21-23	25-27	29-31																		
S44	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-	-	-	-	-	-
S09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	01	02	-	-	-	-	-	-
S17	-	-	-	-	-	-	-	-	-	-	-	-	-	02	01	02	01	-	-	-	-	-	-
S38	-	-	-	-	-	-	-	-	-	-	-	-	-	06	05	06	05	01	-	01	-	-	-
S54	-	-	-	-	-	01	01	-	-	-	-	-	-	05	09	05	09	02	-	02	-	-	-
S69	-	-	-	-	-	-	-	-	-	-	-	-	-	13	-	13	-	06	-	01	-	-	-
Stan Totals	-	-	-	-	-	01	01	-	-	-	-	-	-	28	18	29	17	09	-	04	-	-	-
S01	-	-	-	-	-	02	02	-	-	-	-	-	-	03	-	03	-	-	-	-	-	-	-
L02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01	-	-	-
L02	-	-	-	-	-	-	-	-	-	-	-	-	-	*03	-	*02	-	-	-	-	-	-	-
L03	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-
S12	-	-	-	-	-	-	-	-	-	-	-	-	-	09	01	09	01	07	02	01	01	-	-
L15	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	01	-	-	-	01	-
S16	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-
L18	No training accomplished as a crew.																						
L2	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-	-	-	-	-	-

SAC FORM 15 MAR 56 1840 PREVIOUS EDITION IS OBSOLETE.
FC: 1720

Air Force-SAC, Office D-942(56) (When Filled In)

0707

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III						UNIT 305th Bombardment Wing Medium										MONTH August 1956		PAGE NUMBER 2		NUMBER OF PAGES 4		REPORTS CONTROL SYMBOL 5-SAC-T12		
P. GENERAL	Q. EMERGENCY DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF MISSIONS (Aircraft)	20 Min Rflg Att CR	20 Min Rflg Suc CR	20 M Rf 1 Tnkr Att NCR	20 M Rf 1 Tnkr Suc NCR	Mx Gr Wt Rflg Att NCR	Mx Gr Wt Rflg Suc NCR	Max Thaff Dispense	T.O. AC	T.O. CP	LDG AC	LDG CP	HIS.GCA AC	HIS.GCA CP	PFI AC	PFI CP	Gyro Out AC	Gyro Out CP		
6-10	11-15	17-19	21-23	25-27	29-31																			
L28	-	-	-	-	-	01	01	-	-	-	-	-	05	03	05	03	-	02	-	-	-	-		
L30	-	-	-	-	-	-	-	-	-	-	-	-	03	02	03	02	01	02	-	-	-	-		
L35	-	-	-	-	-	-	-	-	-	-	-	-	04	03	04	03	01	-	01	-	-	-		
S36	-	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	-	-	-	-	-	-		
L48	-	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	01	-	-	-	-	-		
S50	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-		
L55	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	03	-	03	-	-	-		
L57	-	-	-	-	-	-	-	-	-	-	-	-	07	05	07	05	-	-	-	-	-	-		
S60	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-		
L70	-	-	-	-	-	-	-	-	-	-	-	-	02	06	05	03	01	-	01	-	-	-		
L74	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-	-	-	-	-	-		
L75	-	-	-	-	-	01	01	-	-	-	-	-	06	-	06	-	-	-	-	-	-	-		
S76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L79	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	05	-	-	-	-		
S81	-	-	-	-	-	-	-	-	-	-	-	-	05	-	05	-	01	-	-	-	-	-		
S87	001	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	-	01	-	01	-	-		
S91	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01	-	-	-	-	-	-	-		

SAC 15 MAY 56 1866 PREVIOUS EDITION IS OBSOLETE.
FC 279

Air Force-SAC, Office 0-94326 (When Filled In)

0708

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL									
										305th Bombardment Wing Medium	August 1956	3	4	3-540-117									
P. GENERAL	Q. EMERG DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS																		
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NO OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	20 M MIA Rflg Att CR	20 M MIA Rflg Att CR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR	20 M RF 1 Trkr Att NCR
L99	No training accomplished as a Lead Crew.																						
S&L																							
Totals	-	-	-	-	-	03	03	-	-	-	-	-	70	24	70	23	16	14	06	03	01	-	-
R99	-	-	-	-	-	-	-	-	-	-	-	-	06	-	06	-	01	-	-	-	-	-	-
R07	-	-	-	-	-	-	-	-	-	-	-	-	03	-	01	01	-	-	-	-	-	-	-
R53	006	-	-	-	-	01	01	-	-	-	-	-	04	02	03	02	01	01	01	-	-	-	-
R94	-	-	-	-	-	-	-	-	-	-	-	-	-	05	03	02	-	01	-	-	-	-	-
R39	003	-	-	-	-	-	-	-	-	-	-	-	02	01	03	-	-	-	-	-	-	-	-
R47	002	-	-	-	-	-	-	-	-	-	-	-	-	01	-	02	-	-	-	-	-	-	-
CR																							
Totals	011	-	-	-	-	01	01	-	-	-	-	-	15	09	16	07	02	02	01	-	-	-	-
N39	004	-	-	-	-	-	-	-	-	-	-	-	03	-	03	-	-	-	-	-	-	-	-
N47	005	-	-	-	-	-	-	-	-	-	-	-	02	02	02	02	-	-	-	-	-	-	-
N04	-	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	-	-	-	-	-	-	-
N13	-	-	-	-	-	-	-	01	01	-	-	-	06	-	06	-	-	-	-	-	-	-	-
N22	-	-	-	-	-	-	-	01	01	-	-	-	06	-	06	-	02	-	01	-	-	-	-
N26	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01	-	-	-	-	-	-	-

SAC FORM 1840 PREVIOUS EDITION IS OBSOLETE.
15 MAR 54 FC: 2720

Air Force-SAC, Office 0-942(56) (When Filled In)

0709

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT 305th Bombardment Wing Medium		MONTH August 1956		PAGE NUMBER 4		NUMBER OF PAGES 4		REPORTS CONTROL SYMBOL 5-SAC-TJ2					
P. GENERAL	Q. EMERG. DRILL	R. SIM. STR. REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																	
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NO. OF CREW TRAINING DRILLS	NUMBER OF SURVIVAL STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AUGUST)	NUMBER OF MISSIONS (AUGUST)	20 Min Rtg Att CR	20 Min Rtg Suc CR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR	20 M Rf 1 Tnk Att NCR
N29	No training	accomplished	by new crew member.																				
N40	Crew formed	31 Aug 56,	no training	accomplished.																			
N52	007	-	-	-	-	-	-	-	-	-	-	-	-	08	-	08	-	-	-	-	-	-	-
N63	005	-	-	-	-	-	-	-	-	-	-	-	-	01	10	07	10	07	05	04	-	-	-
N77	-	-	-	-	-	-	-	-	-	-	-	-	-	05	-	05	-	04	-	-	-	-	-
N80	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	01	-	-	-	-	-
NCR Totals	021	-	-	-	-	-	-	02	02	-	-	01	48	11	48	10	12	04	01	-	-	-	-
Wing Totals	032	-	-	-	-	05	05	02	02	-	-	01	161	62	163	55	39	20	12	03	01	-	-
XXXXX	002	-	-	-	-	-	-	-	-	-	-	-	01	180	269	182	272	21	58	02	14	-	01
NCR Prac	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL CREWS REPORTED ON: Select - 16; Lead - 16; Combat Ready - 6; Non-Ready - 29.																							

SAC FORM 15 MAR 56 184b PREVIOUS EDITION IS OBSOLETE. P.C. 2720

Air Force-SAC, Office O-94236 (When Filled)

CONFIDENTIAL

305TH BOMBARDMENT WING MEDIUM

Wing Commander's Remarks
 Part IV of
 Air Training Report for the Month of September 1956

RGS: 5-SAC-T12

21

5. Wing Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

- | | |
|--|--------|
| (1) Hours flown by 3942d S.E.S. in 305th Bomb Wing aircraft | 24:40 |
| (2) Hours flown by 305th crews undergoing evaluation in S.E.S. | 32:15 |
| (3) Hours flown during Operation "Cold Eagle" | 413:25 |
| (4) Ferry flights to and from IRAN | 63:00 |

b. Weather or Local Conditions.

- | | |
|------------------------------|-------|
| (1) Time lost due to weather | 46:30 |
|------------------------------|-------|

c. Air Traffic Control Delays.

- (1) Negative.

d. Restrictive Directives.

- (1) Negative.

e. Combat Crew Members Gained and Lost.

(1) Combat Crew Members Gained:

- (a) 5 Aircraft Commanders
- (b) 6 Co-pilots
- (c) 4 Observers

(2) Combat Crew Members Lost:

- (a) 2 Aircraft Commanders - 1 to Co-pilot status, 1 to Wing Staff.
- (b) 2 Co-pilots - Upgraded to Aircraft Commander status.
- (c) 1 Observer - To partial crew.

f. Crew Member Changes.

(1) 2 Aircraft Commanders

(2) 4 Co-pilots

(3) 0 Observers

CONFIDENTIAL

g. New Crews Formed.

- (1) Crew N-25 formed effective 1 September 1956.
- (2) Crew IN-27 formed effective 1 September 1956.
- (3) Crew IN-08 formed effective 13 September 1956.

CONFIDENTIAL

305th B.W.
T-12 SEPTEMBER
Page 2 of 4

- (4) Crew IN-73 formed effective 17 September 1956.
- (5) Crew IN-93 formed effective 1 September 1956.
- (6) Crew IN-96 formed effective 4 September 1956.
- h. Crew Status Changes.
 - (1) Crew IN-19 disbanded 13 September 1956.
 - (2) Crew IN-29 disbanded effective 1 September 1956.
 - (3) Crew N-63 disbanded effective 24 September 1956.
 - (4) Crew S-69 relieved as Standardization Crew effective 17 September 1956.
 - (5) Crew S-76 assigned as Standardization Crew effective 17 September 1956.
- i. Standardization Crews.
 - (1) Senior Standardization Crew S-44 - 1 July 1955.
 - (2) 364th Bombardment Squadron S-09 - 15 July 1955.
 - (3) 364th Bombardment Squadron S-17 - 1 May 1956.
 - (4) 365th Bombardment Squadron S-38 - 1 May 1956.
 - (5) 365th Bombardment Squadron S-54 - 19 July 1955.
 - (6) 366th Bombardment Squadron S-76 - 17 September 1956.
- j. Additional Materiel and Personnel Problems.
 - (1) Negative.
- k. Refueling Data.

(1) Number of refueling sorties scheduled	105
(2) Number of sorties:	
(a) Airborne	87
(b) Making successful rendezvous	81
(c) Transferring required fuel	85
(3) Aborts:	
(a) Weather	7
(b) Aircraft malfunction	3
(c) Rendezvous equipment	0
(d) Refueling equipment	0
(e) Other causes	10
(4) Night mass refueling:	
(a) Confirmed sorties	28
(b) Airborne sorties	19

CONFIDENTIAL

CONFIDENTIAL305th B.W.
7-12 SEPTEMBER
Page 3 of 4

(c) Completing rendezvous 19

(d) Transferring required fuel 18

1. Comments or Recommendations of the Wing Commander.

(1) Recent policies from higher headquarters regulating activity and proficiency of non-ready crew bombing and navigation has significantly retarded upgrading. Efforts toward accelerating Observer training are being directed toward maximum activity, with emphasis on quantity. Concentration on procedure, timing, and target identification has priority over a requirement for quality in items of training. It is unreasonable to require initial activity to meet proficiency standards which will be carried throughout a quarter, to the extent a crew upgraded will go on probation before ever having been declared qualified for combat-ready status and subsequent record activity. Prior activity during a free training month is not creditable under proposed system. RES activity is further curtailed by the requirement for 50° separation on axis of attack. Air upgrading involving 30 or more non-ready crews should not be restricted by concern over quality training until the experience level of Observers permits.

(2) Request that crews be allowed to accomplish IEBA and Evasive Action on Class IIIA targets, as outlined in SAC Regulation 50-8, Annex V, Change 1, paragraph 5d. No valid justification exists in not allowing combat crews to make IEBA and Evasive Action on Class IIIA targets. Request SAC Regulation 50-4, Inclosure 3, paragraphs 7 and 8, be clarified to read the same as SAC Regulation 50-8.

(3) Crews qualified in "Hi-Jinks" training are as follows:

- (a) 37 combat-ready crews qualified in "Hi-Jinks" runs.
- (b) No combat-ready crews programmed for checkout in "Hi-Jinks" runs.
- (c) Two non-combat ready crews qualified in "Hi-Jinks" runs are scheduled for upgrading during the month of October.

(4) Non-combat crew training:

N-04 - Kaney	Estimated combat-ready date is November 56.
N-08 - Waldo	Estimated combat-ready date is March 57.
N-13 - Reeve	Estimated combat-ready date is October 56.
N-20 - Reckart	Estimated combat-ready date is February 57. (Slippage due to change in Acft Commander)
N-22 - Little	Estimated combat-ready date is November 56.
N-23 - Marshall	Estimated combat-ready date is April 57.
CONFIDENTIAL	
N-24 - Duval	Estimated combat-ready date is April 57.
N-25 - Johnson	Estimated combat-ready date is December 56.
N-27 - Hyde	Estimated combat-ready date is April 57.
N-37 - Gillock	Estimated combat-ready date is April 57.
N-40 - Johnson	Estimated combat-ready date is December 56. (Concentrated tng will accelerate upgrading one month)

CONFIDENTIAL
 304th S.W.
 7-12 SEPTEMBER
 Page 4 of 4

N-46 - Bartach	Estimated combat-ready date is April 57.
N-49 - Almqvist	Estimated combat-ready date is March 57.
N-51 - McLachlan	Estimated combat-ready date is March 57.
N-52 - Vitko	Estimated combat-ready date is November 56. (Concentrated tng will accelerate upgrading one month)
N-56 - Haggard	Estimated combat-ready date is December 56.
N-61 - Fligor	Estimated combat-ready date is March 57.
N-62 - Maloney	Estimated combat-ready date is March 57.
N-73 - Crowder	Estimated combat-ready date is November 56.
N-77 - Bird	Estimated combat-ready date is November 56.
N-80 - McCluney	Estimated combat-ready date is November 56.
N-82 - Williams	Estimated combat-ready date is April 57.
N-83 - Stoneking	Estimated combat-ready date is March 57.
N-84 - Cusydan	Estimated combat-ready date is March 57.
N-85 - Cummings	Estimated combat-ready date is February 57.
N-86 - Howard	INX (E-52 program)
N-88 - Raley	Estimated combat-ready date is April 57.
N-92 - Ramsdell	Estimated combat-ready date is April 57.
N-93 - Hatcher	Estimated combat-ready date is March 57.
N-96 - Kaake	Estimated combat-ready date is April 57.

- (5) Completion of scheduled SAC Regulation 50-8 training requirements for the month of September was seriously hampered by a "No Notice" alert conducted by Headquarters Second Air Force personnel from 18 through 21 September. This wing had scheduled 37 sorties, involving 174 flying hours, and 237 items of training for this period. All missions during this period were cancelled. In addition, the "No Notice" alert required the wing to ready for strike mission 38 sorties which were cancelled after reaching take-off position. As a result, this wing accomplished no flying training during the period of the "No Notice" alert.

CONFIDENTIAL
 JULIAN M. FLEVER
 USAF
 Commander

CONFIDENTIAL

RETURN TO:
Director
Research Studies Institute
Attn: Archives Branch
Maxwell AFB, Alabama

HISTORY

OF

305TH BOMBARDMENT WING MEDIUM
(Unclassified Title)

1 OCTOBER 1956 - 31 OCTOBER 1956

EST-4-43
C 05041

CONFIDENTIAL

21185

0719

CONFIDENTIAL

From	10-22-78
To	
Subject	WPA

RSI Conf No
G 05041

CONFIDENTIAL

0720

CONFIDENTIAL

HISTORY OF THE 305TH BOMBARDMENT WING (M)

1 October 1956 through 31 October 1956
(Unclassified)

MacDill Air Force Base, Florida

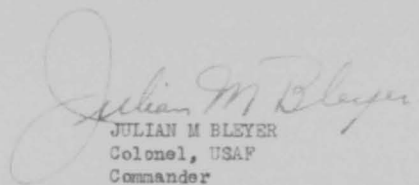
(6th Air Division)

(Second Air Force)

(Strategic Air Command)

Units above squadron level assigned: 305th Tactical Hospital (USAF)

Prepared by: Technical Sergeant Christof O Schlobohm, AF 68 239 64
Historical Technician


JULIAN M BLEYER
Colonel, USAF
Commander

CONFIDENTIAL

0721

CONFIDENTIAL

TABLE
OF
CONTENTSTABLE OF CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE NUMBER</u>
I	Organization and Administration	1 - 8
	Wing Regulation 20-1	1 - 2
	Wing Regulation 35-2	2 - 3
	Wing Regulation 34-1	4
II	Personnel Problems and Procedures	7 - 12
	Strength	7
	Gains and Losses	7 - 8
	Officer Assignment and Reclassification	8 - 9
	On The Job Training	9 - 11
	Statistical Summary	11 - 12
III	Material	13 - 15
	Dock Averages	13
	Aircraft Status	14
	Product Improvement Program	14 - 15
IV	Operations and Training	16 - 19
	Crew Status	16 - 17
	Air Refueling Sorties	17 - 18

CONFIDENTIAL

0722

CONFIDENTIAL

CHAPTER I

ORGANIZATION AND ADMINISTRATION

There was only one change in key positions within the 305th Bombardment Wing Medium during the month of October, 1956. Lieutenant Colonel Raymond W. Reeves, AO 3000321 (MC) of the 305th Tactical Hospital, Strategic Air Command, (henceforth known as SAC) was appointed Commander of that hospital with additional duties of Wing Surgeon, vice Major Tobert F. Morgan, 20543A (MC) of the 305th Tactical Hospital (SAC), who was relieved. ¹ /Uncl/

CHAPTER
I

To organize and maintain a highly efficient and well coordinated duty section and wing, it has been found necessary to set down specific duties of which particular individuals will be directly or ² indirectly responsible. In Wing Regulation 20-1, the organization, function and responsibilities of the Wing Adjutant Activity have been listed. All staff agencies and squadron commanders must comply with this regulation. According to this regulation, the Wing Adjutant Activity has been organized into, 1) Mail and Records Management Branch, which has included the Classified Section, Unclassified Section and the Records Management Section, 2) Administrative Branch, which has been further divided into the Orders Section, Editing Section and the Reference Library Section, 3) Reproduction and Forms Management Branch, with a reproduction section and a Forms Management ³ Section. /Uncl/

-
1. Hq 305th BOMWGM, GO 15, dtd 26 Oct 56. EXHIBIT 2.
 2. Hq 305th BOMWGM, Wg Reg 20-1, dtd 1 Aug 56. EXHIBIT 3.
 3. Ibid.

CONFIDENTIAL

1

0723

CONFIDENTIAL

ORGANIZATION AND ADMINISTRATION

2

Functional Responsibilities for the Wing Adjutant, Wing Sergeant Major, Wing Top Secret Control Officer, Base Message Center Clerk, and the Base Mail Clerk, have been fully expressed⁴ in the various paragraphs which compose Wing Regulation 20-1. The Wing Adjutant was given the primary responsibility for administrative management within the tactical wing; the wing sergeant major has been authorized to the maximum extent by his grade, to act for the wing adjutant in his absence, and other duties such as the scheduling of meetings and conferences to be held in the Wing Conference Room, and to maintain a Wing Duty Roster by squadron. Careful and zealous adherence to the tenets of this regulation, should produce a very smooth operating Wing Adjutant Activity with a minimum of wasted time and effort.

/Uncl/

Irrespective of how well a unit has been organized to perform at its top efficiency, men will have complaints and grievances from time to time. With that in mind, the Wing Commander has⁵ directed the publication of Wing Regulation 35-2, which has put forth a policy dealing with complaints and grievances on the part of any member of this wing. Each squadron commander has been directed to indoctrinate his personnel with the policies of this⁶ regulation. /Uncl/

4. Hq 305th BOMWGM, Wg Reg 20-1, pp 1-6, dtd 1 Aug 56. EXHIBIT 3.
 5. Hq 305th BOMWGM, Wg Reg 35-2, dtd 8 Aug 56. EXHIBIT 4.
 6. Ibid.

CONFIDENTIAL

0724

ORGANIZATION AND ADMINISTRATION **CONFIDENTIAL**

3

A Wing Personal Conference Period will be held once a month, and will be announced far enough in advance to be available to all members of the command, which will include hospital patients and prisoners. The personal conference period will be scheduled to permit any individual to present his complaint in the strictest confidence. Conversely, it will be pointed out that a person who knowingly makes a statement which proves to be false, malicious or slanderous, will be subject to appropriate disciplinary action. This regulation has provided a time and opportunity for any officer, non-commissioned officer and airman to make a complaint if he has been treated unfairly.⁷ These complaints should be kept at squadron level as far as possible, since these grievances usually pertain to situations within the squadron. If the complaint cannot be resolved through the individual's squadron commander, the individual concerned may seek redress from the Wing Deputy Commander or his representative during the wing personal conference period. Anyone who registers a complaint, will be told what action,⁸ if any, has been taken as a result of his complaint. The above policy can only result in a salutary effect for all, since, the men know that those who have been placed in authority over them have a personal regard for their general well-being, and that in turn, dispels fear and anxiety, which have the power to almost paralyze the mind which would result in a tremendous loss of production.

/thel/

7. Ibid.

8. Ibid.

CONFIDENTIAL

0725

ORGANIZATION AND ADMINISTRATION **CONFIDENTIAL**

4

When men have performed their duties in an outstanding manner, it has proven worthwhile to recognize those who have exemplified themselves as doing more than was just required. The Wing Commander has published Wing Regulation 34-1, which prescribed the policies and procedures connected with the issuance of awards to outstanding flight crews, maintenance men, non-commissioned officers and airmen of this wing. These awards were established in the interest of increasing the incentive of the men. Outstanding individual effort and achievement have been a most important contribution towards the accomplishment of the wing's mission. These individuals must not be ignored nor go unrecognized. With that in mind, the Wing Commander of the 308th Bombardment Wing has divided the selection of 1) B-17 Crew of the Month, 2) B-29 Crew of the Month, 3) Wing Maintenance Man of the Month (any grade), 4) Wing Technical or Staff Sergeant of the Month, 5) Wing Airman of the Month (last four grades), 6) Wing Semi-annual Technical or Staff Sergeant for the period ending June/December, and 7) Wing Semi-annual Airman (last four grades) for period ending June/December. This regulation has also listed those who have been designated as being responsible for selecting those for the awards, and the criteria on which each will be judged. The three regulations cited have much within them to make this wing a smooth operating machine, and to create a feeling of obligation, pride, and a sense of well-being in the minds of all who compose its ranks. /Uncl/

9. Hq 308th BOMBWG, Wg Reg 34-1, dtd 4 Sep 56. EXHIBIT 5.

10. Ibid.

CONFIDENTIAL

0726

CONFIDENTIAL

ORGANIZATION AND ADMINISTRATION

5

Back in August, 1955, after studying traffic violations and the action initiated by the existing Traffic Review Board to reduce those traffic accidents, Colonel F. B. Rapputi, Deputy Commander of the 300th Bombardment Wing Medium, stated "It is evident that Traffic Review Board action for minor infractions has received insufficient emphasis."¹¹ Colonel Rapputi remarked that "little, if any, progress"¹² had been made toward greater stress on minor traffic infractions. The new policy, as it was put forth by Colonel Rapputi, directed all airmen who were cited for base driving violations would meet the Wing Traffic Review Board. The board members would consist of the squadron commander and the first sergeant concerned and the Director of Safety. The senior commander present would convene the board at 1800 hours on the first, second and fourth Fridays of each month, and at 0800 hours on the third Friday of each month. The meetings would be held in the Wing Conference Room. Airmen who were charged with traffic violations off the base, would not have their case brought before the Wing Traffic Board, but the squadron commanders, at their discretion, review the accidents for information purposes and give maximum publicity in accordance with existing ground safety procedures.¹³ /Udel/

To expedite the handling of traffic violations brought before the Wing Traffic Review Board, Major Dale D. Armentrout, Adjutant, 300th Bombardment Wing, issued a memorandum to the Director of Safety and all the squadron commanders, requesting the Director of Safety to furnish

11. Memo For Dir of Saf and All Sq Comdrs 300th BOMBW from Col. F. B. Rapputi, Deputy Commander, subj: Wing Traffic Review Board, 21 Aug 56. EXHIBIT 6.

12. Ibid.

13. Ibid.

CONFIDENTIAL

0727

ORGANIZATION AND ADMINISTRATION **CONFIDENTIAL**

the Deputy Commander with a list of 305th personnel who were
involved in traffic accidents or charged with traffic violations.¹⁴
After the Deputy Commander has received the names of the personnel
who were involved in traffic violations and had decided on those
who will meet the Traffic Review Board the Adjutant Section would
be responsible for notifying the squadron commander of the personnel
to appear before the Wing Traffic Review Board. Upon such
notification, it will be mandatory for the offender, his squadron
commander and first sergeant to attend the Wing Traffic Review Board
Meeting.¹⁵ /Encl/

¹⁶
In the Minutes of Staff Meeting on 5 October 1956, the Deputy
Commander remarked that he had heard some objection to the policy
that had previously been instituted for the disposition of certain
traffic violations. The Deputy Commander, Colonel Samputi, thought
that a staff study was in order. He remarked that there were two
approaches: 1) give the squadron commanders and the first sergeants
"the immediate say" and 2) consider training as a form of in-
struction rather than punishment.¹⁷
¹⁸ It was thought that traffic
violators would benefit if they were required to present a short
dissertation on what they had learned about traffic safety at
morning roll call.¹⁹ /Encl/

14. Memo for DIR of 35F and All Sq Comdrs 305th BOMWGN from MAJ.
Dale D. Armentrout, MAJ, 305th BOMWGN, subj: Wing Traffic
Review Board, 23 Aug 56. EXHIBIT 7.
15. Ibid.
16. Min of Staff Meeting of Sq 305th BOMWGN, dtd 5 Oct 56, p.6.
EXHIBIT 6.
17. Ibid.
18. Ibid.
19. Ibid.

CONFIDENTIAL

0728

CONFIDENTIAL

CHAPTER II

PERSONNEL PROBLEMS AND PROCEDURES

STRENGTH

The authorized wing strength for the month of October was 1567 airmen and 425 officers. The total number of officers assigned was three more than authorized. The assigned number of airmen was lower, with 1532. Headquarters was authorized 142 airmen and had 157 assigned. The 305th Armament and Electronic Squadron was authorized 325 airmen with 356 assigned. The 305th Tactical Hospital was also assigned with more airmen than authorized; 82 against 90 assigned. All the other squadrons had less assigned than authorized. /Uncl/

The following chart shows the number of airmen gains and losses for the 305th Bombardment Wing Medium for the month of October 1956:

ORGANIZATION		GAIN		LOSS
Hq Sq	MSgt	2	TSgt	1
	A2C	1	SSgt	2
			A1C	1
365th BOMRONM	A3C	1	A1C	1
			A2C	1
366th BOMRONM	A3C	1	A1C	2
305th A&E Sq	A1C	2	A1C	1
305th AREFSM	TSgt	1	MSgt	1
	SSgt	1		
	A2C	5		
	A3C	5		

1. Hq 809 ABG Stat Summary Part I, p.1., period 1-31 Oct 56. EXHIBIT 9.
2. Figures compiled by Consolidated Stat Services 305th BOMWGM. On file 305 DP.

7
CONFIDENTIAL

0729

CONFIDENTIAL

PERSONNEL PROBLEMS AND PROCEDURES

8

305th Fld Maint Sq	TSgt	1	MSgt	3
	SSgt	2	SSgt	2
	A1C	1	A1C	2
	A2C	3	A2C	1
	A3C	5	A3C	2
305th Per Maint Sq	TSgt	1	SSgt	1
	SSgt	1	A3C	1
	A3C	2		
TOTAL		32	TOTAL	22

There were ten more gained over the total transferred or lost.

/Uncl/

OFFICER ASSIGNMENTS AND RECLASSIFICATION

A total of five staff officers were reclassified during the month of October. The following officers had new jobs assigned them: Lieutenant Colonels John M. Chapman, 17700A, of the 305th Air Refueling Squadron, Lawrence H. Johnson, 16212A, of the 364th Bombardment Squadron, and Jammie M. Philpott, 13694A, of the 365th Bombardment Squadron, had their Primary and Duty Air Force Specialist Code (henceforth known as PAFSC and DAFSC), changed from 0061A to 0066A. All the changes were effective on 14 October 1956.

/Uncl/

Colonel Charles L. Perkins, AO 560214, of Headquarters 305th Bombardment Wing Medium, had his PAFSC changed from 0046B to 0048C. Colonel Perkins' AFSC's 0046B, 6424 and 6416 were deleted.

/Uncl/

3. Hq 305th BOMWGM, paras 2,3,4, PERAM 177, dtd 12 Oct 56.
EXHIBIT 10.

4. Ibid.

CONFIDENTIAL

0730

~~CONFIDENTIAL~~

PERSONNEL PROBLEMS AND PROCEDURES

9

Major Paul H. Edwards, 13832A, was awarded second additional⁵
AFSC 1041C per Personnel Actions Memorandum Number 183, dated
19 October 1956 and was amended to include pilot transport per
Personnel Actions Memorandum Number 187, which was dated 22 October⁶
1956. /Uncl/

Major Robert V. Sundberg, AO 864137, of the Armament and
Electronic Maintenance Squadron, was assigned additional duty as
fire marshal. Major Sundberg's assignment was effective on 4 Oct-
ober 1956.⁷ /Uncl/

ON THE JOB TRAINING

At the 12 October 1956 wing staff meeting, Colonel Bleyer brought
to the attention of all members present, that the failure rate of the⁸
airmen who have taken AFSC tests was very high. The Colonel remarked
that a Disposition Form from the Commander of the Sixth Air Division⁹
would soon arrive in the wing. That Disposition Form¹⁰ was written
as a result of a questionnaire prepared by the 809th Air Base Group
On The Job Training Officer. This questionnaire was forwarded to each
organization where five men undergoing On The Job Training (henceforth
known as OJT) were selected at random to complete the survey. This
research revealed that many of the airmen who answered the question

5. Hq 305th BOMWGM, para 3, PERAM 183, dtd 19 Oct 56. EXHIBIT 11.
6. Hq 305th BOMWGM, para 5, PERAM 187, dtd 22 Oct 56. EXHIBIT 12.
7. Hq 305th BOMWGM, para 1, PERAM 175, dtd 10 Oct 56. EXHIBIT 13.
8. Minutes of Staff Meeting, Hq 305th BOMWGM, dtd 12 Oct 56.
EXHIBIT 14.
9. Ibid.
10. Disposition Form D/P, 6th A Div, MacDill AFB, Fla, to Comdrs
305th and 306th BOMWGM's and Comdr, 809th ABG, subj: OJT Spot
Check, dtd 15 Oct 56. EXHIBIT 15.

~~CONFIDENTIAL~~

0731

CONFIDENTIAL

PERSONNEL PROBLEMS AND PROCEDURES

10

sheets, did not know whether or not they were OJT, which phase of training they were in, the name of their assigned trainer, when they were supposed to take their tests, nor what their duties and responsibilities were. It was agreed that if the men could not answer those simple and obvious questions, they could not pass the regular AFSC examination. /Uncl/

A training and educational program was established for the explicit purpose to give each trainee an opportunity to become¹¹ thoroughly briefed with his OJT program. There were sixteen important points listed on the above Disposition Form which would serve as a guide to the trainee in his preparation for the successful completion of his AFSC test.¹² Captain John M. McTamney, the¹³ 809th Air Base Group OJT Officer, conducted an OJT spot check on a number of airmen in the 305th Bombardment Wing Medium. The test which Captain McTamney used was the questionnaire previously referred to, and the results revealed how the men undergoing OJT were not well prepared for the examination nor knew exactly what¹⁴ they were doing. The situation was critical, and he recommended¹⁵ a continuous orientation program carried on at the working level.

/Uncl/

11. Ibid.

12. Ibid.

13. Disposition Form, 809th ABG, OJT Off, Capt John M. McTamney to Comdr 305th BOMWGM, subj: OJT Spot Check, dtd 10 Oct 56. EXHIBIT 16.

14. Ibid.

15. Ibid.

CONFIDENTIAL

0732

CONFIDENTIAL

PERSONNEL PROBLEMS AND PROCEDURES

11

Upon interview with the non-commissioned officer in charge of the OJT program in the 305th Bombardment Wing, the author was informed that 60% of the failures were not high school graduates. Of the 73 failures in the two previous testing cycles, only 31 were high school graduates. Consequently, majority of those airmen who failed, could not intelligently interpret the questions in the test, due to their limited understanding of basic fundamentals of the English language. To alleviate this situation, an educational program was instituted, whereby it was made possible for those who have not completed grade nor high school, to do so. In turn, this educational project should reduce the number of AFSC failures considerably. This will be continued in the forthcoming history. /Uncl/

STATISTICAL SUMMARY

The number of incidents recorded in the Statistical Summary Part II for October had changed considerably over previous months. Colonel Bleyer, the wing commander, was perturbed over the number of traffic violations both on the base and off the base, and ground accidents, non-disabling and disabling. There were ten on base and thirteen off base traffic violations. An extensive educational program has been instituted within the 305th Bombardment Wing as was related in Chapter I. The 305th Field Maintenance Squadron had the highest rate of traffic violations, with three on base and five

16. Hq 809th ABC Stat Summary Part II, for Oct 56, pp 1,2.
EXHIBIT 17.

CONFIDENTIAL

0733

CONFIDENTIAL

PERSONNEL PROBLEMS AND PROCEDURES

12

off base. The same squadron had the highest rate of non-disabling ground accidents with a total of four. The 305th Air Refueling and the 305th Armament and Electronic Squadrons, tied for the high-¹⁷ est number of disabling accidents, with one each. /Uncl/

17. Ibid.

CONFIDENTIAL

0 7 3 4

CONFIDENTIAL

CHAPTER III

MATERIAL

PERIODIC MAINTENANCE

There was an upward trend in periodic maintenance in each Dock during the months of September and October. In Dock 1, there was 15.0 and in October, 15.6; in Dock 2, there was 12.0 and in October 22.0; in Dock 3, the average for September was 20.5 and for October, 25.7; Armament and Electronic Squadron, 4.8 average for September with 9.2 average for October; the Field Maintenance Squadron, 9.2 average for September with a 12.6 average for October. Although there was an upward trend in averages per dock, there was a downward trend for safety of flight per aircraft. The 364th Bombardment Squadron had a 2.5 per cent of safety of flight per aircraft for the month of September, and 1.8 per cent safety of flight per aircraft for October. The 365th Bombardment Squadron had 2.6 per cent safety of flight per aircraft for the month of September and October. The 366th Bombardment Squadron had a 3.3 per cent safety of flight per aircraft for September and 2.7 per cent for October. The Armament and Electronic Squadron had a 0.0 per cent of safety of flight per aircraft for both months during this period. The Air Refueling Squadron averaged 0.4 per aircraft in September and 0.6 for October. /Uncl/

1. 305th BOMWGM, Material Maintenance Summary for October 1956, p.1. EXHIBIT 18.
2. Ibid.
3. Ibid.

MATERIAL

CONFIDENTIAL

14

AIRCRAFT STATUS

The 305th Bombardment Wing had 37 B-47's on hand at the end of October, with a total of 1443 hours flown which averaged 39.9 per aircraft. The wing also had 20 KC-97's, with 267 hours flown with an average of 46.2;⁴ and three C-119's. All the aircraft flew 413 sorties, which totaled 35 more than were programmed. Each sortie averaged 5.7 hours which was .2 per cent less than projected. The wing had programmed 2054 flying hours and 2344 hours were⁵ actually flown. The wing's effectiveness was 114%. The total cost of all the flights was \$116,030.00, with the Field Maintenance Squadron having the largest amount with \$40,422.50 and the Armament and Electronic Squadron was next with \$31,590.00. The 364th Bombardment Squadron had the least amount with \$7,191.25. /Uncl/⁶

PRODUCT IMPROVEMENT PROGRAM

When the Second Air Force Assistance Team visited the 305th Bombardment Wing Medium, it cited in its report, "Quality Control's⁷ Unsatisfactory and Failure Report Program is outstanding."

/Confidential/

The Product Improvement Program has replaced the Quality Control Unsatisfactory and Failure Report Program. The 305th

-
4. Hq 809th ABG Statistical Summary, October, Part II, p.4. EXHIBIT 19.
 5. 305th BOMWGM, Material Maintenance Summary for October 1956, p.3. EXHIBIT 18.
 6. Ibid.
 7. Refer to Rpt of Visit to 305th BOMWGM by 2AF Assistance Team, Sect II, p.1. EXHIBIT 13 of History 305th BOMWGM for the period Aug-Sep 56.

CONFIDENTIAL

0736

MATERIAL

CONFIDENTIAL

15

Bombardment Wing has come out front again with the Product Improvement Program. There were 2082 reports submitted. Of the number, there were 1965 Failure Reports and 127 Unsatisfactory Reports.

The Periodic Maintenance Squadron led all other squadrons with 726 reports; the Armament and Electronic Squadron followed with 562; Field Maintenance Squadron and the 364th Bombardment Squadron were very close with the former having 218 reports and the latter 204. The 365th and the 366th Bombardment Squadrons nearly tied with only one less with the former over the latter. The 305th Bombardment Wing can feel justly proud of the "outstanding" work that was done by the Product Improvement Program. /Uncl/

-
8. Chart by Product Improvement Section Clearing and Control Officer, 305th Bombardment Wing Medium, last page. EXHIBIT 18.
 9. Ibid.
 10. Ibid.
 11. Ibid.

CONFIDENTIAL

0737

CONFIDENTIAL

CHAPTER IV

OPERATIONS AND TRAINING

Monitoring of the flying time requirements of AFR 60-2, has¹ been a cause of great concern to this wing. The method of assigning personnel to a combat wing precluded the wing monitoring requirements of AFR 60-2. Personnel were assigned to a combat wing directly from the flying school. There has always been a long period of time between the date of orders reassigning these officers and the date they reported for duty to the wing. That was due to the officers being granted a delay en-route to the school and a leave before² subject officer reported for duty after having completed training. /Confidential/

The loss of combat ready crews to the B-52 program constituted a serious handicap to the upgrading program. The personnel status³ permitted the formation of 67 crews, 37 of which were combat ready. The upgrading has been programmed to combat ready status of crews physically available for training under accelerated and ideal conditions, and would generate a maximum of 47 combat ready crews by⁴ 31 December 1956. The known loss of crew L-70 to the B-52 program in November and crews S-01, L-03 and L-79 to the same program in December, with the following crews, N-04, N-13, N-22, N-25, N-73, N-77 and N-80 to be upgraded to combat ready in November, and crews

1. Remarks Comdr 305th BOMWGM, Part IV of Air Training Report for the month of October 1956, p.3. EXHIBIT 20.
2. Ibid.
3. Ibid.
4. Ibid.

CONFIDENTIAL

OPERATIONS AND TRAINING

17

N-40 and N-56 upgraded to combat ready in December, will reduce the maximum of 47 combat crews possible by 31 December 1956 to 43 crews. ⁵ /Confidential/

The number of hour flown while performing missions ordered by higher headquarters totaled 655.15. ⁶ Of that number, 41.05 hours were flown by the 3942 Strategic Evaluation System (henceforth referred to as S.E.S.) in 305th Bombardment Wing aircraft; 48.40 hours flown by 305th crews undergoing evaluation in S.E.S.; 413.25 hours flown during Operation "Gold Eagle" and 152.45 hours in ferry flights to and from IRAN. ⁷ There were 46.30 lost on account of weather conditions. ⁸ /Confidential/

During the month of October, the wing gained six aircraft commanders, six pilots and four observers while losing their aircraft commanders --- one to 3942 S.E.S., one to co-pilot status, and one to wing staff; four co-pilots --- three upgraded to aircraft commanders, one separated; and one observer to partial crew. ⁹ /Confidential/

During the period which this history covers, there were 191 air refueling sorties scheduled. Of that number scheduled, 158 were airborne, 152 which made successful rendezvous, and 156 transferring that required fuel. ¹⁰ There were 37 aborts. Ten of

5. Ibid.

6. Remarks Comdr 305th BOMWGM, Part IV of Air Training Report for the month of October 1956, p.1. EXHIBIT 20.

7. Ibid.

8. Ibid.

9. Ibid.

10. Remarks Comdr 305th BOMWGM, Part IV of Air Training Report for the month of October 1956, p.2. EXHIBIT 20.

CONFIDENTIAL

0739

OPERATIONS AND TRAINING ~~CONFIDENTIAL~~

18

them were due to weather, the same number for aircraft malfunctions, two on account of rendezvous equipment and fifteen for other causes.¹¹ /Confidential/

In the night mass refueling program, there were 47 confirmed sorties, 38 airborne sorties, 38 which completed rendezvous and 37 transferring that required fuel.¹² /Confidential/

The Commander, 305th Air Refueling Squadron, cited that in the number of refueling sorties that required support by his unit, had caused an increase in the number of sorties necessary to accomplish 50-8 and continue upgrading training.¹³ That was further aggravated by the necessity to furnish heavy weight refuelings coupled with the KC-97 weights restriction, which reduced the tanker range and severely limited accomplishments. The combination of those two factors, made it necessary for the Air Refueling Squadron to resort to turning an aircraft around for two sorties in one day in an effort to generate enough sorties to support a 51-19 transition program and 50-8 pilot proficiency missions.¹⁴ From a maintenance view, turn around sorties were not desirable and from an operations point of view, they were not reliable. During this quarter, 27% of turn around sorties have been late take-offs and 46% have been deviations.¹⁵ /Confidential/

11. Remarks Comdr 305th BOMWGM, Part IV of Air Training Report for the month of October 1956, p.3. EXHIBIT 20.
12. Ibid.
13. Remarks Comdr 305th AREFSM, Part III of Air Training Report for the month of October 1956, p.3. EXHIBIT 21.
14. Ibid.
15. Ibid.

~~CONFIDENTIAL~~

0740

OPERATIONS AND TRAINING **CONFIDENTIAL**

19

During the months of September and October, 1956, three aircraft commanders of the 305th Air Refueling Squadron, completed SAC Regulation 51-19 training and passed initial standboard check. Four co-pilots completed SAC Regulation 51-19 training and passed initial standboard check. Two navigators completed SAC Regulation 51-19 training and passed initial standboard check. One flight engineer, nine radio operators and six boom operators completed SAC Regulation 51-19 training and passed initial standboard check. Crew M-80 was upgraded to combat ready status on 12 September 1956; crew M-81 upgraded to combat ready status 17 October, and crew M-79 upgraded to combat ready status on 11 October 1956.

/Confidential/

The following non-combat ready crews M-82, M-83 and M-84 have been scheduled to be combat ready by 31 December 1956. During the past quarter, the 305th Air Refueling Squadron reached a peak of twenty-five combat ready crews. Future crews upgrading will be limited with crew regressions, due to pending transfers and discharges of aircraft commanders. All aircraft commander resources have been utilized.

16. Remarks Comdr 305th AREFSM, Part III of Air Training Report for the month of October 1956, p.4. EXHIBIT 21.

17. Ibid.

18. Ibid.

19. Ibid.

20. Ibid.

CONFIDENTIAL

0741

CONFIDENTIAL

APPENDIX

- EXHIBIT 1 Roster of Key Personnel, Hq 305th BOMWGM for Oct 56.
 EXHIBIT 2 Hq 305th BOMWGM, GO 15, dtd 26 Oct 56.
 EXHIBIT 3 Hq 305th BOMWGM, Wg Reg 20-1, dtd 1 Aug 56.
 EXHIBIT 4 Hq 305th BOMWGM, Wg Reg 35-2, dtd 8 Aug 56.
 EXHIBIT 5 Hq 305th BOMWGM, Wg Reg 34-1, dtd 4 Sep 56.
 EXHIBIT 6 Memo for Dir of Saf and All Sq Comdrs 305th BOMWGM from Col F.R. Ramputi, Deputy Commander, Subj: Wing Traffic Review Board, 21 Aug 56.
 EXHIBIT 7 Memo for Dir of Saf and All Sq Comdrs 305th BOMWGM from Maj Dale D. Armentrout, Adj, 305th BOMWGM, Subj: Wing Traffic Review Board, 23 Aug 56.
 EXHIBIT 8 Minutes of Staff Meeting of Hq 305th BOMWGM, dtd 5 Oct 56, p.3.
 EXHIBIT 9 Hq 809th ABG Stat Summary, Part I, p.1., period 1-31 Oct 56.
 EXHIBIT 10 Hq 305th BOMWGM, paras 2,3,4, PERAM 117, dtd 12 Oct 56.
 EXHIBIT 11 Hq 305th BOMWGM, para 3, PERAM 183, dtd 19 Oct 56.
 EXHIBIT 12 Hq 305th BOMWGM, para 5, PERAM 187, dtd 22 Oct 56.
 EXHIBIT 13 Hq 305th BOMWGM, para 1, PERAM 175, dtd 10 Oct 56.
 EXHIBIT 14 Minutes of Staff Meeting, Hq 305th BOMWGM, dtd 12 Oct 56.
 EXHIBIT 15 Disposition Form D/P, 6th AD, MacDill AFB, Fla, to Comdr 305th and 306th BOMWGM, and Comdr 809th ABG, Subj: OJT Spot Check, dtd 15 Oct 56.
 EXHIBIT 16 Disposition Form, 809th ABG, OJT Off, Capt John M. McTamney, to Comdr 305th BOMWGM, Subj: OJT Spot Check, dtd 10 Oct 56.
 EXHIBIT 17 Hq 809th ABG, Stat Summary, Part II, for Oct 56, pp 1,2.
 EXHIBIT 18 305th BOMWGM, Material Maintenance Summary for Oct 56.
 EXHIBIT 19 Hq 809th ABG Stat Summary, Oct 1956, Part II, p.4.
 EXHIBIT 20 Remarks Comdr 305th BOMWGM, Part IV of Air Training Report for the Month of Oct 1956, p.3.
 EXHIBIT 21 Remarks Comdr 305th AREFSM, Part III of Air Training Report for the Month of Oct 1956, p.3.

APPENDIX

CONFIDENTIAL

0742

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

ROSTER OF KEY PERSONNEL
(1 November 1956)

<u>NAME</u>	<u>HOME ADDRESS</u>	<u>DUTY PHONE</u>	<u>HOME PHONE</u>
COLONEL JULIAN M. BLEYER Wing Commander	104 Staff Loop MacDill AFB	23-051	34-221
COLONEL FREDERICK R. RAMPUTI Deputy Wing Commander	37 Secord Drive MacDill AFB	33-051	8-3872
MAJOR DALE D. ARMENTROUT Wing Adjutant	1023 Bay Blvd Indian Rocks Beach	33-051	Clearwater 91-4750
LT COL JOSEPH U. PIPKO Director of Personnel	4312 South Lois Ave Tampa	21-061	64-8622
MAJOR WILLIAM E. MITCHELL Director of Comptroller	3901 Tacon St Tampa	37-331	62-5771
LT COL STANLEY J. JOHNSON Director of Operations	30 Garden Drive MacDill AFB	35-321	8-2201
MAJOR JOHN H. PULLEY Deputy Director of Operations	1 Hillsborough Loop MacDill AFB	35-321	8-2064
MAJOR LON B. BERRY Chief of Intelligence	8103 Bayshore Dr MacDill AFB	23-831	8-2391
MAJOR FRANCIS M. STONE Chief of Plans	6603 Bayshore Blvd Tampa	30-861	65-6732
MAJOR WALTER A. CARTER JR. Wing Training Officer	4208 Fair Oaks Ave Tampa	37-351	64-0764
MAJOR KAVE B. KING Director of Safety Flying Safety Officer	32 Secord Drive MacDill AFB	36-461	8-3863
MAJOR PAUL H. EDWARDS Wing Ground Safety Officer Wing Security Officer	6213 Sanders Drive Tampa	36-461	63-5872
COLONEL CHARLES L. PERKINS Director of Materiel	2303 South Hale Ave Tampa	32-561	81-0754
LT COL WILLIAM A. UTLEY Chief of Maintenance	7 Bridges Loop MacDill AFB	32-561	8-2651
LT COL RAYMOND W. REEVES Wing Surgeon	MOO 394 (Waldorf) Rm #11, MacDill AFB	24-161	28-211

NAME	HOME ADDRESS	DUTY PHONE	HOME PHONE
CAPT JAMES R SCORBY Wing Chaplain	55 Bridges Loop MacDill AFB	37-181	
MAJOR AUDREY D TOLLEY Commander, Hq Sq Section Wing Communications Officer	4324 South Hubert Tampa	28-051	62-7404
MAJOR JOHN E BRANLAND Wing Logistics Officer	8 Bridges Loop MacDill AFB	25-151	82-754
LT COL JOHN M CHAPMAN Commander, 305th ARFSM	12 Bridges Loop MacDill AFB	38-081	8-3323
MAJOR EDWARD M POTTER JR 305th ARFS Ops Officer	4526 Vasconia St Tampa	29-321	65-5022
MAJOR R. A. SCHOOLCRAFT Comdr, 305th Fld Maint Sq	4010 Rogers Ave Tampa	23-931	64-2694
MAJOR ROBERT V SUNDBERG Comdr, 305th A & E Sq	4 Secord Drive MacDill AFB	21-361	8-3854
MAJOR DEAN E HAYDEN Comdr, 305th Per Maint Sq	4411 Ballast Pt Tampa	38-311	61-5541
LT COL LAWRENCE H JOHNSON Comdr, 364th Bomb Sq	4604 Trask Tampa	37-101	65-6781
MAJOR ALBERT R BEATY 364th Bomb Sq Ops Officer	4305 Knights Ave Tampa	26-051	61-5501
LT COL JAMIE M PHILPOTT Comdr, 365th Bomb Sq	4016 Zelar St Tampa	27-381	72-6521
MAJOR GEORGE E PORTER 365th Bomb Sq Ops Officer	10 Secord Drive MacDill AFB	36-301	83-641
LT COL JOHN F SWOFFORD Comdr, 366th Bomb Sq	702 Bella Vista Tampa	33-791	73-2281
MAJOR NATHAN W MILLER 366th Bomb Sq Ops Officer	3920 Estrella St Tampa	38-021	89-1714

NOTE: Call Est 26-361 or 25-561 for location of above named officers after duty hours.

DALE D ARMENTROUT
DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: "S", plus 1-Comdr 6th AD; 1 6AD Pers; 3-6AD Ops; 1 Comdr 809ABG; 5 ABG D/Pers; 6 ABG Adj; 3-Base D/Yat; 2 Base Postal Dir; 5 Base ISO; 3 Resident Auditor; 3 Chief Switchboard Operator; 5 Provost Marshal; 3 Garden House; 5 - 305th BW D/Pers; 3 Wg Surgeon; 6-305th BW D/Ops; 3-Base Chaplain: TOTAL: 112 copies

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

GENERAL ORDERS)
NUMBER 15)

26 October 1956

STAFF ASSIGNMENT----- LT COL RAYMOND W REEVES AO3000321 (MC) 305th TAC Hospital (SAC) this sta is assigned as Commander 305th TAC Hospital (SAC) this sta with additional duties of Wing Surgeon, vice MAJOR ROBERT F MORGAN 20543A (MC) 305th TAC Hospital (SAC) this sta, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D ARISTOTRONT
Major, USAF
Adjutant

Dale D Aristotront
DALE D ARISTOTRONT
Major, USAF
Adjutant

2

DISTRIBUTION "S" plus

- 5 - Wing Historian
- 2 - Wing Adjutant
- 6 - Hq 2AF
- 4 - Wg Personnel
- 1 - Commander, 6th AD
- 1 - Base Personnel Officer

0745

WING REGULATION)
NO. 20-1)

HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida 1 August 1956

ORGANIZATION

Organization, Functions, and Responsibilities
of the Wing Adjutant Activity

1. PURPOSE. The purpose of this regulation is to give a clear definition of specific duties within the Wing Adjutant activity.
2. RESPONSIBILITIES. All wing staff agencies and squadron commanders will insure compliance with this regulation.
3. ORGANIZATION. The wing adjutant activity is organized as follows.

a. Mail and Records Management Branch

- (1) Classified Section
- (2) Unclassified Section
- (3) Records Management Section

b. Administrative Branch

- (1) Orders Section
- (2) Editing Section
- (3) Reference Library Section

c. Reproduction and Forms Management Branch

- (1) Reproduction Section
- (2) Forms Management Section

4. FUNCTIONAL RESPONSIBILITIES.

a. The Wing Adjutant. The Wing Adjutant has the primary responsibility for administrative management within the tactical wing itself. Operation is geared to relieve the Wing Commander of the administrative burden which will permit maximum effort toward combat readiness and mobility. The Wing Adjutant will finalize plans for operating an adjutant's activity in a theatre of operations.

b. The Wing Sergeant Major. The Wing Sergeant Major will, to the maximum extent authorized by his grade, act for, and in the absence of, the Wing Adjutant. He will maintain a schedule of meetings and conferences to be held in the Wing Conference Room. He will maintain a Wing Duty Roster by squadron, when the wing must select personnel to perform duties other

WP 20-1

than their regular assignments. In addition, he will directly supervise all branches and sections of the Wing Adjutant Activity.

c. Mail and Records Management Branch (Classified Section).

(1) Pick up and Delivery of Classified Material. The Wing Adjutant will be appointed the Wing Top Secret Control Officer to receive, safeguard, control, and dispatch classified material for the 305th Bomb Wing. The Wing Adjutant, or his assistant, will personally pick up from Base Classified Document Control Section, all top secret material in which the wing is concerned and he will deliver to the Base Classified Document Control Section, all top secret material to be dispatched outside the Wing. Secret and Confidential material will be picked up from, and delivered to, the Base Classified Document Control Section twice daily by the wing classified document control clerk: once in the morning and once in the afternoon. However, all classified material requiring immediate action will be handled in accordance with its precedence, and in these instances, normal routine handling will not apply.

(2) Logging and Control of Classified Material. Upon receipt of classified material within the Wing Classified Document control section, Top Secret material will be logged on 2AF Form 1 and assigned a 305th Bomb Wing control number. Secret material will be logged on DD form 278A and also assigned a 305th Bomb Wing Control number. Confidential material will be logged in a columnar book, but will not be assigned a 305th Bomb Wing Control number. Top secret and secret material will be receipted for by all individuals handling same, and it is emphasized that the last signer assumes complete responsibility for the material. Confidential material need not be receipted for, but control should be exercised.

(3) Inventory of Classified Material. The Wing Classified Document Control clerk will conduct an inventory of Top Secret material at least every six months or upon change of Wing Custodian, whichever is sooner. An inventory of secret material will be handled in the same manner as Top Secret material but is required only once a year unless sooner directed. An inventory of confidential material is not required.

(4) Destruction of Classified Material. The Wing Adjutant (Top Secret Control Officer) will destroy all Top Secret material for the Wing when required. All staff sections and squadrons will turn in their Top Secret material, accompanied by the proper certificate of destruction, to the Wing Classified Document Control clerk. After destruction of Top Secret material, the Wing Adjutant will assume accountability for the documents by means of the certificates of destruction. Secret and confidential material will be destroyed by the Wing Staff Sections or Squadrons having custody of the documents at the time destruction is required. Staff Sections and squadrons destroying secret material will forward one copy of the certificate of destruction to the Wing Adjutant's office for necessary accountability and file.

d. Mail and Records Management Branch (Unclassified Section).

(1) Unclassified Mail Section. A mail and message facility is established in the Wing Adjutant's activity to receive and process all

WR 20-1

documents applicable to Wing Headquarters or the squadrons assigned to the Wing.

(2) Incoming Mail Procedures.

(a) The first step taken when mail is received from the Base Message Center is to open and date-time all mail. The clerk whose duty it is to open or receive mail will affix the date-time receipt stamp on the reverse side of the last page of the correspondence as near to the bottom of the page as possible. The next step is recording the correspondence. Incoming correspondence requiring action, or incoming correspondence requiring a reply thereto, will be logged on a Base Form 87, and individuals picking up this correspondence will sign for same on this form. In addition, DD form 278 will be used to record and control all correspondence requiring a reply from the 305th Bomb Wing. When the recording clerk has prepared the DD form 278, and the correspondence is ready to be forwarded to the staff sections or squadrons concerned for action, he will remove the first copy of the form and put it in a suspense file. This suspense file will be checked daily by the unclassified mail section chief in order to preclude correspondence from being delinquent. The first staff section or squadron receiving the correspondence will retain the next copy of the DD form 278 for their records. If additional action or coordination is necessary, the first recipient of the correspondence will forward it to another staff section or squadron thru the Wing Mail and Distribution section for additional action or coordination. It is emphasized that correspondence of this nature must always be routed thru the Wing Unclassified Mail Section in order that the Wing Mail clerk will know the location of suspense material at all times. The staff sections or squadrons taking additional action or coordination will retain the next copy of the DD Form 278 for their records and return the correspondence to the first recipient (thru the Wing Mail and Distribution Section.) If additional action or coordination is not necessary, the first recipient will return the correspondence directly to the Wing Unclassified Mail section. The fifth copy of the DD Form 278 (Printed in Red) will not be withdrawn by staff section or squadrons and will remain with the correspondence until it is ready for dispatch or filing by the Wing Mail Section. If a reply to suspense correspondence is not considered to be required, the individual making this decision will enter in the "other action" block of DD Form 278 the statement "no reply required" along with his initials and the date. He will retain the correspondence for his file and forward the DD Form 278 to the Wing Mail and Distribution section and enter in the block "filed", the location of the file in which the correspondence is retained.

(b) Time Limitations. The following time limitations will apply on all correspondence requiring a reply. When suspense cannot be met by staff sections or squadrons in the time allotted, the Wing Mail and Distribution Section will be notified by telephone (26-501) at least one day prior to suspense date.

1. Routine correspondence or messages—5 work days unless otherwise directed by higher headquarters.
2. Congressional Inquiries—24 hours.
3. Operation Immediate Messages—24 hours.

WP 20-1

(3) Outgoing Mail Procedures.

(a) The first step taken when mail is to be forwarded from the Wing is to affix a date-time dispatch stamp on the reverse side of the last page of the correspondence as near the bottom of the page as possible. All correspondence containing an RCS will be recorded on an outgoing record sheet. After the recording clerk has recorded the outgoing RCS correspondence on an outgoing record sheet, he will place all outgoing RCS correspondence in one large envelope and address it to the Base Statistical Control Officer. He will then forward the RCS correspondence through regular mail and distribution channels. The base runner will be requested to time-receipt for this envelope when he picks up the outgoing distribution. When it is foreseen that RCS correspondence will not arrive in the Base Statistical office on time if forwarded thru regular distribution channels, the preparer of the correspondence will hand-carry the report to Base Stat Control Office (thru regular channels) to preclude a "late report" discrepancy.

(b) Preparation of Correspondence. All official military correspondence and messages addressed to units off the base will be accomplished at the appropriate level on 6th Air Division letterhead stationary or as a 6th Air Division indorsement, except for actions otherwise expressly permitted by regulations, or those requiring the signature of the Air Base Commander specifically by regulation. In the latter instance, the letter head of the Air Base Group will be used. The originator of correspondence and messages is responsible for indicating all coordination required and in this connection the use of 2AF form 7 "Official Record Copy" or the Air Base Group Form 137 (Coordination file copy) is mandatory. The Wing Adjutant, who is responsible for administration, will make a final check to determine that proper coordination has been indicated.

(4) Authorization for Mail Clerk. All personnel working in the Wing Mail Section are required by regulations, since the handling of mail is one of their primary duties, to have in their possession all times DD Form 285 (Authorization for Unit Mail Clerk). This form authorizes the bearer to handle and make distribution of personal mail and official mail. Mail, whether it be personal or official, should not be handled within the reach of unauthorized personnel. Unauthorized personnel should never be allowed to enter a mail and records section, regardless of the circumstance.

(5) Records Management Section.

(a) The Wing Adjutant will be designated as the Wing Records Officer and will assist the Base Records Officer in the execution of his responsibility. This will include insuring that each squadron and staff section assigned to the Wing will also appoint a records officer to assist the Base Records Officer in the execution of his duties. In order to afford the Base Records Officer maximum assistance in the execution of his duties, the following will be accomplished.

(b) Maintenance of Record File Copies. On the file copy of all outgoing correspondence and messages, (2AF Form 7 or BG Form 137), the preparer will type or print legibly at the upper right hand corner of the file copy the symbol of the major filing category and its numerical

SR 20-1

primary or secondary division in which the file copy will be filed upon return to the originator. In addition, at the bottom of the file copy, the "life" of the file copy will be typed or printed, as indicated on each Office of Records Disposition schedules, in the manner shown below. This same notation will be inserted by the receiving staff agencies or squadrons on all incoming correspondence to be filed, in order to affect the orderly and systematic destruction or retirement of all records.

TO BE DESTROYED

Month Year

FORWARD TO BASE RECORDS OFFICE FOR RETIREMENT

Month Year

(c) Screening of Files. Files will be screened on a monthly basis and a current record kept of the amount of records destroyed in order that this information may be included in periodic destruction reports required by the Base Records Officer. "Record File" copies which are required to be forwarded to the Base Records Officer for retirement will be promptly forwarded when due.

e. Administrative Branch:

(1) Orders Section. The Wing Adjutant will issue General Orders announcing assumption of command and Wing Staff assignment. Aeronautical orders and special orders, exclusive of Special Orders affecting expenditure of travel funds, will be published pertaining to personnel transactions within the Wing. Aeronautical orders will be used to announce the granting of aeronautical ratings, and suspensions and removal from suspensions from flying status.

(2) Editing Section. The Wing Adjutant's office will issue wing regulations as required within the Wing. No other standard numbered directives are authorized to be published, unless prior approval is obtained from SAC Headquarters (ref para 4b (3) SAC Manual 20-1, C2, dtd 9 Apr 56). Written coordination of the wing staff will be obtained prior to publication. Wing publications will be checked for duplication or conflict with other directives, accuracy of referenced matter, timeliness of submission, clarity and conciseness of expression, style and coordination. A control system will be maintained of all Wing Publications to insure review by originators at periodic intervals. Indexes will be maintained and published on all wing publications issued by the Wing Headquarters.

(3) Reference Library Section. The Wing Adjutant will maintain a limited library consisting of higher headquarters administrative publications that are pertinent to wing activities. These administrative publications will be divided into five groups: Regulations, Numbered Letters, Manuals, Bulletins, and Pamphlets. The numerical regulation 5-2 is the record keeping index of administrative publications issued by each headquarters. It must show at all times which publications are on hand, which are not needed, and which are on requisition to determine which publications are needed from various levels of command. The system of marking

R 20-1

to indicate to which level of command it applies is the "Distribution Code". This Distribution Code is divided into two types: the "letter symbol" as appears on AF Regulations, Numbered Letters, and Pamphlets; and the "activity listing" that appears on AF Manuals. Air Force Bulletins do not have a distribution code as they apply to all units, Air Force wide.

f. Reproduction and Forms Management Branch.

(1) Reproduction Section. The Wing Adjutant will use mimeograph and/or ditto machines to reproduce documents (except forms) required primarily for the Wing. The only documents authorized by regulations which can be reproduced in the Wing Reproduction Section are written media such as minutes of meetings, orders, letters of instruction, details, etc. All stencils to be reproduced on the Wing Mimeograph machine will have attached a 2AF Form 29a in duplicate in order that an accurate accounting of jobs and impressions can be made for a monthly RCS report submitted to Base Reproductions.

(2) Forms Management Section.

(a) The Wing Adjutant will be designated the Wing Forms Manager and will assist the Base Forms manager in the performance of his duties, as pertains to the forms requirements of the wing. In accordance with forms management directives, forms cannot be reproduced at Wing level. All forms must be reproduced at Base Reproductions. By definition, a form is a document consisting of predetermined spaces provided thereon for the insertion of information such as dates, names, descriptive details, or other similar items requiring a substantial degree of fill-in. Form letters are exempted from this definition as they generally require little more than filling in a date and signature.

(b) If reproduction of forms are specifically authorized by a regulation, a typewritten stencil will be attached to two copies of Form 2AF 29a. The "Remarks" section of Form 2AF 29a will include the directive authorizing the reproduction of the form and will be forwarded to Base Reproductions (thru the Wing Adjutant's office) for reproduction.

(c) If forms are NOT specifically authorized by a regulation, letter or other directive, a typewritten draft of the form desired will be attached to 3 copies of DD form 67 (Request and Justification for Approval of Forms) and will be forwarded to Base Reproduction Officer (thru the Wing Adjutant's office) for approval and reproduction.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

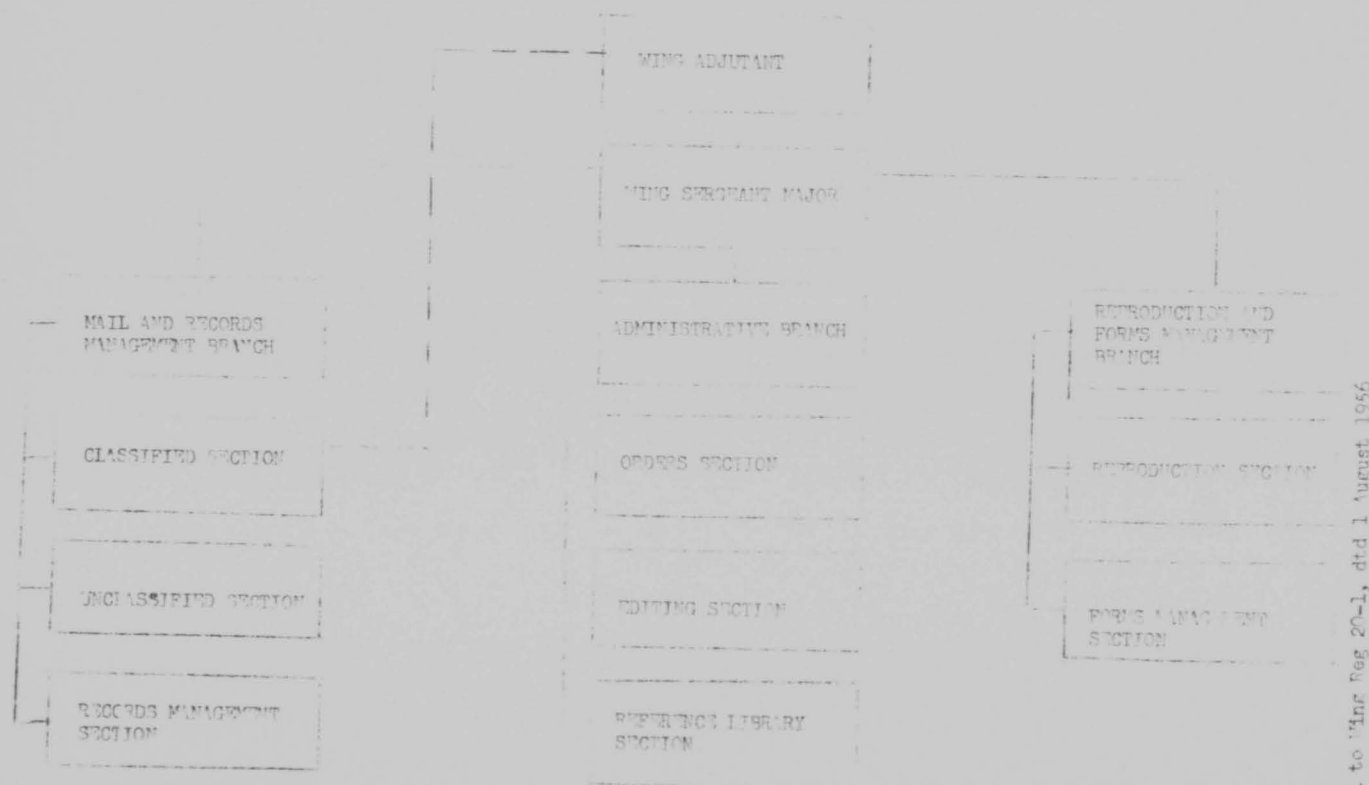
DALE D. ARMENTROUT
Major, USAF
Adjutant

1 Incl: Wing Adjutant's Organizational Chart

DISTRIBUTION: S

6

0751



--- Direct routing is often exercised to insure that only individuals who "need to know" will have access to highly classified material.

Incl 1 to Wing Reg 20-1, dtd 1 August 1956

WING REGULATION)
NO. 35-2)

HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida 8 August 1956

MILITARY PERSONNEL

Complaints and Grievances

1. WHAT THIS REGULATION DOES. This regulation establishes a standard procedure regarding complaints and grievances on the part of any member of this wing.

2. TO WHOM THIS REGULATION APPLIES. Each Squadron Commander will indoctrinate his personnel in the policies set forth in this regulation. In this connection, the policy contained herein will be periodically discussed at Commander's calls.

3. INSTRUCTIONS AND PROCEDURES.

a. A Wing Personal Conference Period will be held once a month and will be announced far enough in advance to be available to all members of this command (including hospital patients and prisoners). The Personal Conference period will be scheduled to permit any individual to present his complaint in the strictest confidence. Conversely, it is desired to point out that any individual who knowingly makes statements which are untruthful, malicious, or slanderous, will be subject to appropriate disciplinary action.

b. Any officer, NCO, or airman, who feels he has been treated unfairly, is permitted to make a complaint. But, since these complaints are generally resolved within the squadron, they should be kept at squadron level as far as possible.

c. However, when the difficulties giving rise to a complaint cannot be resolved through the Individual's Squadron Commander, the individual may seek redress from the Wing Deputy Commander or his representative during the Wing Personal Conference Period. Anyone who registers a complaint will be told what action, if any, will be taken as a result of his complaint.

4. PERFORMANCE OF UNPLEASANT DUTIES. Prior to submitting a complaint or grievance, it must be realized that personnel will occasionally have to perform duties that are not pleasant, and they must learn to take their fair share of the bad with the good. For example, when a unit moves into a new area, it often finds living conditions and recreational facilities below normal standards. Action will be started at once to meet normal standards, but meanwhile, individuals must learn to live without some of their usual comforts and conveniences.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Dale D Armentrout
DALE D ARMENTROUT
Major, USAF
Adjutant

DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: S

0753

*MR 34-1

WING REGULATION)
NUMBER 34-1)

HQ 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base
Florida 4 Sept 1956

PERSONNEL SERVICES

Wing Outstanding Awards

1. WHAT THIS REGULATION DOES. This regulation prescribes the policies and procedures connected with issuing awards to outstanding flight crews, maintenance men, NCO's, and airmen in this Wing.

2. WHY THESE AWARDS ARE ESTABLISHED. These awards are established in the interest of increasing the incentive of the individual officer, NCO, and airman. Inasmuch as outstanding individual effort and achievement is a most important contribution towards accomplishing the mission of the wing, individuals in this category must not be ignored or go unrecognized.

3. THE TYPES OF WING OUTSTANDING AWARDS. The following awards are established for the 305th Bombardment Wing. These awards are in addition to, and are separate from, the outstanding awards criteria contained in SAC Regulation 34-16.

- a. B-47 Crew of the month.
- b. KC-97 Crew of the month.
- c. Wing Maintenance Man of the month (any grade).
- d. Wing NCO (TSgt or SSgt) of the month.
- e. Wing Airmen of the month. (last 4 grades)
- f. Wing Semi-annual NCO (TSgt or SSgt) for period ending JUN/DEC.
- g. Wing Semi-annual Airman (last 4 grades) for period ending JUN/DEC.

4. WING FLIGHT CREWS OF THE MONTH.

a. Who is responsible for what.

(1) Squadron Commanders. Each Bombardment Squadron Commander and the Commander ARS will submit their recommendations to the Wing Director of Operations so as to arrive thereat MFL the first work day following the end of the month for which selected. These recommendations will include the names, relationship and addresses of the next of kin for each of these individuals in addition to the factors used in determining the outstanding qualifications of these individuals. (see sub-paragraph c below)

* This regulation supersedes Wing Reg 35-6 dtd 28 Feb 55 and WR 39-3 dtd 14 Mar 55

MR 34-1

(2) Director of Operations. The Wing Director of Operations or his deputy is responsible for selecting the Wing Outstanding Flight Crews of the month. However, this selection will be subject to personal review by the Wing Commander or the Wing Deputy Commander. The Director of Operations will provide the Wing Adjutant with the names and the crew positions of the members who were selected the Wing B-47 Crew of the month and the Wing KC-97 Crew of the month NLT the 3d work day following the end of the month for which selected.

b. Composition of the Selection Board. The Selection Board will consist of the Director of Operations or his deputy, Chief of Operations and Training, Chief of Bomb Navigation, Flying Safety Officer, and the Standardization Board.

c. Factors in determining selection. The Board will consider the mission accomplishments, bombing and/or navigation circular errors, incidents to flights where accidents were avoided, flights of a spectacular nature, and other outstanding achievements of the crews.

d. Preparation of letters or certificates. Letters and/or certificates to the B-47 and the KC-97 Flight crews of the month will be prepared in the Wing Adjutant's office. These letters will be signed by the Wing Commander and presented to the individuals concerned by the Wing Commander or his designated representative. The Wing Adjutant will also prepare and forward letters to the individuals next of kin after they have been signed by the Wing Commander.

5. WING MAINTENANCE MAN OF THE MONTH (Any Grade).

a. Who is responsible for what.

(1) Squadron Commanders. Each Bomb Squadron Commander, the Commander ARS will submit recommendations to arrive at the Wing Director of Materiel NLT 20th day of the month for one each crew chief and one each postflight mechanic. The Commanders of the ARS Squadron, Field Maint Sq, and Periodic Maint Squadron will also submit their recommendations for only the outstanding maintenance man from their squadrons. These recommendations will include the name, relationship and address of the next of kin of each of these individuals in addition to the factors used in determining the outstanding qualifications of these individuals. (see sub-paragraph c below)

(2) Director of Materiel. The Wing Director of Materiel or his deputy is responsible for selecting the Wing Maintenance Man of the month. The Director of Materiel will provide the Wing Adjutant with only the name of the individual who has been selected the Wing Maintenance man of the month, and will include the name, relationship and address of the individual's next of kin NLT the 3d work day following the end of the month for which selected.

b. Composition of the Board. The board will consist of the line chief, or his representative from each squadron, the NCOIC of the Aircraft Standardization branch, and other personnel deemed necessary to review the

WR 34-1

recommendations of the airmen nominated for the Wing Maintenance man of the month.

c. Factors in determining selection. The Board will consider the individuals performance standard, attitude, initiative, promptness, military bearing, and outstanding contributions to the maintenance or engineering fields, such as development of systems, tools, or advanced maintenance procedures.

d. Preparation of letters or certificates. Letters and/or certificates to the Wing Maintenance man of the month will be prepared in the Wing Adjutant Section. These letters will be signed by the Wing Commander and presented to the individual by the Wing Commander or his representative. Letters to monthly squadron nominees, and to their next of kin, will be prepared at squadron level, and will be signed by the squadron commander. (see attachments 1 and 2 to this regulation). These letters will be presented to the squadron nominees by the squadron commander or his representative.

6. WING NCO (T Sgt or S/Sgt) of the Month.

a. Who is responsible for what.

(1) Squadron Commanders. Each Squadron Commander will submit their recommendations to the Wing Adjutant so as to arrive thereat NLT 25th of the month. These recommendations will include the names, relationship, and addresses of the next of kin for each of these individuals.

(2) Wing Adjutant. The Wing Adjutant is responsible for selecting the Wing NCO of the month.

b. Composition of the Selection Board. The Board will consist of the Wing Sgt Major and each squadron First Sergeant.

c. Factors in determining selection. The board will consider the individuals effort in relation to performance of duty, loyalty to unit, acceptance of responsibility, adherence to customs of the service, appearance, and off-duty conduct.

d. Preparation of letters or certificates. Letters to the Wing NCO of the month will be prepared in the Wing Adjutant's Section. These letters will be signed by the Wing Commander and presented to the individual by the Wing Commander or his representative. Letters to monthly squadron nominees and to their next of kin, will be prepared at squadron level, and will be signed by the squadron commander. (see attachment 3 and 4 to this regulation for format)

7. WING AIRMEN OF THE MONTH (Last 4 grades) Instructions contained in paragraph 6 above, and attachments 5 and 6 to this regulation, are applicable.

8. WING SEMI-ANNUAL NCO for PERIOD ENDING JUN/DEC. Instructions contained in paragraph 6 above are applicable.

WR 34-1

9. WING SEMI-ANNUAL AIRMAN FOR PERIOD ENDING JUN/DEC. Instructions contained in paragraph 6 above are applicable.

10. WHO WILL GET PRIZES.

a. \$25 Savings Bond. UP Paragraph 13d AFR 176-1 dtd 20 Jun 56, commanders are authorized to issue monetary awards. A \$25 savings bond will be issued to the individual selected below. In this connection, each squadron will appropriate a pro-rata share of the 40 savings bonds per year that this Wing Incentive Awards program encompasses.

- (1) Wing Maintenance Man of the Month.
- (2) Wing NCO of the Month.
- (3) Wing Airman of the Month.
- (4) Wing Semi-Annual NCO of the Month.
- (5) Wing Semi-Annual Airman of the Month.

b. 3 Day pass. Individuals who have been selected for the Wing Awards listed above will be granted a 3 day pass by the Squadron Commander concerned as soon after winning the award as the military schedules permit.

11. WHEN RECORDS WILL BE DISPOSED OF. Correspondence and other papers relating to the general administration and operation of the incentive awards program will be destroyed after 2 years.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D. ARMENTROUT
Major, USAF
Adjutant

[Signature]
DALE D. ARMENTROUT
Major, USAF
Adjutant

6 Incls

1. Sample letter to Sq Maint Man
2. Sample letter to Sq Maint Man's next of kin
3. Sample letter to NCO of the month
4. Sample letter to NCO's next of kin
5. Sample letter to Sq Airman of the month
6. Sample letter to Sq Airman's next of kin

DISTRIBUTION "S"

SAMPLE LETTER FORMAT TO SQ MAINT MAN

(Squadron Heading)

(File)

(Date)

SUBJECT: Squadron Maintenance Man of the Month

TO:

1. By a panel of qualified judges, you have been selected "Squadron Maintenance Man of the Month" in the _____ (Squadron) 305th Bombardment Wing Medium, MacDill Air Force Base, Florida, for the month of _____.

2. The selection of the "Squadron Maintenance Man of the Month" is based upon performance standards, initiative, attitude, promptness, and military bearing.

3. Your initiative and devotion to duty are exemplified by your ability to get the job done with a minimum of wasted manhours, and the fact that you make yourself available after duty hours.

4. I extend my heartiest congratulations for your accomplishment, and my sincerest thanks for your loyal service.

1 Incl: _____ (Name) _____ (signature block - Squadron Commander)
1. Copy of ltr to _____
(relationship) _____ Date _____

SAMPLE LETTER FORMAT TO SQUADRON MAINT MAN

NOTE: A copy of letter sent to the individuals next of kin (see Incl 2) will be inclosed with this letter to the individual.

Inclosure 1 to WR 34-1 dtd 4 September 1956

SAMPLE LETTER TO SQUADRON MAINT MAN'S NEXT OF KIN

(Squadron Heading)

(Date)

(Address)

Your (son) (husband), (Name), has been selected "Squadron Maintenance Man of the Month" in the (Squadron) 305th Bombardment Wing Medium, MacDill Air Force Base, Florida, for the month of .

Competition for this monthly award is extremely keen and only the best are nominated to meet the selection board. Selection of the "Squadron Maintenance Man of the Month" is a signal honor for both the individual and the squadron he represents.

I feel sure that you are as happy as I am to know that your (son) (husband) has received this coveted award. Your help and understanding have certainly played a major role in his achievement.

I am proud to have your (son) (husband) as a member of my organization.

Sincerely,

(signature block - Squadron Commander)

SAMPLE LETTER TO SQ MAINT MAN'S NEXT OF KIN

Inclosure 2 to MR 34-1 dtd 4 Sept 56

6

0759

SAMPLE LETTER TO SQUADRON NCO

(Squadron Heading)

(File)

(Date)

SUBJECT: Squadron Non-commissioned Officer of the Month

TO:

1. By a panel of qualified judges, you have been selected the "Non-Commissioned Officer of the Month" in the _____ (Squadron) 305th Bombardment Wing Medium, MacDill Air Force Base, Florida, for the month of _____.

2. The NCO of the Month selection is based upon your performance of duty, loyalty, acceptance of responsibility, adherence to the customs of the service, appearance, and off-duty conduct.

3. Your promptness in reporting for duty, willingness to work long hours, the high quality of your work, and your military bearing, leave nothing to be desired. The thorough knowledge of your job and your effective planning have been exceptional.

4. I extend my heartiest congratulations for your accomplishment, and my sincerest thanks for your loyal service.

1 Incl:

(signature block - Squadron Commander)

1 Copy Ltr to _____ (Name)
(relationship) _____ (Date)

SAMPLE LETTER TO WING NCO

NOTE: A copy of letter sent to the NCO's next of kin (see Incl A) will be inclosed with this letter to the NCO.

INCL 3 to WR 34-1 dtd 4 Sept 56

SAMPLE LETTER TO SQUADRON NCO'S NEXT OF KIN

(Squadron Heading)

(Date)

(Address)

It gives me great pleasure to inform you that your (son) (husband)
(name) , has been selected as the Non-Commissioned
Officer of the Month in the (Squadron) , 305th Bombardment
Wing Medium, MacDill Air Force Bas , Florida, for the month of .

This award is made each month in each unit of the 305th Bombardment
Wing Medium to that NCO who contributes most to his organization through
leadership, conduct, and attitude during the month. This selection is
made by a board of officers and senior NCO's within the unit.

By taking a personal interest in his work, and applying himself
without regard to his personal welfare, your (son) (husband) contributed
immeasurably to the mission of his unit. In addition, his appearance,
military bearing, and courtesy bring great credit to himself and to the
305th Wing.

I am proud to have your (son) (husband) as a member of my organization

Sincerely,

(Signature block - Squadron Commander)

(SAMPLE LETTER TO SQUADRON NCO'S NEXT OF KIN)

Incl 4 to WR 34-1 Std 4 Sept 58

SAMPLE LETTER TO SQUADRON AIRMAN OF THE MONTH

(Squadron Meeting)

(File)

(Date)

SUBJECT: Squadron Airman of the Month

TO:

1. By a panel of qualified judges, you have been selected "Airman of the Month" in the (Squadron), 305th Bombardment Wing, Medium, MacDill Air Force Base, Florida, for the month of _____.

2. The "Airman of the Month" selection is based upon adherence to the customs of the service, military bearing, appearance, performance of duty, and off-duty conduct. The decision of the judging panel indicates that you have excelled in each of these fields.

3. Your achievement is the result of your initiative, perseverance, and loyalty to the service. This is a splendid example of soldierly and personal accomplishment, and exemplifies the highest standards expected of Air Force personnel.

4. I extend my sincerest congratulations for your accomplishment, and my sincerest thanks for your loyal service and fine example to other airmen.

1 Incl:

(Signature block - Squadron Commander)

1 Copy ltr to (Name)
(relationship) (Date)

SAMPLE LETTER TO SQUADRON AIRMAN OF THE MONTH

NOTE: A copy of letter sent to the airman's next of kin (see Inclosure 6) is inclosed with this letter to the individual.

Incl 5 to MR 34-1 dtd 4 Sept 56

305DC	Wing Traffic Review Board	
Director of Safety	Deputy Commander	21 Aug 56
Comdr, Hq Sq, 305BWM	305th Bomb Wing (M)	Col. Ramputi/23-051
Comdr, 364th Bomb Sq		
Comdr, 365th Bomb Sq		
Comdr, 366th Bomb Sq		
Comdr, 305th Air Rflg Sq		
Comdr, 305th A&E Maint Sq		
Comdr, 305th Fld Maint Sq		
Comdr, 305th Per Maint Sq		

1. It is evident that Traffic Review Board action for minor infractions has received insufficient emphasis.

2. At a previous meeting, each Commander and his First Sergeant were briefed on the feasibility of using the ground safety program as a stimulus in reducing minor infractions and accidents. It was the Squadron Commanders' unanimous desire to retain individual control of the problem.

3. Since little, if any, progress has been apparent to date, the following policy is stated:

a. Effective 31 August 1956, and until further notice, airmen cited for base driving violations will meet the Wing Traffic Review Board. Board members will consist of the Squadron Commander and the First Sergeant concerned, and the Director of Safety. The senior Commander present will convene the board at 1500 hours the first, second and fourth Fridays, at 0900 on the third Friday, of each month, in the Wing Conference Room. All proceedings will be recorded in simple text as to violation and disposition by the Director of Safety.

4. Squadron Commanders may, at their discretion, review off-base accidents for informative purposes, and any accident involving driver negligence will receive a maximum of publicity, in accordance with existing ground safety procedures.

A TRUE COPY

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

s/t F. R. RAMPUTI
Colonel, USAF
Deputy Commander

305A

Wing Traffic Review Board

Director of Safety	Adjutant	23 Aug 56
Comdr, 364th Bomb Sq	305th Bomb Wg (M)	Maj. Armentrout/33-051
Comdr, 365th Bomb Sq		
Comdr, 366th Bomb Sq		
Comdr, 305th Air Rflg Sq		
Comdr, 305th A&E Maint Sq		
Comdr, 305th Per Maint Sq		
Comdr, 305th Fld Maint Sq		
Comdr, Hq Sq, 305th Bomb Wg (M)		

1. Effective 1200 hours, Thursday, 30 Aug 56, and each Thursday thereafter, the Director of Safety will furnish the Deputy Commander with a list of 305th personnel who were involved in traffic accidents and/or charged with traffic violations (broken down as to on and off base) for that week.
2. The Adjutant Section will be responsible for notifying Squadron Commanders of the personnel to appear before the Wing Traffic Review Board, which will be held at 1500 on the 1st, 2d and 4th Fridays, and at 0900 on the 3d Friday of each month.
3. Upon such notification, it will be mandatory for the offender concerned, and his First Sergeant and Squadron Commander, to attend the Wing Traffic Review Board Meeting.

FOR THE COMMANDER:

A TRUE COPY

s/t DALE D. ARMENTROUT
Major, USAF
Adjutant

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

0764

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
0900 hours, 5 October 1956

Presiding: Colonel Ramputi

COMPTROLLER

State of Discipline: (As of 5 Oct) The wing has been charged with 1 civilian offense, 1 traffic violation, 1 VD case, and 3 First-Aid injuries so far this month.

SAC Rating System. Maj. Mitchell briefed on the wing standings in the areas scored in this system, and pointed out that:

1. In September, for the first time, the wing was manned 100% in required specialties.
2. The wing reenlistment rate has dropped.
3. The Ground Safety score has dropped and will remain low for the rest of the quarter. The wing didn't have many accidents, but there were many incidents that cost us a great deal of money.

B-47 50-8 Training.

4. We are short bombing accomplishments, due to a two-week period of inactivity because of inclement weather and the alert. We need more visual release activity. If the crews cannot get the visuals as progged, they should get radar runs. More formation flying, pilot proficiency missions, PPI approaches for Aircraft Commanders and Co-pilots, gyro-outs for Co-pilots, and Air Weapons missions are needed.

B-47 Reliability.

5. The following items have dropped slightly in this area: RBS bombing, visual bombing, grid celestial, and mass night refueling. Once the proficiency drops, we must have more and better activity to bring up the percentages. The crews should strive for perfect scores across the board.

B-47 Non-combat Ready Crews.

6. Eight crews will have to be upgraded.
7. The two crews presently on probation must be off by the end of this quarter.

KC-97 50-8 Training.

8. The following areas are low: Night celestial legs, pilot proficiency missions, and Co-pilot PPI approaches. Overall, the Air Refueling Squadron is in very good shape, and is well above the average across the board in safety angles.

KC-97 Reliability.

9. There has been a small gain in ARS proficiency-wise.

KC-97 Non-combat Ready Crews.

10. NCR crew flying is very low. ARS is short on flying time for the quarter.

NOTE: Maj. Mitchell has furnished copies of all the charts presented at the Staff Meeting to the Squadron Commanders concerned for study and for assistance in meeting their requirements.

Maintenance Manhour Accounting Cards. These cards are still unsatisfactory. A survey conducted by the Comptroller Section earlier this week revealed that in all but one squadron men have been reported as performing maintenance on aircraft that were actually flying at the time, and in one instance a Crew Chief was reported as flying six hours when the aircraft flew only four and a half. Maj. Mitchell urged that the rules for maintaining these cards be followed to the letter and that supervisors insure that correct cards are submitted.

Reenlistment. The Wing Comptroller suggested that other units in the wing adopt the Headquarters Squadron's practice of ending all telephone conversations to airmen with the word "Re-up" instead of "Goodbye".

DEPUTY COMMANDER

Training Accomplishments. Col. Ramputi stated that if the hard-to-get items are accomplished first, we can concentrate on bombing and navigational reliability. We must make the most of each flying hour. When a mission has been accomplished and there are still 1-2 hours remaining, the Operations Officer should advise crews of the requirements they are lacking, e.g., one hour of pressurized flying, so they can be completed.

PFI Approaches. Col. Ramputi directed that the Squadron Operations Officers study the regulation on the ways to make PFI's.

OPERATIONS

TDY. Lt. Col. Johnson advised that the Operations Staff is presently formulating operational plans for flying up to the time of the rotational TDY, and requested that any comments or suggestions be brought to his attention as soon as possible.

PERSONNEL

Passports. Lt. Col. Ripko announced that the wing must obtain passports for crew members assigned to numbered crews prior to the forthcoming TDY. Some maintenance and A&E personnel will also need passports. The Base Passport Officer is presently busy processing 306th Wing applications; however, in the meantime, we can determine those people who do not have passports. Each squadron should appoint a Passport Officer. Capt. Kienzie is the Wing Passport Officer. He will hold a meeting of all Passport Officers in the near future.

Jet Aircraft Mechanics. The wing has received an info copy of a message Second Air Force sent to SAC on the critical shortage of 431X1E's 2AF-wide. Of the 318 personnel in the 43 career field authorized in this wing, 265 are assigned. Our projected loss is 87. The only recourse is a good OJT program.

Counseling of Airmen. At present there is a simplified procedure for getting non-productive airmen out of the service. Making reference to a letter from General Mundy, Lt. Col. Ripko advised that any airmen who fall in this category are to be counseled, and given guidance and an opportunity to improve, before action is initiated under 39-16 or 39-17.

ECL Tool Kits. Col. Perkins invited attention to a Disposition Form forwarded to all squadrons, and urged that the inventory of these tools and requests for replacements be completed as soon as possible. The target date for completion is 31 October. He advised that funds will undoubtedly be depleted before the end of the quarter and that we will be unable to procure hand tools through local purchase if we wait too long.

CHIEF OF MAINTENANCE

Boxes and Crates. Lt. Col. Utley requested that requirements for boxes and crates to move our equipment TDY be submitted to Field Maintenance as soon as possible. Procurement of lumber is difficult and slow, and we want to avoid a last-minute rush.

Wing and Axle Jacks. The Chief of Maintenance requested that Field Maintenance repair all extra wing and axle jacks for deployment. This will be an increase over our present Mobility Plan requirements.

Test Equipment. Lt. Col. Utley requested all squadrons to insure that their test equipment is complete prior to our move. If necessary, squadrons should request upgrading of supply priorities. Calibrations of torque wrenches, meters, etc., should be checked, and calibration brought up as nearly current as possible.

Maintenance Manhour Accounting. Attention was invited to a very detailed letter from SAC, Subj: "Maintenance Manhour Accounting Procedures for Deployed Units".

"Long Run". The wing will start using code name "Long Run" for parts approximately 1 November.

Incoming Aircraft. We now have eight IRAN'd aircraft. A crew has been dispatched to pick up the ninth. Lt. Col. Utley requested assistance of the B-47 and KC-97 Squadron Commanders in preparing these aircraft for necessary painting of tail stripe, SAC insignia and stripe. There are two aircraft painters in the wing, but because of their terrific workload, the Chief of Maintenance requested that, in cases where aircraft bear stripes or markings from former organizations, the squadrons remove these old markings. The paint remover is available from Field Maintenance upon request. With the preparatory work done by the squadrons, the two painters can get right to the actual painting.

Corrosion. Corrosion treatment should be taken care of the time the aircraft receive the 60-day periodic wash.

Nose Covers. Col. Ramputi made a survey yesterday and found several of the aircraft were leaking like sieves. The Tech Orders do not recommend the use of nose covers except in extremely inclement weather, but, with the amount of rain we have been having lately, Lt. Col. Utley recommended their use throughout the remainder of the rainy season. They should prevent some of the seepage from entering the critical areas of the aircraft.

Standardization. The Division Commander desires a standardization of the requirement for nose covers, fire extinguisher placement, etc., between the 305th and 306th Wings. Lt. Col. Utley has coordinated with Maj. Moser, 306th. 305th Wing MIL in the 66 series, coordinated with the 306th, will be published within a few days.

DEPUTY COMMANDER

Leaking Aircraft. Col. Ramputi advised that he observed many leaks in the Forward Observer's top hatch window during a survey of the aircraft following heavy rain. The leaks were minor in repair nature, and he suggested that Maj. Schoolcraft's men turn a hose on the aircraft and observe the results. It seems to be merely a matter of installing the window properly and using a seal. Aircraft are being delayed due to different pieces of equipment "going out" during a rain. Col. Ramputi was advised by a member of the Field Maintenance organization that nose covers rip when they are put on wet, and he asked that Lt. Col. Utley and Maj. Schoolcraft check into this.

FLYING SAFETY

K-38 Cameras. Maj. Edwards advised that the ECM modification sits so close to the K-38 camera that the ECM rack is tearing through and ripping the electrical cover on the camera. This can cause a direct short and electrical arcing. Maj. Edwards is preparing an Emergency Unsatisfactory Report, and requested that no flights be made in the newly assigned aircraft with a K-38 camera installed until we receive an answer from Wright-Patterson, which should be no later than next Friday.

UCF DRIVE OFFICER

Results of Drive. The 364th and 365th Bomb Squadrons did exceptionally well in this campaign. ARS has \$43.00 in outstanding collectible pledges. Including this amount, the wing has exceeded its quota by \$44.75. Seven of the eight units topped their quotas. Field Maintenance failed to meet its quota by \$209.00.

PMS

Wash Racks. Maj. Hayden reported that there is no power in the pump house for the wash racks, due to a short in the electrical underground cable. A Work Order has been submitted to the IEO, but they have been unable to give Maj. Hayden an estimate as to when washing of aircraft will resume.

A&E

Short Suspenses. Maj. Sundberg advised that he has been receiving correspondence, and particularly TWX's, that have been delayed at Base, with very short suspenses to meet.

The Wing Adjutant will check into this.

ARS

Painting of Ramp. Lt. Col. Chapman advised that IEO surveyed the ramp for painting of parking locations and taxi strips, in accordance with the new parking plan, but that no work has been started.

Lt. Col. Utley reported that no definite date has been given as to when the work will start.

Maintenance Personnel. The ARS Squadron Commander stated that, in answer to our T-12 Report remark that the refueling squadron was short of maintenance personnel, the wing was advised that the 6th Air Division will receive 50 maintenance personnel. ARS has received 10 maintenance personnel in the past 30 days, and Lt. Col. Chapman requested that the Wing Director of Personnel assure that this wing receives a proportionate share of these inputs.

Lt. Col. Ripko announced that it is Division policy to distribute personnel equitably between the two wings. His office is advised of the incoming personnel as they arrive on the station.

Aircraft Parts. Lt. Col. Chapman advised of a supply problem with aircraft parts. Next week his unit will be required to put 17 aircraft in the air in two days. He inquired why parts cannot be placed aboard the aircraft that are sent to WRAMA every day. He is afraid of being caught short of parts if an alert is called suddenly.

Lt. Col. Utley replied that everyone concerned has been working on this problem for two weeks. He briefed on the complicated procedures that lead up to pilot pick-up, and advised that everything depends on effective coordination between Base Supply and the Depot. Logair comes in to MacDill once a day and the parts should come in either by Logair or pilot pick-up aircraft.

364TH

Liquid Oxygen Carts. Lt. Col. Johnson complained that recently he was unable to fill an aircraft with oxygen until 30 minutes prior to take-off time. The cart originally obtained was empty, and a cart was borrowed from the 306th Wing. Lt. Col. Johnson suggested putting these carts in a 305th-306th pool, since both wings are in pretty bad shape on these carts. He also asked if oxygen tanks could be kept filled.

Lt. Col. Utley advised that each squadron is authorized three of these carts. There is a critical shortage throughout the Air Force. The 306th Wing received 3, and Lt. Col. Utley understands that two of these are out of commission for parts. We were to receive 3 on 20 September, and they just

arrived a few days ago. Division allocated one each to the 364th, the 365th, and the 306th Wing.

Lt. Col. Utley further advised that if the 366th Bomb Squadron has a requirement for oxygen, the squadron should notify Maintenance Control, who will locate a tank in either the 364th or 365th. The requesting squadron will call for the tank, fill it, service the aircraft, and return the tank.

FMS

Liquid Oxygen Carts. Maj. Schoolcraft agreed with the Chief of Maintenance that, since liquid oxygen vaporizes so quickly, it would be impractical to keep the oxygen tanks filled, and approximately 60% of our time would be consumed in taking the tanks to the generator for filling and returning them to the aircraft. He recommended that the same procedures be followed that are used for gaseous oxygen. If these carts are put in a pool, they would have to be kept away from ground powered equipment. But, if the squadrons were to call Maintenance Control, the ground powered people would be responsible for supervising the servicing of these carts, utilizing squadron personnel. If the carts are left in a "bleed" position, they will last two days.

Col. Ramputi directed Lt. Col. Utley, Maj. Schoolcraft, and Maj. Edwards, Ground Safety, to get together on this problem and come up with a recommendation.

CHIEF OF MAINTENANCE

Equipment Handling. Lt. Col. Utley stated that liquid oxygen is very dangerous to handle, and that he has a listing of the safety devices that are supposed to be in use in the organizations to insure safe handling, i.e., face shields, aprons, asbestos gloves, etc. Emphasis should be placed on obtaining this equipment.

DEPUTY COMMANDER

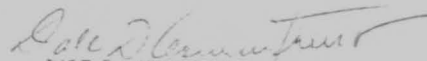
Traffic Control Board. Col. Ramputi advised that he has heard some objection to 6AD Supplement 1 to AFR 125-14, on the grounds that everyone appearing before the board is treated alike rather than commensurate with the particular offense. He feels a staff study is in order. There are two approaches: (1) Give Squadron Commanders and First Sergeants the immediate say, and (2) Consider training as a form of indoctrination rather than punishment. By having a violator report to Wing Ground Safety for study for a specified number of hours, and requiring that he present a short dissertation at Morning Roll Call on what he has learned about traffic safety, traffic offenses should be appreciably reduced throughout the wing.

The Deputy Commander pointed out that Supplement 1 sets forth recommended action for offenses.

Classified RCS Reports. All RCS Reports, except Top Secret, will be hand-carried direct to Base Statistical Services by the preparing agency. The staff section or squadron concerned will be responsible for timely submission

of the reports. Top Secret reports will continue to be handled in the usual manner. Coordination through the Wing Adjutant will no longer be necessary on RCS reports, unclassified, or classified up to and including Secret. Squadrons will be notified in writing of this change.

UCE Drive. Col. Ramputi requested the staff to make it known to every member of the wing that their fine support in the drive is deeply appreciated. The wing is to be congratulated on surpassing its quota.


DALE D. ARMENTROUT
Major, USAF
Adjutant

9

UNIT'S STATISTICAL SUMMARY - PART I
STATION STATISTICS SUMMARY

Page 1 of 2 Pages

(A)		(B)	(C)	(D)	Period A - 31 Oct 56		
		ACTE	ASST	ATTEND	ASST & ATTEND SND & SMD	AVG ASST	AVG SND
Hq 34th Air Div		OFF	10	10	0	11	8
		ATT	7	8	8	8	8
		CIV	3	4			
Hq 809th AGC		OFF	75	45	4	55	67
		ATT	351	441	7	409	439
		CIV	95	88			
809th Supply Sq		OFF	15	17	14	15	12
		ATT	420	409	264	410	373
		CIV	158	147			
809th Inter Veh Sq		OFF	5	4	4	4	4
		ATT	163	158	129	161	147
		CIV	23	23			
809th AF Sq		OFF	11	9	5	9	6
		ATT	431	376	11	286	373
		CIV	1	1			351
809th Invtl Sq		OFF	7	6	5	6	5
		ATT	258	245	1	215	245
		CIV	169	167			227
809th RI Gr Sq		OFF	4	3	3	3	2
		ATT	312	315	142	316	321
809th Gpru Sq		OFF	24	15	11	15	12
		ATT	247	230	2	227	318
		CIV	31	30			225
4204th VCAF Hosp		OFF	31	36	2	32	36
		ATT	20	53	10	58	53
		CIV	71	70			54
809th AF Co & 6th Air Div		OFF	185	165	6	178	166
		ATT	2229	2125	31	1938	2328
		CIV	551	540			2084
Hq 34th Air Div		OFF	24	22	14	52	45
		ATT	149	197	2	143	157
		CIV	3	3			144
344th BN Sq		OFF	71	73	57	72	59
		ATT	93	81	75	81	70
344th BN Sq		OFF	71	73	60	75	58
		ATT	93	81	75	81	71
366th BN Sq		OFF	71	73	60	75	58
		ATT	93	79	75	80	74
305 AAE Sq		OFF	12	10	10	10	10
		ATT	205	216	212	355	321
305th RI Sq		OFF	3	6	6	6	6
		ATT	343	374	310	372	346
305th RI Sq		OFF	3	3	3	3	3
		ATT	106	90	82	92	91
305th APS		OFF	99	110	87	110	90
		ATT	220	215	3	193	213
305th Tac Hosp		OFF	25	19	19	19	19
		ATT	82	91	84	83	84
305th Bomb Wing		OFF	425	426	398	426	345
		ATT	1567	1522	5	1412	1528
		CIV	3	3			1375

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 177)

12 October 1956

1. MSGT ROBERT L WADSWORTH, AF 6533879, 305TH FLD MAINTRONM, this WG, this STA, is awarded AAFSC 47270. COT-D is completed.
2. PRIM & DAFSC of LT COL JOHN M CHAPMAN, 17700A, 305TH AREFSM, this WG, this STA, are changed from 0061A to 0066A. AUTH: AFM 36-1.
3. PRIM & DAFSC of LT COL LAWRENCE H JOHNSON, 16212A, 364TH BOMRONM, this WG, this STA, are changed from 0061A to 0066A. AUTH: AFM 36-1.
4. PRIM & DAFSC of LT COL JAMIE W PHILPOTT, 13694A, 365TH BOMRONM, this WG, this STA, are changed from 0061A to 0066A. AUTH: AFM 36-1.
5. ADD AFSC 4351 of 2ND LT ANDREW C ROCKER, AO 3026978, 305TH AREFSM, this WG, this STA, is Deleted.
6. PRIM AFSC of MAJ JOSEPH J MOLACHLAN, 9475A, 365TH BOMRONM, this WG, this STA, is changed from 7316 to 1231B. AFSC 7316 is awarded as 2ND AAFSC. AAFSC's 1224P, 1121E, 1044C are Deleted.
7. PRIM & UAFSC of A/2C ALFRED L ROCKFORD, AF 18471255, 305TH FLD MAINTRONM, this WG, this STA, are changed from 43230 to 43250. JMN has completed COT-C.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U RPKO
LT COL, USAF
Director of Personnel

Albert P. Brown
GILBERT BARTMAN
2ND LT, USAF
Personnel Officer

DISTRIBUTION:

- 2 CYS WG MED
- 15 CYS 305TH BOMGM CUP.F
- 2 CYS BASE DIR OF PERS
- 2 CYS BASE C&A
- 2 CYS BASE COT
- 2 CYS EA OFFF & AMN CONCERNED PLUS 1 FOR 201 FILE
- 2 CYS DIR OF OPS 305TH BOMGM
- 4 CYS WG HISTORIAN
- 1 CY BASE STAT
- 1 CY HQ 2AF ATTN: DFFCU

10

0773

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 183)

19 October 1956

1. PRIM & UAFSC of A/ZC EUGENE R BURNS, AF 16468668, 305TH AAB MAINTROCM, this WG, this STA, is changed from 30120B to 30150B. OUT-C is completed. AUTH: AFM 35-1.

2. PRIM & UAFSC of SSGT ALEXANDER R MC CONNICK, AF 21301530, 305TH PER MAINTROCM, this WG, this STA, is changed from 43251 to 43271. AUTH: AFM 35-1.

3. MAJ PAUL R EDWARDS, 13832A, this HQ, this STA, is awarded 2ND AFSC 10410.

4. SSGT JAMES W AULIK, AF 16394920, 305TH FLD MAINTROCM, this WG, this STA, is awarded PRIM & UAFSC 47250. AAFSC 47230 & AFSC 47151 are Deleted. OUT-C is completed.

5. SSGT DONALD GARRETT, AF 43028755, 305TH FLD MAINTROCM, this WG, this STA, is awarded PRIM & UAFSC 47250. AAFSC 47230 & AFSC 47151 are Deleted. OUT-C is completed.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U RIPKO
LT COL, USAF
Director of Personnel

Gilbert E. Barton
GILBERT BARTON
2ND LT, USAF
Personnel Officer

DISTRIBUTION:

2 CYS WG ADJ
15 CYS 305TH BOMWGM CUPAF
2 CYS BASE DIR OF PERS
2 CYS BASE C&A
2 CYS BASE OUT
2 CYS EA AMN CONCERNED PLUS 1 FOR 201 FILE
1 CY BASE STAT
1 CY HQ 2AF ATTN: LPPCU
4 CYS WG HISTORIAN
2 CYS DIR OF OPS 305TH BOMWGM

11

0774

12

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base Florida

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 197)

22 October 1956

1. PSSD of CAPT J S DANIELL, AG 697008, 305TH FLD MAINTRONM, this WG, this STA, is changed from 29 SEP 53 to 12 DEC 53. AUTH: AFM 35-11.
2. SSGT NICHOLAS BOSKEY JR, AF 15495719, 365TH BOMBONM, this WG this STA, (PAFSC 43151E) is placed on OJT-C in AFSC 43171E, EFF 19 AUG 56. (Man returned from Formal School)
3. SNOP 4, PERAM 174, this HQ, cs, which pertains to SSGT FRANCIS T LANG, AF 14406665, 305TH A&E MAINTRONM, this WG, this STA, is revoked.
4. SNOP 3, PERAM 101, this HQ, cs, which pertains to SSGT FRANCIS T LANG, AF 14406665, 305TH A&E MAINTRONM, this WG, this STA, is revoked.
5. SNOP 3, PERAM 183, this HQ, cs, which pertains to MAJ PAUL H EDWARDS, 13832A, is amended to include: Pilot Transport.
6. MSGT DARWIN D FOOTE, AF 37743460, HQ SQ SEC, 305TH BOMMGM, this STA, is ASG Duty Sec: Operations, Reports & Analysis Unit, in DAFSC 70270. AMN awarded FUNCT ACCT 27000, EFF 1 OCT 56.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U RIFKO
LT COL, USAF
Director of Personnel

Gilbert B. Barman
GILBERT B. BARTMAN
2ND LT, USAF
Personnel Officer

12

DISTRIBUTION:

- 2 CYS WG ADJ
- 15 CYS 305TH BOMMGM CUPAF
- 2 CYS BASE DIR OF PERS
- 2 CYS BASE C&A
- 2 CYS BASE OJT
- 2 CYS EA CFF & AMN CONCERNED PLUS 1 FOR 201 FILE
- 2 CYS DIR OF OPS 305TH BOMMGM
- 1 CY BASE STAT
- 1 CY HQ 2AF ATTN: DPFCU
- 4 CYS WG HISTORIAN

0775

HEADQUARTERS
305TH BOMBARDMENT WING MEDICAL (SAC)
MacDill Air Force Base, Florida

PERMANENT ACTIONS MEMORANDUM
MEMORANDUM 175)

10 October 1956

1. MAJ ROBERT V. SUNDRESC, A0864137, 305TH A&E Maintenance Squadron, this WG, this STA, is ASG additional DY as Fire Marshal, EFF 4 OCT 56.
2. BY title of CAPT LEWIS L. COBBIN, A0580773, 305th A&E Maintenance SQ, this WG, this STA, is changed from Armament SYS OFF, AFSC 3234 to Maintenance OFF, AFSC 3234. EFF 4 OCT 56 OFF is ASG additional DY as MAINT Classified Files OFF, and Factory & Special Training OFF.
3. CAPT WILLIAM R. PALMISANO, A0591015, 305th A&E Maintenance SQ, this WG, this STA, is ASG additional DY as Ground Safety OFF and Hurricane OFF, EFF 4 OCT 56.
4. CAPT ROBERT J. ROBINSON, A01552974, 305th A&E Maintenance SQ, this WG, this STA, is ASG additional DY as ASST Fire Marshal, Real Estate OFF, ASST Mobility OFF (Material) and Utilities Conservation OFF, EFF 4 OCT 56.
5. 1ST LT JOSEPH C. STEHLIN, JR, 25692A, 305th A&E Maintenance SQ, this WG, this STA, is ASG additional DY as Mobility OFF, EFF 4 OCT 56.
6. BY title of 1ST LT WILLIAM R. SOUTHWELL, 29398A, 305th A&E MAINT SQ, this WG, this STA, is changed from MAINT Supervisor, AFSC 3234 to ASST MAINT OFF, AFSC 3234. EFF 4 OCT 56, OFF is ASG additional DY as Squadron TWG OFF, and ASST Mobility OFF.
7. 2D LT CREIGHTON M. CAMPBELL, A03028010, 305th A&E MAINT SQ, this WG, this STA, is ASG additional DY as CBR MAINT OFF, CBR Defense OFF, and Athletic OFF, EFF 4 OCT 56.
8. BY title of 1ST LT JOSEPH C. STEHLIN, JR, 25692A, 305th A&E MAINT SQ, this WG, this STA, is changed from Air ELECT OFF, AFSC 3051, to OIC FLD MAINT, AFSC 3051.
9. BY title of CAPT WILLIAM R. PALMISANO, A0591015, 305th A&E MAINT SQ, this WG, this STA, is changed from Armament Staff Off, AFSC 3211, to OIC F/L Maint, AFSC 3211.
10. BY title of 2D LT LEWIS G. CURTIS, A03028484, 305TH A&E MAINT SQ, this WG, this STA, is changed from Armament Systems OFF, AFSC 3231, to OIC F/L BOM/NAV, AFSC 3231.
11. 2D LT LEWIS G. CURTIS, A03028484, 305TH A&E MAINT SQ, this WG, this STA, is ASG additional DY as SQ PIO OFF, SQ Security OFF, SQ Voting OFF, Historical OFF, and ASST Adjutant, EFF 4 OCT 56.

13

0776

PERAM 175, HQ 305BOMFGM, SAC, MacDill AFB, Florida, 10 OCT 56.

12. 2D LT NORMAN L. ESTROFF, AO3029596, 305TH A&T MAINT SQ, this MG, this STA, is ASG additional DY as PERS OFF, Postal OFF, ASST Mobility OFF (PERS), T/S Control OFF, Records OFF, Forms Management OFF, IAD OFF, and Classified Files Control OFF, EFF 4 OCT 56.

13. CWO JACK M. PRUDEN, AM2200979, 305TH A&T MAINT SQ, this MG, this STA, is ASG additional DY as U.P. Control OFF, ASST PIO OFF, EFF 4 OCT 56.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Gilbert R. Rasmussen
GILBERT RASMUSSEN
2d Lt., USAF
Personnel Officer

JOSEPH U. BIEKO
Lt Colonel, USAF
Director of Personnel

DISTRIBUTION:

- 2 CYS MG MDJ
- 15 CYS 305BOMFGM CUPS
- 2 CYS BASE DIR OF PERS
- 2 CYS BASE C&I
- 2 CYS EA OFF CONCERNED PLUS 1 FOR 201 FILE
- 1 CY BASE STAT
- 2 CYS DIR OF OPS, 305BOMFGM
- 1 CY HQ 2AF, ATTN: DPCOU
- 4 CYS MG HISTORIAN

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
0900 hours, 12 October 1956

Presiding: Colonel Bleyer

COMPTROLLER

State of Discipline: (As of 11 Oct) Lt. Thomas reported that the wing has been charged with 1 military offense on base, 1 civilian offense off base, 2 minor traffic violations on base, 4 major and 1 minor traffic violation off base, 1 AW 15, 1 VD case, and 4 First-Aid injuries so far this month.

Maintenance Manhour Accounting. With the exception of ARS, who submitted 33 late cards on one day, errors on the time cards have decreased considerably throughout the wing.

COMMANDER

Ground Safety Award. In the past, disabling injuries have prevented the 305th from winning the ground safety plaque. Although the injuries were not of a very serious nature, they were numerous. The disabling injury rate has dropped appreciably, but our moving traffic violations have increased. In September the wing had only 1 disabling injury to be used in scoring for the plaque, but we had at least 17 traffic violations. Even with these violations, however, we are lower than any other organization on the base cost-wise.

Col. Bleyer directed more emphasis by supervisors in reducing vehicle violations.

OPERATIONS

EWP Changes. Lt. Col. Johnson announced that the staff should have EWP changes for November early next week.

PERSONNEL

OER's. Lt. Col. Ripko stated that there have been several instances where the comments on the draft of an Effectiveness Report submitted by the rating officer to the Wing Personnel Section for final typing were not concurred in by the indorsing officer after completion of preparation. To preclude the necessity for reaccomplishment of these reports, the Director of Personnel requested that the rating and indorsing officers go over the rating officer's draft together before it is submitted to his section for preparation.

CHIEF OF MAINTENANCE

Aircraft Markings. Lt. Col. Utley requested compliance with Maintenance Instruction Letter 66-18, 10 Oct 56, distributed yesterday, which establishes a standard system of squadron identification markings and is designed to expedite ground refueling, parking and maintenance of the aircraft. The MIL has been coordinated with the 306th Wing, and with the exception of the stripes near the top of the vertical stabilizer and rudder, their markings and ours will be identical.

Liquid Oxygen Tanks. The liquid oxygen tanks have been placed in the 305th Equipment Pool where they will remain until the critical shortage of tanks is alleviated.

ARS

Surplus Co-pilots. Lt. Col. Chapman advised that he has an overage of 19 Co-pilots, many of whom completed KC-97 training before being assigned to this wing. Since ARS anticipates losing only four Co-pilots within the next several months, Lt. Col. Chapman would like to transfer the bulk of these officers to the Bomb Squadrons so they can enter into B-47 training.

ADJUTANT

RCS Reports. Higher headquarters has giggered us for being late on some reports. In checking, Maj. Armentrout found that in almost every instance of a late report the wing was not at fault, but that we had been charged with a late report because they were 305th reports. The delay in transmission has been due to consolidation at Base Stat. Base Stat is very short of manpower and has a terrific workload. The Wing Adjutant suggested that, since the squadrons now deal directly with Stat Services on other than Top Secret RCS reports, they obtain a receipt (with the time delivered and the signature of the person receiving it) when they hand-carry the report to Base Stat.

Personal Calls on Wing Commander. Mrs. Tejera, Colonel Bleyer's secretary, has a list of the officers who have entered the wing since 1 March who have not yet called on the Wing Commander at his home. Squadron Commanders were requested to contact the secretary to get the names of the officers in their squadrons. They will then notify the officers to call Mrs. Tejera for a specific time. Calls are scheduled between the hours of 1900-2100 on the last Wednesday of each month.

Worthless Checks. Maj. Armentrout invited attention to a recently passed Florida State Law that imposes a maximum penalty of 5 years in the state penitentiary or a \$1,000 fine for a worthless check over \$50, and a maximum penalty of six months in the county jail, or a fine not to exceed \$300, for a worthless check under \$50.

DEPUTY COMMANDER

Aircraft Commander Panel. Col. Ramputi mentioned the possibility of an appointment of an Aircraft Commander Panel, composed of members of the four tactical squadrons, to outline Flying Safety requirements prior to and during deployment, i.e., ideas, reminders, instrument letdown procedures to be observed, etc.

CHIEF OF MAINTENANCE

Wheel Crack. Lt. Col. Utley discussed the crack found on a KC-97 wheel last night, and advised that there appeared to be a previous fatigue crack on the wheel. He advised that Maj. Adair will run a quick visual check on the wheels. Field Maintenance personnel will continue to perform a close visual inspection after removing an old tire and before installing a new one. Maj. Schoolcraft has instructed his people to place more emphasis on this subject, and, if there is any doubt at all, to put a red tag on the wheel.

GROUND SAFETY

Parking Survey. Maj. Edwards announced that the base-wide vehicular parking survey has been completed. As a result, A&E will get its parking lot back, and, in addition to the Commissary lot, the lot in front of the 263 Building will be used for parking of Commissary patrons. Now that the trains no longer operate on the base, a ramp will be built over the railroad track to the Commissary. This work is expected to be accomplished shortly.

COMMANDER

Fixed Ground Tanks. Col. Bleyer desires that, in addition to the two Flight Chiefs in each Bomb Squadron checked out on this system, more squadron personnel be indoctrinated in the operation of the tanks. Then, when the new equipment arrives, there will be no need for further training. The Wing Commander also desires that the Aircraft Commanders and Co-pilots be familiar with the proper procedures, safety precautions to be observed, etc., in the operation of this system.

OJT Program. Col. Bleyer advised that a Disposition Form from Division will soon arrive in the wing and its contents will be disseminated to all squadrons. This Disposition Form, written as a result of a questionnaire from Base which was forwarded to five men picked at random from each organization on the base, who are undergoing OJT, was the cause of much surprise and chagrin to Col. Bleyer. Our wing OJT program has always been considered outstanding and higher headquarters has suggested to other organizations that they pattern theirs after it. This report, however, shows that many of the airmen questioned did not know whether or not they are on OJT, what phase of the training they are in, the name of their assigned trainer, when they are supposed to take the tests, what their duties and responsibilities are, etc.,--all because they had not been informed by their supervisors. If the men don't know these simple things, they cannot be expected to pass the test.

More emphasis is being placed on OJT all the time. A letter from General Mundy shows his personal interest, and intimates, in effect, that he, or any of his staff, will check into this subject on visits to the bases. The failure rate in 6th Air Division is high. In the 305th Wing we have always let a man take a test even if we felt he wasn't ready for it and couldn't possibly pass, because we felt the experience wouldn't hurt him. We will continue to do this. In the future, when the men gather to take the test, they will be given approximately 30 minutes of explanation regarding the questions to insure that they understand thoroughly.

Col. Bleyer directed Lt. Col. Ripko to keep his OJT man in the squadrons all the time. Col. Bleyer will personally check the Squadron Commanders to see how familiar they are with the program.

Alerts. Col. Bleyer reminded the staff that we can expect a "No Notice" alert at any time and to insure their people understand that they are to be available by telephone at all times after duty hours.

CHIEF OF MAINTENANCE

40-50. Lt. Col. Utley stated it was his understanding, at the last briefing on the 40-50 Plan, that amendments would be distributed outlining standard ground rules.

Col. Bleyer advised that the amendments have not been received and that we will follow the same procedures we have used in the past.

TOC's. Lt. Col. Utley will start an accelerated program on TOC's on A&E and Field Maintenance Flyaway Kit items.

COMMANDER

Aircraft at Pits. When the aircraft are on the pits and after the power has been hooked up, Col. Bleyer desires that the wing tip lights be turned on. At night when there is a drizzling rain or a fog and the visibility is poor, this precaution could save a wing from being taxied in to. There are apt to be transient pilots who are not too familiar with the field. If we get in the habit of having the lights turned on on the good nights, we will automatically turn them on on the bad ones.

The Director of Materiel will put out something in writing on this.

Barracks Inspection. Col. Bleyer wants the barracks inspected at least once a week. He, Col. Ramputi and Maj. Armentrout, will be calling the Squadron Commanders or the First Sergeants to accompany them on an inspection.

Clothing Inspection. Between now and the time of the wing's departure, Col. Bleyer desires that the Squadron Commanders or the First Sergeants conduct a clothing check and insure that each individual has the required items of clothing in his possession.

A&E

FAK Equipment. Maj. Sundberg advised that M-87 equipment is available on the base for inclusion in the Flyaway Kits.

Painting of Barracks. Maj. Sundberg reported that his barracks are badly in need of interior painting, and that his Work Order Request has been disapproved due to lack of funds.

COMMANDER

Painting of Barracks. Col. Bleyer advised that a project to paint all the barracks on the base was forwarded by Second Air Force to SAC, which headquarters advises that no money will be available before 1 January 1957, at the earliest. It is planned to have the 305th barracks painted while the main body of the wing is TDY.

366TH

Aircraft #262. Lt. Col. Swofford stated that while using the IFR Check List on this aircraft, the ground preflight crew opened the refueling receptacle and found some loose parts inside. The parts had apparently been placed in the aircraft as it came through IRAN, but had not been installed. They have since been installed by 366th personnel.

Col. Bleyer advised that the deficiency should have been caught any one of four times prior to the preflight: (1) By the Air Force Representative at the factory, (2) By the crew who picked up the aircraft (and who evidently

didn't pull an IFR inspection when they accepted it), (3) By the maintenance personnel who shook the aircraft down, and (4) On test-hop. If the crew hadn't been going on a refueling mission, the condition might not have been discovered when it was.

Col. Bleyer desires the crews picking up the aircraft at IRAN arrive there at least three hours in advance of pick-up time, to insure a thorough preflight. These aircraft are new to us and we can't afford to take any chances.

Lt. Col. Utley advised that he will instruct the Quality Control Inspectors to look specifically for the discrepancy found on #262. A condition like this could lead to the loss of an airplane and its crew.

COMMANDER

SAC Reg 205-4. Col. Bleyer directed attention to SAC Regulation 205-4, 5 September 1956, and urged that everyone read it. In the future we will not have to request penetration teams. Penetration teams no longer will be required to check in with the Division Commander. However, no penetration will be attempted until eight days prior to the first aircraft take-off.

B-52 Crews. The 305th and 306th Wings will each lose 3 crews to this program.

Proper Orders. Col. Bleyer directed Lt. Col. Ripko to very closely check orders for personnel to attend schools, to insure their completeness, and to contact the Division Director of Personnel for additional information. The Wing Commander cited an instance of an Air Training Command complaint to SAC concerning people not showing up for quotas. Also, some people arrived at TN School without security clearances. They had to be returned to their home station, then sent back to school, and back to their home base again upon completion of the course. This was an unnecessary waste of money and somebody may wind up paying for it. General Mundy is personally very interested in this problem.

Medal of Honor Society. This society will hold its first reunion at Lakeland on 10 November. Members will be at MacDill about 1530 on that date. Col. Bleyer directed Maj. Armentrout to contact Lt. Col. Shaka and the Base ISO for further information. He advised the Wing Director of Operations to be prepared to put on an air show. There are rumors that Generals MacArthur and Doolittle will be present at the reunion. The crack flying precision teams of the Air Force and the Navy -- the "Thunderbirds" and the "Blue Angels"-- have been invited to participate.

60-2 Requirements. The Director of Operations has advised the Wing Commander that every man in the wing on flying status is assigned to some organization for flying. Capt. Voyce, Wing Training Section, is responsible for insuring that a running check is maintained and that a special check is made once a month.

Col. Bleyer reminded that every year there is some Congressman who raises a hue and cry about flying pay. General Twining will not tolerate people who do not want to fly. Everyone will meet his 60-2 requirements, and more if the aircraft are available. General Mundy has written a letter on this subject, which will be strongly indorsed by Colonel Emrick, to the effect that disciplinary action will be taken against supervisors in cases where an individual

fails to meet 60-2 requirements. Col. Bleyer informed the staff that he will personally have Wing Operations report to him on those people who are just meeting their minimum requirements. Col. Bleyer will personally write a letter to each of these individuals.

State of Discipline. Lt. Thomas, Wing Comptroller's Section, worked up a complete chart showing disciplinary incidents from 1 April to 30 September 1956. Among other things, the chart shows the wing had 171 moving traffic violations during that period. Field Maintenance and A&E are leading the pack. Col. Bleyer will be watching this area very closely. We have been fortunate in not having anyone killed in an automobile accident, and the Wing Commander urged that greater stress be placed on this subject throughout the wing.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

OJT Spot Check

Comdr, 305th BOMWGM
 Comdr, 306th BOMWGM
 Comdr, 809th ABG

Director of Personnel

15 Oct 56

RH/MRG/31-031

1. During the week beginning October 8th, a questionnaire, devised to measure knowledge of the OJT Program on the part of trainees, was completed by approximately 27 airmen assigned to each of the above named organizations. A copy of the questionnaire, together with the results, is attached hereto for your information and action.

2. This type of questioning will undoubtedly be performed by Senior Staff Officers and Instructors from higher headquarters on their visits to MacDill. It is apparent from the results of these spot checks that immediate action is necessary on the part of squadron commanders, squadron OJT officers and all supervisors in the OJT Program.

3. In order that each trainee is thoroughly briefed with respect to the OJT Program, the following guide lines are provided by the Base OJT Officer, and should be followed meticulously:

"1. Each trainee should be given a thorough briefing on his part in the OJT program. At the time he signs the AF Form 623, he should be appraised of the importance of his job description and be given an opportunity to study it and ask questions about it. If possible he should be given a copy of his AFS job description for his personal file. The trainee should be made aware of the importance of the "Secondary Training Items" to ultimate passing of the JKT or APT and classification to the next higher skill level. The importance of passing the JKT or APT the first time it is taken will be stressed. Thorough training and subsequent upgrading with their importance toward promotion will be brought to his attention.

a. At the training briefing the trainee should be briefed on the following information:

- (1) PERAM number _____ that officially placed him on OJT.
- (2) What must be accomplished by him before he can be upgraded.
- (3) What administrative actions are required to get him upgraded.
- (4) Who his squadron OJT Officer and OJT NCO is.
- (5) Who his immediate supervisor and trainer is.
- (6) When the JKT or APT is given for his AFSC (months and time of the month).

15

(Continued)

OJT Spot Check (Continued)

- (7) That procedure must be followed to arrange for the OJT.
 - (8) That the passing scores and failing scores are on the OJT and APT (as appropriate).
 - (9) What significance each of the score categories have toward his upgrading.
 - (10) Inform him where his official training record will be maintained.
 - (11) Tell him how to go about obtaining study material.
 - (12) If the package program has not been published, tell him when he can expect it.
 - (13) The importance of AF Form 623 to his training program and Air Force career.
 - (14) Explain his career progression up his career ladder.
 - (15) Explain the relation of his AFS to other AFSs in his career field.
 - (16) Tell him how long a satisfactory test score is valid for upgrading."
4. For your information a follow-up OJT spot check will be scheduled in approximately 30 days.

1 Incl
a/s

s/t E. P. SCHWARTSTRAUBER, JR
Lt Colonel, USAF
Director of Personnel

A TRUE COPY

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

BFOJT

OJT Spot Check

Commander
305th Bomb Wing (M)
MacDill AFB, Fla

Base OJT Section

10 Oct 56

Thru: Base Director of Personnel

1. During the period 9-10 October 1956 a questionnaire devised to measure knowledge of the OJT program on the part of the trainee was completed by twenty-six (26) airmen of the 305th Bomb Wing (M). A copy of the questionnaire is attached.
2. A tabulation of results showed that the average man had worked at his present job for ten months and had been assigned his squadron for 1 year. Only thirteen were able to list an adequate description of duties and responsibilities. It is apparent that maximum effort must be made toward eliminating this deficiency in a vital area; obviously a man cannot be trained if he is not aware of the scope of his duties and responsibilities.
3. Thirteen of the twenty-six had definite knowledge of the steps involved in upgrading. However, only 15 furnished a statement that they knew they were on OJT by reading an order or by being told by their supervisor; 11 were uncertain as to how they acquired the knowledge that they were on OJT.
4. Twenty-five of twenty-six indicated the identity of their section supervisor and trainer; only one said "Don't Know".
5. Fifteen of the twenty-six knew who maintained their OJT record (AF Form 623). However, only ten knew definitely how many phases had been signed off the Form 623. The trainee should be encouraged to check his AF Form 623 frequently, since he can relate his progress to the status of completion of this form.
6. A critical situation was revealed when only fourteen of the 26 airmen answered that their supervisor gave them study assignments. This indicates a lack of supervision at the working level of the program.
7. Only four of the 26 indicated that the trainer ever used training film or film clips. Film can be an excellent training tool and AFM 95-2 lists hundreds of films, among which are films covering virtually every Air Force action. More use of mock-ups, charts, and schematics is indicated. However, about fifty per cent of those airmen interviewed indicated that training aids other than film had been used; this is above average.

15

BPOJT, Subj: OJT Spot Check

8. This survey revealed that the OJT program is not satisfactory at the working level. Even when allowances are made for lack of ability in expression, it is apparent that each trainee must be made acquainted with the entire program at his level, to include the "why".

9. Recommend that a continuing orientation program be carried on at the working level, to insure that each trainee is aware of the value to the Air Force, and to him, of the OJT program and of the scope of the program. Further recommend that research be accomplished to indentify appropriate training film. In addition, a positive program should be started to insure each trainer habitually gives study assignments and evaluates the progress of his trainees regularly and frequently.

1 Incl
Trainee Questionnaire

s/t JOHN M. MCTAMNEY
Captain, USAF
Base OJT Officer

A TRUE COPY

[Signature]
DALE D. ARMENTROUT
Major, USAF
Adjutant

STATISTICAL SUMMARY PART II
OCTOBER 1956

Page 1 of 4 Pages

Page 1 of 4 Pages

ORGANIZATION	STRENGTH	WORKING REPORTS			PUNISHED APT 15		COURT MARTIAL		A.M.L.		V. D.		MILITARY OFFENSES		CIVIL OFFENSES		TRAFFIC VIOLATIONS					GROUND ACCIDENTS			
		LATE	ERRORS	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	ON BASE	OFF BASE	TOTAL	RATE	NON-DISABLING	DISABLING	DISABLING	DISABLING	
HQ 6AD	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
809 AGRU	2475	0	0	0	7	2.8	11	5.7	0	0	10	4.0	4	1.6	9	3.6	11	10	32	12.9	12	3	3.9		
HQ SQ 809	506	0	0	0	2	4.0	1	2.0	0	0	0	0	1	2.0	1	2.0	0	0	0	0	0	0	0		
809 SUP SQ	425	0	0	0	3	7.1	2	4.7	0	0	2	4.7	0	0	1	2.4	0	0	0	0	0	0	0		
809 TRANS SQ	165	0	0	0	0	0	2	12.1	0	0	0	0	0	0	1	6.1	0	4	4	16.5	4	2	15.2		
809 AP SQ	387	0	0	0	1	2.6	2	5.2	0	0	4	10.3	0	0	3	7.8	0	4	4	24.2	1	0	0		
809 INSTL SQ	251	0	0	0	0	0	5	19.9	0	0	1	4.0	1	4.0	2	3.0	5	2	7	27.9	3	1	12.9		
809 FD SV SQ	319	0	0	0	0	0	2	6.3	0	0	2	6.3	1	3.1	1	3.1	2	1	3	9.4	2	0	0		
809 OFR SQ	333	0	0	0	1	3.0	0	0	0	0	1	3.0	1	3.0	0	0	4	2	6	18.0	1	0	0		
4234 USAR HSP	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11.2	0	0	0		
305 RM WG	1954	0	0	0	3	1.5	3	1.5	3	1.5	4	2.0	6	3.1	6	3.1	10	13	23	11.8	15	2	3.3		
H1 SQ 305 RM	209	0	0	0	0	0	0	0	0	0	1	4.8	0	0	0	0	1	1	2	9.6	1	0	0		
364 RM SQ	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6.5	1	0	0		
365 RM SQ	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12.7	2	0	0		
366 RM SQ	159	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6.3	1	1	2	12.6	2	0	0		
305 AME SQ	365	0	0	0	3	8.2	2	5.5	2	5.5	0	0	1	2.7	1	2.7	1	3	4	11.0	4	1	8.8		
305 FM SQ	378	0	0	0	0	0	0	0	0	0	2	5.3	2	5.3	2	5.3	3	5	8	21.2	4	0	0		
305 PM SQ	102	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.8	0	0	0	0	0	0	0		

STATISTICAL SUMMARY PART II
OCTOBER 1956

Page 2 of 4 Pages

ORGANIZATION	STRENGTH	MORNING REPORTS				PUNISHED APT 15		COURTS MARTIAL		A W O L		V. D.		MILITARY OFFENSES		CIVIL OFFENSES		TRAFFIC VIOLATIONS				GROUND ACCIDENTS			
		LATE	EXCUSES	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	ON BASE	OFF BASE	TOTAL	RATE	NON DIS-ABLING	DIS-ABLING	DIS-ABLING	DIS-ABLING RATE	
305 ARS	323	0	0	0	0	0	0	0	1	3.1	1	3.1	2	6.2	1	3.1	1	3	4	12.4	1	1	10.0		
305 TAC HCSP	108	0	0	0	0	0	1	9.3	0	0	0	0	1	9.3	0	0	0	0	0	0	0	0	0		
306 BM WG	1963	0	0	0	NR	NR	1	.5	2	1.0	0	0	3	1.5	5	2.5	12	9	21	10.7	12	7	11.5		
HQ SQ 306 BW	195	0	0	0	NR	NR	0	0	0	0	0	0	1	5.1	1	5.1	0	0	0	0	0	0	0		
367 BM SQ	165	0	0	0	NR	NR	0	0	0	0	0	0	0	0	0	0	1	2	3	18.2	4	1	19.6		
368 BM SQ	159	0	0	0	NR	NR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
369 BM SQ	159	0	0	0	NR	NR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	20.2		
306 A&R SQ	361	0	0	0	NR	NR	0	0	0	0	0	0	0	0	1	2.8	2	2	4	11.1	3	1	8.9		
306 FM SQ	401	0	0	0	NR	NR	1	2.5	2	5.0	0	0	1	2.5	2	5.0	6	3	9	22.4	2	3	24.1		
306 FM SQ	91	0	0	0	NR	NR	0	0	0	0	0	0	0	0	0	0	0	1	1	11.0	0	0	0		
306 ARS	335	0	0	0	NR	NR	0	0	0	0	0	0	0	0	1	3.0	3	1	4	11.9	1	1	9.6		
306 TAC HCSP	97	0	0	0	NR	NR	0	0	0	0	0	0	1	10.3	0	0	0	0	0	0	0	0	0		
DET 5, 12 RBS	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	20.8	1	0	0		
3903 SEG	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
3942 SES	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8.6	0	0	0		
7 ALT FLT	12	0	0	0	1	76.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL SAC	6618	0	0	0	11	1.7	18	2.7	5	.8	14	2.1	13	2.0	20	3.0	36	41	11.6	41	12	5.3			

MAINTENANCE
SUMMARY
FOR
OCTOBER
1956

18

0790

DISCREPANCY TREND

<u>PERIODIC MAINTENANCE</u>	<u>AVERAGE PER DOCK</u>		<u>SAFETY OF FLIGHT</u>	
	<u>Sept</u>	<u>Oct</u>	<u>PER DOCK</u>	
	<u>Sept</u>	<u>Oct</u>	<u>Sept</u>	<u>Oct</u>
Dock #1	15.0	15.6	1.0	0.2
Dock #2	12.0	22.0	0.0	2.0
Dock #3	20.5	25.7	2.0	0.7
A&E	4.8	9.2	0.0	0.0
XMC	9.2	12.6	0.2	0.9
Dock Averages	12.3	17.0	0.6	0.8

<u>ORGANIZATION</u>	<u>AVERAGE PER ACFT</u>		<u>SAFETY OF FLIGHT</u>	
	<u>Sept</u>	<u>Oct</u>	<u>PER ACFT</u>	
	<u>Sept</u>	<u>Oct</u>	<u>Sept</u>	<u>Oct</u>
354th Bomb Sq	26.6	34.8	2.6	1.8
365th Bomb Sq	33.1	43.6	2.6	2.6
367th Bomb Sq	40.4	34.3	3.3	2.7
A&E	20.6	19.8	0.0	0.0
Air Refueling Sq	24.8	20.2	0.4	0.6
Wing Averages	29.1	30.5	1.8	1.5

The above information compiled from Quality Control statistics.

The docks show an upward trend in averages and safety of flights. This is a very undesirable trend and must be reversed.

Flight line trend is upward in averages for the third consecutive month, but downward for safety of flights. The downward trend is in the right direction, but the upward trend in averages must be reversed.

SHOP	DISCREPANCY TREND					
	FLIGHT LINE		DOCKS		SAFETY OF FLIGHT	
	Sept	Oct	Sept	Oct	Sept	Oct
Autopilot	0.3	0.6	0.0	0.3	0.0	0.0
Camera	0.3	0.5	0.2	0.1	0.0	0.0
Gunnery	1.2	1.2	0.2	0.3	0.0	0.0
K System	1.4	2.5	0.5	1.3	0.0	0.0
Radar	0.7	0.8	0.2	0.8	0.0	0.0
Radio	3.0	2.7	0.8	1.2	0.0	0.0
Weapons	0.5	0.7	0.0	0.3	0.0	0.0
Electrical			2.7	4.9	0.0	0.2
Hydraulics			3.0	2.5	0.0	0.0
IFR			0.0	1.0	0.0	0.0
Instruments			1.7	2.0	0.3	0.5
Sheet Metal			0.7	0.0	0.0	0.0
Props & Misc			1.1	2.2	0.2	0.2

The above information was compiled from Quality Control statistics.

Sortie and Flying Hour Effectiveness

	<u>364th</u>	<u>365th</u>	<u>366th</u>	<u>ARS</u>	<u>Wing Total</u>
Aver Number of Acft Possessed	12.4	11.5	12.3	19.5	55.7
Sorties Programmed	84	74	78	142	378
Sorties Flown	89	80	77	158	413
Effectiveness	106%	120%	99%	111%	109%
Average Length of Sorties	5.6	5.7	5.7	5.7	5.7
Proj Length of Sorties	5.9	5.9	5.9	6.0	5.9
Effectiveness	95%	97%	97%	95%	97%
Flying Hours Programmed	468	468	468	650	2054
Hours Flown	496	505	442	901	2344
Effectiveness	105%	108%	94%	138%	114%

Though the projected length of sortie effectiveness did not reach 100%, this was compensated for by the increased number of sorties flown over the projected number of sorties programmed.

COST PER FLYING HOUR

<u>Organiza- tion</u>	<u>Direct M/Hrs Expended</u>	<u>Manhours per Flying Hour</u>	<u>Dollars per Flying Hour</u>	<u>Total Cost in Dollars</u>	<u>Man Hr per Fly Hr Trend</u>
364th	5753	11.6	\$14.50	\$ 7191.25	Up
365th	5986	11.9	14.88	7482.50	Up
366th	6509	14.7	18.37	8136.25	Up
ARS	10283	11.4	14.25	12853.75	Down
A&E	25272	10.8	13.50	31590.00	Up
FMS	32338	13.8	17.25	40422.50	Up
PMS	6882	2.9	3.62	8602.50	Up
Wing Total	92824	39.4	49.25	116030.00	Up

The direct hour per flying hour trend for the past four months has been inconsistent. - down one month, up the next. See the following chart.

MANHOURS PER FLYING HOUR

<u>Sq</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>
364th	10.8	14.5	10.9	11.6
365th	11.1	11.8	11.4	11.9
366th	11.9	14.5	13.0	14.7
ARS	12.6	14.4	12.9	11.4
A&E	12.0	12.2	9.0	10.8
FMS	10.4	13.6	11.3	13.8
FMS	3.0	4.3	2.5	2.9
Wing Total	37.0	45.3	35.0	39.4

With the exception of the Air Refueling Squadron which showed a downward trend during the past three months, all squadrons showed an "Up", "Down", and "Up" inconsistent trend. Generally, as aircraft age, or experienced maintenance personnel are lost, an "Up" trend will develop. As newer aircraft are received or maintenance personnel experience increases, "Down" trends will develop. Extremes of weather can develop "Up" or "Down" trends. Supervisors should review their activities and should the above factors not be in evidence, their maintenance methods, techniques or manhour reporting be studied for possible inconsistencies.

NONPRODUCTIVE INDIRECT MANHOURS

Previous to this month, this page had been full of figures which just cluttered up the page. Now, only the figures that supervisors can and should do something about are being presented.

	<u>Hq</u>	<u>364th</u>	<u>365th</u>	<u>366th</u>	<u>ARS</u>	<u>A&E</u>	<u>FMS</u>	<u>FMS</u>
Lag Time Parts	0	0	0	9.0	10.5	91.5	14.0	33.3
Lag Time Equip/Tools	0	0	0	.0	.5	110.0	6.5	.0
Lag Trans to Job	23.2	0	0	.0	157.0	169.0	128.5	.0
Lag Trans from Job	23.3	0	0	.0	.5	189.8	57.6	.0
Lag Work Asgn/Inst	0	0	2.0	1.0	96.5	2350.1	429.2	30.0
Lag Await Assistance	0	4.0	9.0	12.5	7.5	23.8	13.0	.0
Lag Power On/Off	0	0	0	.0	.0	152.3	.0	.0
Lag Sec Base Alert	0	0	0	.0	.0	4.5	.0	.0
Lag Weather	5.5	5.0	15.0	8.0	1.5	269.1	18.7	.0

Supervisors desiring additional information regarding maintenance personnel utilization, or who may require a special study concerning personnel utilization problems within their activity should feel free to contact the Production Analysis Section at any time.

PREFLIGHT AND POSTFLIGHT INSPECTION

For comparison purposes by squadron maintenance supervisors, the following is presented. These averages are based on data derived from daily time cards submitted by maintenance personnel and certified by maintenance supervisors.

<u>Sqdn</u>	<u>Manhours</u>				<u>Manhours of Miscellaneous Maintenance per Fly Hour</u>	
	<u>Per Preflight</u>		<u>Per Postflight</u>		<u>Sept</u>	<u>Oct</u>
	<u>Sept</u>	<u>Oct</u>	<u>Sept</u>	<u>Oct</u>		
364th	11.0	8.6	17.2	12.2	6.6	8.0
365th	16.0	15.9	51.7	44.9	4.1	3.2
366th	10.3	9.6	22.8	12.7	6.5	9.5
ARS	4.7	6.7	52.3	46.6	7.8	5.2
ASE	2.4	3.2	1.9	1.9	5.4	6.1
PMS	.1	.05	2.9	2.6	3.1	3.2

A wide variance still exists between the manhours necessary to accomplish Preflight and Postflight Inspections and necessary Miscellaneous Maintenance on B-47 aircraft by the tactical squadrons. Second Air Force August average for a preflight inspection on B-47 aircraft is 10.7 manhours. The postflight inspection average is 43.7 manhours. (For comparison by Air Refueling Squadron, 2AF average for preflight on KC-97 is 6.5 manhours and postflight is 59.4 manhours. 2AF averages for support squadrons are not available.) The wide variances existing are believed to be due to the various interpretations as to what constitutes a preflight or postflight inspection and miscellaneous maintenance for manhour accounting on time cards. To try to standardize the reporting of manhours expended on time cards as Preflight Inspection, Code 01, and Postflight Inspection, Code 02, the following is quoted from a letter, Hq 2AF, DM4E2, 19 Oct 56, Subject: Maintenance Manhour Accounting: "You are reminded that both codes 01 and 02 include unscheduled maintenance resulting from the Preflight and Postflight Inspections". This should be widely disseminated to all personnel performing aircraft maintenance.

TIME CARDS

The Production Analysis Section and "Nut & Bolt" wishes to compliment the 305th Armament & Electronics and Periodic Maintenance Squadrons on their low time card error rates for the month of October.

MAINTENANCE MANHOOR REPORTING

Time cards submitted during October indicate that the 364th expended one (1) manhour for each 3727.3 gallons of fuel serviced; the 365th, one (1) manhour for each 2427.3 gallons; the 366th, one (1) manhour for each 2413.8 gallons serviced; and the Air Refueling Squadron, one (1) manhour for each 818 gallons of fuel serviced.

Time expended as Direct Code 11, Fire Guard, Ground Powered Equipment, showed an appreciable rise. However, the hours expended by the whole 365th Bombardment Wing was only 55% of the figure SAC Headquarters estimates it requires for a B-47 wing of 45 aircraft. Inasmuch as the figure of Hq SAC is an estimate, we don't expect to equal or exceed it; but as a reminder, may we say, if you do it, enter it on your time card.

Aircraft Servicing (Code 04)

<u>Squadron</u>	<u>Gallons of Fuel Serviced</u>		<u>Manhours</u>	
	<u>September</u>	<u>October</u>	<u>September</u>	<u>October</u>
364th	818,629	1,033,791	449.0	277.4
365th	759,234	968,828	412.5	399.0
366th	730,686	912,454	443.5	378.0
ARS	431,246	577,846	447.7	706.4

Aircraft Movement (Code 05)

364th	48.0	22.5
365th	62.5	129.0
366th	245.0	59.0
ARS	65.3	343.3

Fire Guards (Code 11)

364th	215.5	208.5
365th	175.0	721.5
366th	204.0	446.5
ARS	19.0	192.1
AGE	86.0	174.1
FMS	----	4.0
FMS	56.0	124.0
Wing Total	753.5	1,870.7

AIRCRAFT STATISTICS - OCTOBER 1956

	<u>364th</u>	<u>365th</u>	<u>366th</u>	<u>B-47</u> <u>301st</u>	<u>ARS</u>	<u>Total</u>
Ascd Hours	9227	6588	9139	26954	14489	41443
Oper Ready	7469:30	7020:30	7257:30	21747:30	11960:30	33708
Oper Ready Rate	80.95	81.75	79.41	80.68	82.55	81.34
AOCP Hours	51	7:30	--	58:30	379	437:30
AOCP Rate	0.55	0.09	--	0.22	2.62	1.06
ANFE & I.S. Hrs.	---	---	--	--	--	--
ANFE & I.S. Rate	--	--	--	--	--	--
AOOM Hours	1706:30	1560	1881:30	5148	2149:30	7297:30
AOOM Rate	18.49	18.16	20.59	19.10	14.84	17.61
Hours Flown	408:00	504:35	441:55	1442:30	901:00	2343:2
Av Hrs per Acft	40:00	43:50	34:55	39:50	46:15	42:05
Util Rate	6.94	7.19	6.09	6.63	7.53	6.95
Sorties	89	89	77	255	158	413
AC Possessed	12	12	13	37	20	57
Av AC Possessed	12.4	11.5	12.3	36.2	19.5	55.7
ANFE Rate	1.4	2.4	0	1.3	2.9	1.8

SUPERVISION

Sqdn	Supervision Man Hours	Man Equivalent	Assigned Manhours	Man Equivalent	Ratio Super to Assigned
364th	1414	7.6	12,514	68.0	1 to 8.9
365th	1316	9.9	12,812	69.6	1 to 7.0
366th	1481	8.0	12,259	66.6	1 to 8.3
ARS	1595	8.7	16,541	89.9	1 to 10.3
AME	6029	32.8	58,996	320.6	1 to 9.2
FMS	4965	27.0	64,807	352.2	1 to 13.0
PMS	1170	6.4	16,245	88.4	1 to 13.8
Hq	2047	11.1	9,364	50.6	1 to 4.6
Total	20515	111.5	203,489	1105.9	1 to 9.9

The ideal ratio is 1 supervisor to 7 assigned men; however, it must be remembered that some supervisors log direct time instead of supervisory time.

* * *

OVERTIME

Sqdn	Overtime	Trend	Compensatory Time Off	Excused from Duty & Pass	Difference
364th	523	Dwn	129	334	+ 60
365th	1612	Up	161	393	+ 1038
366th	438	Dwn	91	363	- 16
ARS	1820	Dwn	0	413	+ 1407
AME	1446	Dwn	706	3579	- 2639
FMS	2270	Dwn	2009	2401	- 2110
PMS	513	Dwn	291	3399	- 3177
Hq	222	Dwn	98	191	- 27
Total	8843	Dwn	3464	11072	- 5693

In view of the fact that many supervisors still are excusing men from duty or giving them passes in the majority of cases rather than compensating them for overtime, the following is worth repeating: Remember, if a man is given time off for overtime previously expended, he should enter the time on the time card as Non-Available, Code 52, Compensatory Time Off.

Another misused Non-Available Code is Code 46, Medical (Other). SAC Manual 66-14 says this code will be used to report time spent by maintenance personnel in blood donations, physical exams, etc, where no actual medical treatment is involved.

+ Manhours-Squadrons expending more overtime than they had time off under Codes 52, 51, and L2.

- Manhours-Squadrons having more time off under Codes 52, 42, and 41 than they had overtime.

Percent Overtime of Available	364th	365th	366th	ARS	AME	FMS	PMS	Hq	Total
	5.7%	14.6%	4.1%	12.5%	3.2%	4.3%	4.7%	2.7%	6.

0798

QUALITY CONTROL DISCREPANCY REPORT
(All figures are averages)

<u>A&E SHOPS</u>	<u>DOCKS</u>	<u>FLIGHT LINE</u>
Auto-pilot	0.3	0.6
Camera	0.0	0.4
Gunnery	0.3	0.4
K System	1.5	2.8
Radar	0.6	2.1
Radio	4.0	4.6
Weapons	0.1	0.7
ECH	0.0	0.8
Average	0.8	1.5

PERIODIC INSPECTIONS (PAG and Engines)

<u>DOCKS</u>	<u>AVERAGE</u>	<u>SAFETY OF FLIGHT</u>
#1	12.0	0.0
#2	23.0	3.5
#3	15.0	2.0

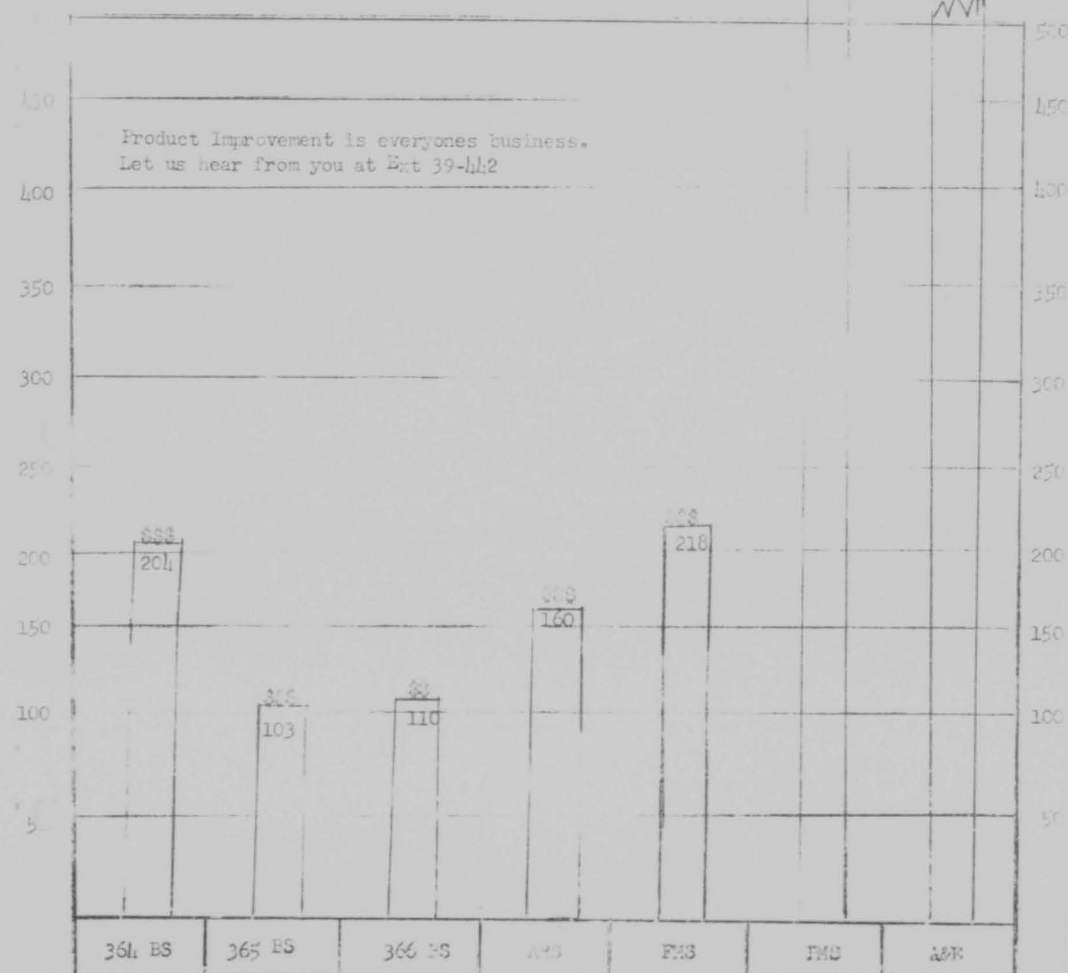
TMS SHOPS

Electric	4.7	0.3
Hydraulic	4.7	0.5
Instrument	2.2	1.2
IFR	0.5	0.0
Sheet Metal	0.0	0.0
Miscellaneous	0.8	0.8
Average	2.1	0.5

FLIGHT LINE INSPECTIONS

364th Bomb Sq	48.0	4.0
365th Bomb Sq	46.0	7.5
366th Bomb Sq	42.0	5.0
Air Refueling Sq	33.5	0.0
Average	42.4	4.1

PRODUCT IMPROVEMENT SECTION
CLEARING & CONTROL OFFICE
305TH BOMBARDMENT WING (M)
MACDILL AIR FORCE BASE, FLA



This Wing hit a new high for the month of October. "Thanks To All". We made a lot of money with the Product Improvement Program. A total of 2082 reports was submitted. 1965 failure Reports and 127 Unsatisfactory Reports

WILLIAM F. LEWIS
M/Sgt, USAF
FIP, NCOIC

STATISTICAL SUMMARY PART II
OCTOBER 1956

Page 4 of 4 Pages

Page 4 of 4 Pages																				
ORGN	TNG	NR OF ACFT		TOTAL HOURS ACFT ON HAND	TOTAL NR OF LANDINGS	NR HOURS FLOWN		AV HRS PER ACFT	PERCENT OF COMBUSTION UTILIZED	PERCENT OF TIMES ACFT ON HAND					PERCENT OF TIME PURPOSE OF FLIGHT					ACCIDENTS
		AVG NR PGSS	ON HAND AT EOM			TOTAL	IN COMBUSTION			IN SUPPLY	OTHER	PERCENT	DC MAINT	CC & OPERATIONAL	COMBAT TNG	READY TNG	OTH-ER			
305TH BOB WING	B-47	36.2	37	26954	364	1443	39.9	6.6	80.7	.2	0	0	4.2	15	91.5	0	0	6.7	1.8	0
	KC-97	19.5	20	14469	267	901	46.2	7.5	82.6	2.6	.1	0	3.9	10.8	97.8	0	0	0	2.2	0
	C-119	2.7	3	1994	33	93	34.4	8.4	55.4	17.6	2.4	2.4	14.8	7.5	0	1.1	94.6	0	4.3	0
306TH BOB WING	B-47	35.7	0	26552	319	1554	43.5	6.9	85.4	4.2	0	0	1.4	9.0	99.4	0	0	0	.6	0
	KC-97	9.0	2	6709	49	705	78.3	15.9	65.9	9.9	.5	0	12.3	11.4	97.9	0	0	0	2.1	0
	T-33	1	1	744	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
809TH AIR BASE GROUP	C-119	1.4	1	1032	12	72	51.4	14.1	49.3	7.7	0	.6	39.8	2.6	95.8	0	3.1	0	1.1	0
	TE-25	2	2	1488	42	85	42.5	9.9	57.5	18.9	.2	2.8	1.1	19.5	0	23.5	70.6	4.7	1.2	0
	C-45	5.6	5	4170	263	388	69.3	12.2	76.1	3.3	0	.4	11.2	9.8	0	46.4	44.6	8.0	1.0	0
	H-19	1	1	744	31	11	11	2.9	50.9	2.4	0	0	44.0	2.7	0	63.6	27.3	0	9.1	0

CONFIDENTIAL

305TH BOMBERSWING WING MEDIUM

Wing Commander's Remarks
 Part IV of
 Air Training Report for the Month of October 1956

RCS: 5-SAC-T12

5. Wing Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

- (1) Hours flown by 3942d S.E.S. in 305th Bomb Wing aircraft 41:05
- (2) Hours flown by 305th crews undergoing evaluation in S.E.S. 48:40
- (3) Hours flown during Operation "Gold Eagle" 413:25
- (4) Ferry flights to and from IRAN 152:45

b. Weather or Local Conditions.

- (1) Time lost due to weather 46:30

c. Air Traffic Control Delays.

- (1) Negative.

d. Restrictive Directives.

- (1) Negative.

e. Combat Crew Members Gained and Lost.

(1) Combat Crew Members Gained:

- (a) 6 Aircraft Commanders
- (b) 6 Co-pilots
- (c) 4 Observers

(2) Combat Crew Members Lost:

- (a) 3 Aircraft Commanders - 1 to 3942d S.E.S., 1 to Co-Pilot Status, 1 to Wing Staff.
- (b) 4 Co-pilots - 3 Upgraded to Aircraft Commander, 1 Separated.
- (c) 1 Observer - To partial crew.

f. Crew Member Changes.

- (1) 4 Aircraft Commanders
- (2) 9 Co-pilots
- (3) 3 Observers

g. New Crews Formed.

- (1) Crew N-25 formed effective 1 September 1956.
- (2) Crew IN-27 formed effective 1 September 1956.

CONFIDENTIAL

20

0802

CONFIDENTIAL305th B.W.
7-12 OCTOBER
Page 2 of 5

(3) Crew 1A-08 formed effective 13 September 1956.

(4) Crew 1A-73 formed effective 17 September 1956.

(5) Crew 1A-93 formed effective 1 September 1956.

(6) Crew 1A-96 formed effective 4 September 1956.

h. Crew Status Changes.

(1) Crew 1A-19 disbanded 13 September 1956.

(2) Crew 1A-29 disbanded effective 1 September 1956.

(3) Crew 1A-63 disbanded effective 24 September 1956.

(4) Crew S-69 relieved as Standardization Crew effective 17 September 1956.

(5) Crew S-76 assigned as Standardization Crew effective 17 September 1956.

(6) L-74 to S-74 effective 27 September 1956.

(7) L-13 to S-15 effective 27 September 1956.

i. Standardization Crews.

(1) Senior Standardization Crew S-44 - 1 July 1955 to 2 October 1956.

(2) Senior Standardization Crew S-76 - 3 October 1956.

(3) 364th Bombardment Squadron S-09 - 15 July 1955.

(4) 364th Bombardment Squadron S-17 - 1 May 1956.

(5) 365th Bombardment Squadron S-38 - 1 May 1956.

(6) 365th Bombardment Squadron S-54 - 19 July 1955.

(7) 366th Bombardment Squadron S-81 - 3 October 1956.

j. Additional Materiel and Personnel Problems.

(1) Crew upgrading during November and December will be impaired by non-availability of aircraft for training. This is due to inputs from IRAN running 12% behind program outlined in 2AF Unit Commitment Schedule. Acceptance of aircraft is further delayed for retubing equipment under supervision of ARINC. Any effort toward scheduling aircraft from IRAN on firm dates would improve crew upgrading program and Wing effectiveness.

k. Refueling Data.

(1) Number of refueling sorties scheduled	191
(2) Number of sorties:	
(a) Airborne	158
(b) Making successful rendezvous	152
(c) Transferring required fuel	156

CONFIDENTIAL

WING B-47
7-12 OCTOBER
Page 3 of 5

(3) Aboard:

(a) Weather	10
(b) Aircraft malfunctions	10
(c) Rendezvous equipment	2
(d) Re-fueling equipment	0
(e) Other causes	15

(4) Nit-Moss B-fueling:

(a) Confirmed sorties	47
(b) Airborne sorties	38
(c) Completing rendezvous	38
(d) Transferring required fuel	37

1. Comments or Recommendations of the Wing Commander.

- (1) Monitoring of the flying time requirements of AFR 60-2 is a cause of great concern to this Wing. The current method of assigning personnel to a combat wing precludes the Wing monitoring requirements of AFR 60-2. Personnel are assigned to a combat wing via 'BLUE FLAME' project or directly from flying school. Orders reassigning these officers also assign them TDY to school, give them a delay en-route and a leave before the subject officer reports for duty to his parent organization. At present this Wing has EDCSA's on rated personnel dating back to August 1956. These Officers are 'BLUE FLAME' for the most part and will not report for duty to this Wing prior to 1 January 1957. Thirteen (13) pilots will report for duty one month later than originally programmed. Reference TWX from CINCSAC, Message Number DPCPS 32125, dated 19 October 1956, Subject: Nuclear Weapons Delivery, B-47 Course. This Wing desires any action by Higher Headquarters which could all-viate and curtail Category I action in accordance with AFR 60-2 on rated personnel presently TDY from this Wing. Such action is particularly necessary for rated personnel attending the B-47 transition course as co-pilots. These co-pilots get no first pilot time.

(2) Crews qualified in "Hi-Jinks" training are as follows:

- (a) 37 combat ready crews qualified in "Hi-Jinks" runs.
(b) Eight (8) non-combat ready crews programmed for check out in "Hi-Jinks" runs during month of November.

(3) Loss of combat ready crews to the B-52 program constitutes a

CONFIDENTIAL

serious handicap to the upgrading program. The present personnel status permits the formation of 67 crews. 37 of these crews are combat ready or higher category crews. Programmed upgrading to combat ready status of crews physically available for training under accelerated, ideal conditions, would generate a maximum of 47 combat ready crews by 31 December 1956. Known losses of the following crew personnel reduce the maximum of 47 combat ready crews possible by 31 December 1956 to 43 crews.

CONFIDENTIAL
 1000 H.M.
 1-12 OCTOBER
 Page 4 of 5

- (a) Crews L-70, Joyce IDV to B-54 Program, November 1956.
- (b) Crews N-04, Kenney; N-13, Reeves; N-20, Little; N-25, Johnson; N-52, Vitko; N-73, Crowder; N-77, Bird; and N-80, McCluskey upgraded to combat ready in November 1956.
- (c) Crews N-01, Dye; L-03, MacMillan; and L-79, Kleins; IDV to B-54 program, December 1956.
- (d) Crews N-40, Johnson and N-56, Haggard; upgraded to combat ready in December 1956.

(4) Non-combat crew trainings:

N-04 - Kenney	Estimated combat-ready date is November 56.
N-05 - Waldo	Estimated combat-ready date is March 57.
N-13 - Reeves	Estimated combat-ready date is November 56. (Slippage due to incomplete SR)
N-20 - Beckert	Estimated combat-ready date is February 57.
N-22 - Little	Estimated combat-ready date is November 56.
N-23 - Marshall	Estimated combat-ready date is April 57.
N-24 - Duval	Estimated combat-ready date is April 57.
N-25 - Johnson	Estimated combat-ready date is December 56.
N-27 - Ryde	Estimated combat-ready date is April 57.
N-37 - Gillock	Estimated combat-ready date is April 57.
N-40 - Johnson	Estimated combat-ready date is December 56. (Concentrated training will accelerate upgrading one (1) month).
N-44 - Hartoch	Estimated combat-ready date is April 57.
N-49 - Almqvist	Estimated combat-ready date is March 57.
N-51 - McLachlan	Estimated combat-ready date is March 57.
N-52 - Vitko	Estimated combat-ready date is November 56. (Concentrated training will accelerate upgrading one (1) month).
N-56 - Haggard	Estimated combat-ready date is December 56.
N-61 - Flijoer	Estimated combat-ready date is March 57.

CONFIDENTIAL

N-62 - Maloney	Estimated combat-ready date is March 57.
N-73 - Crowder	Estimated combat-ready date is November 56.
N-77 - Bird	Estimated combat-ready date is November 56.
N-80 - McCluskey	Estimated combat-ready date is November 56.
N-82 - Williams	Estimated combat-ready date is April 57.

CONFIDENTIAL

Page 2 of 3

M-83 - Stenning	Estimated combat-ready date is March 57.
M-84 - Gaydon	Estimated combat-ready date is March 57.
M-85 - Cummings	Estimated combat-ready date is February 57.
M-86 - Howard	TDU (B-52 Program)
M-88 - Riley	Estimated combat-ready date is April 57.
M-91 - Rossell	Estimated combat-ready date is April 57.
M-93 - Hatcher	Estimated combat-ready date is March 57.
M-96 - Kaske	Estimated combat-ready date is April 57.

- (5) All BBS record activity must be flown above 33,000 feet. This wing accomplishes only 7.1% of its BBS runs at 33,000 feet and above. Because of the operating characteristics of the B-47 aircraft, request that the record BBS altitude be lowered from 33,000 to 31,000 feet to facilitate and accelerate training throughout all SAC Bombardment Wings.

(6) Problem Areas in Combat Crew Upgrading

- (1) A Pilot quota to McDonnell-HAFB was requested for Major Theodore N. Riley, 132600, on or about 2 October 1956. This action followed Major Riley's effort to obtain same quota subsequent to his graduation from James Connally in July 1956. To date no action has been forthcoming on the above quota request. This is delaying the formation and upgrading of Crew M-88 in the 301st Bombardment Wing, HAFB.

Julian M. Blythe
 JULIAN M. BLYTHE
 Colonel, USAF
 Commander

CONFIDENTIAL

CONFIDENTIAL

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I																								
GENERAL					BOMBING										NAVIGATION									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF BOMBERS	FLYING TIME	USCH	BOMBING STREAM	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT	WHEELS UP AT	WHEELS DOWN AT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
540	10-15	17-19	20-21	22-23	24-25	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63
576	B047	002	012	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
509	B047	007	001	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
509																								
517	B047	008	008	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
538	B047	006	001	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
544	B047	013	009	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
569	B047	003	007	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
544	B047	004	009	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
581	B047	005	003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
581	B047	005	003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	B047	043	006	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
581	B047	006	003	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
576	B047	002	014	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
544	B047	004	007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
544																								
569	B047	005	008	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
501	B047	010	009	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SAC 1 OCT 64 184 PREVIOUS EDITIONS OBSOLETE. PG 270.

AIR FORCE - SAC, OTC

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTINUE SYMBOL														
A. GENERAL										B. BOMBING				C. NAVIGATION				D. REFUELING (Checklist Ready and Above)														
1	2	3	4	5	6	7	8	9	10	11				12	13		14	15	16		17		18		19		20					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	WILCOX MACH .81	RADAR ATTACKS CAMERA SCORED	MACH .81 WITH ISDA	FIXED ANGLE	VIS ATTACKS CAMERA SCORED	WILCOX MACH .81	TOTAL	NR OF REL.	CIRCULAR ERROR	NIGHT CELESTIAL	DAY CEL	CELESTIAL GRID	RADAR GRID	PRESS. PAT. TERN	TOTAL REFUELINGS	WASS NIGHT REFUELINGS	MAX GROSS WEIGHT	MAX GROSS WEIGHT	ATT. SUC.	ATT. SUC.	ATT. SUC.	ATT. SUC.	ATT. SUC.	ATT. SUC.			
5-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	101-105	106-110	111-115	116-120	121-125	126-130	131-135	136-140	141-145	146-150	151-155	156-160		
101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	
133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	
165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	
197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	
229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	
261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	
293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	
325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	
357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	
389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	
421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	
453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	
485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	
517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	
549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	
581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	
613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	
645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	
677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	
709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	
741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	
773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	
805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	
837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	
869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901
902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	
934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	
966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	
998	999	1000																														

SAC 1 OCT 66 104 PREVIOUS EDITION IS OBSOLETE. PG 2726.

AR FORM 1-66, 1-66

(When Filled In)

CONFIDENTIAL

0808

UNIT
70436 28 JUL 1965 0000Z

NO OTHER TITLES

PAGE 52

800 768 8888

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 395–401

SAC FORM 104 PREVIOUS EDITION IS OBSOLETE FC 2720

CONFIDENTIAL

0809

CONFIDENTIAL

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 35th Bombardment Wing, 35th AF, 35th AF, 35th AF

MONTH: October 1970

PAGE NO: 1

NO OF PAGES: 7

REPORT CONTROL SYMBOL: 5-553-710

A. GENERAL						B. BOMBING						C. NAVIGATION						D. REFUELING (Circuit Ready and where)											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19											
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCW	BOMBER STREAM	RDS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES	NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PAT. TERM	TOTAL REFUELING		MASS NIGHT REFUELING		MAX GROSS WEIGHT		OPER. M-FLT. GROSS WT. 30 MINUTES CONTACT				
							MACH .81 WITH JRG	FIXED ANGLE		TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LESS		1	2			3	4	NR OF LEGS	TOTAL LESS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.
9-10	11-13	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83											
N56	B047	013	081	-	-	006	001	002	002	002	-	-	002	004	007	-	-	002	002	008	028	001	-	-	-	-	-	-	
N73	B047	007	049	-	-	008	002	001	-	004	-	-	001	006	-	-	-	003	001	020	-	-	001	-	-	-	-	-	
N77	B047	013	075	-	-	-	001	001	001	004	-	-	002	013	013	-	-	003	002	010	018	002	-	-	-	-	-	-	
N80	B047	012	073	-	-	002	001	-	002	003	-	-	003	008	025	028	-	002	-	-	-	001	-	-	-	-	-	-	
N93	B047	005	024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	-	-	-	-	-	-	-	-	-		
N63	B047	003	018	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	012	-	-	-	-	-	-	-		
NCR Totals	B047	114	711	01	-	034	013	014	012	020	-	-	024	-	-	-	-	024	022	-	-	008	002	-	-	-	-	-	
Wing Totals	B047	476	2659	36	-	089	061	045	047	060	-	-	086	-	-	-	-	081	096	-	-	073	044	116	116	38	38	18	51 49
KXXXX	B047	024	111	-	-	003	001	-	-	-	-	-	001	016	-	-	-	001	003	-	001	-	019	019	-	-	-	-	
NCR Prac	B047	-	-	-	-	-	-	001	002	007	-	-	002	-	-	-	-	003	002	-	-	005	-	010	010	-	-	-	-
IN04	Obs on lv 7 days, 1-8 Sep; CP on lv 4 days, 1-4 Oct.																												
IN08	Crew formed 19 Sep; CP enroute to join 43 days, 19 Sep - 31 Oct.																												
IN13	AC lv 14 days, 12-30 Sep; CP lv 7 days 15-22 Sep; Obs TDY Adv Surv Sch 23 days, 17 Sep - 9 Oct.																												

SAC FORM 1 OCT 66 184 PREVIOUS EDITION IS OBSOLETE. FC: 2720.

AF Form 1 SAC, CRF

(When Filled In)

CONFIDENTIAL

0811

CONFIDENTIAL

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT		MISSION		DATE		REPORTING OFFICER		REPORTING OFFICER'S SIGNATURE	
GENERAL						BOMBING				NAVIGATION				REFUELING					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBING STREAM	HRS AT WAC-4.1	RADAR ATTACK CAMERA SCORED	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22	WAC-4.1 WITH M22
1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001	1001
1002 Obs TDU McConnell AFB 10 days, 1-30 Sep.																			
1003 CP TDU McConnell AFB 10 days, 1 Sep - 16 Oct.																			
1004 AD & CP enroute to join 10 days, 1 Sep - 31 Oct.																			
1005 AD & CP enroute to join 10 days, 1 Sep - 31 Oct; CP enroute to join 10 days 1-3 Sep, TDU McConnell AFB 10 days, Oct.																			
1006 AD & CP enroute to join 10 days 1 Sep - 31 Oct; Obs TDU McConnell AFB 24 days, 6-30 Sep.																			
1007 AD not available entire month of Sep; CP not available entire month of Sep & Oct.																			
1008 AD not available Sep, CP not available Sep & Oct.																			
1009 AD not available Sep, CP not available Sep & Oct.																			
1010 AD not available Sep, CP not available Sep & Oct.																			
1011 AD & CP not available Sep & Oct.																			
1012 AD not available Sep & Oct; CP not available Sep.																			
1013 CP 10 days, 1-10 Sep.																			
1014 CP TDU Wichita 10 days, 1 Sep - 9 Oct.																			
1015 CP TDU TN Sch 10 days, 9-22 Sep.																			
1016 AD TDU Wichita 10 days, 1 Sep - 29 Oct; CP not reported to Wing; Obs TDU Wichita 22 days, 9-30 Sep.																			
1017 AD & CP not reported to Wing; CP TDU TN Sch 10 days 1-4 Sep.																			
1018 AD & CP TDU Wichita 10 days, 1 Sep - 31 Oct; Obs TDU Wichita 6 days 1-6 Sep, TDU Adv Surv Sch 21 days, 10-30 Sep.																			

SAC 1001 1001 1001 PREVIOUS EDITION IS OBSOLETE. FD-270.

AN FORM - SAC, CDR

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL

GENERAL										NAVIGATION										REFUELING									
1. GENERAL INFORMATION										2. NAVIGATION DATA										3. REFUELING DATA									
4. SUMMARY										5. ANALYSIS										6. CONCLUSIONS									
<p>1. NAME OF VESSEL: <i>USS T-12</i></p> <p>2. DATE: <i>10-10-50</i></p> <p>3. LOCATION: <i>10°N 120°E</i></p> <p>4. TYPE OF VESSEL: <i>Submarine</i></p> <p>5. CREW: <i>100</i></p> <p>6. MISSION: <i>Patrol</i></p> <p>7. STATUS: <i>Active</i></p> <p>8. COMMENTS: <i>See log</i></p> <p>9. SIGNATURE: <i>[Signature]</i></p> <p>10. APPROVAL: <i>[Signature]</i></p>										<p>11. COURSE: <i>090</i></p> <p>12. SPEED: <i>10</i></p> <p>13. ALTITUDE: <i>100</i></p> <p>14. DIRECTION: <i>090</i></p> <p>15. DISTANCE: <i>100</i></p> <p>16. TIME: <i>10:00</i></p> <p>17. DATE: <i>10-10-50</i></p> <p>18. LOCATION: <i>10°N 120°E</i></p> <p>19. TYPE OF VESSEL: <i>Submarine</i></p> <p>20. CREW: <i>100</i></p> <p>21. MISSION: <i>Patrol</i></p> <p>22. STATUS: <i>Active</i></p> <p>23. COMMENTS: <i>See log</i></p> <p>24. SIGNATURE: <i>[Signature]</i></p> <p>25. APPROVAL: <i>[Signature]</i></p>										<p>26. FUEL TYPE: <i>Gasoline</i></p> <p>27. FUEL QUANTITY: <i>100</i></p> <p>28. FUEL CONSUMPTION: <i>10</i></p> <p>29. FUEL EFFICIENCY: <i>10</i></p> <p>30. FUEL COST: <i>10</i></p> <p>31. FUEL TYPE: <i>Gasoline</i></p> <p>32. FUEL QUANTITY: <i>100</i></p> <p>33. FUEL CONSUMPTION: <i>10</i></p> <p>34. FUEL EFFICIENCY: <i>10</i></p> <p>35. FUEL COST: <i>10</i></p> <p>36. FUEL TYPE: <i>Gasoline</i></p> <p>37. FUEL QUANTITY: <i>100</i></p> <p>38. FUEL CONSUMPTION: <i>10</i></p> <p>39. FUEL EFFICIENCY: <i>10</i></p> <p>40. FUEL COST: <i>10</i></p>									

SAC - OCT 50 184 (REVISED EDITION 1-1-50) (FC 278)

AD FORM - SAC, OMB

(When Filled In)

CONFIDENTIAL

0813

CONFIDENTIAL

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II																							
E. GENERAL		F. REFUELING		G. DRY CONTACT		H. RADAR RENDEZVOUS						I. GUNNERS				J. ECM JAMMING						K. FORMATION	
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39				
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT	MAXIMUM GROSS WT	NUMBER OF CONTACTS	TOTAL RENDEZVOUS		CLIQUE RENDEZVOUS		AIR-TO-AIR RENDEZVOUS		TOTAL WT OF MAX LOAD		PER CENT STRENGTH MAXIMUM LOAD		NO OF BOMBERS	NO OF MISSILES	NO OF ECM	NO OF JAMMING	NO OF ECM	NO OF JAMMING				
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	1	2							1	2	1	2
6-40	10-15	10-15	10-25	10-25	10-15	10-15	10-15	10-15	10-15	10-15	10-15	10-15	10-15	10-15	10-15	10-15	10-15	10-15	10-15				
376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
504	-	-	-	-	001	001	001	001	-	-	001	100	100	-	001	-	-	-	-				
387	-	-	-	001	001	001	-	-	001	001	001	100	-	-	001	-	-	-	-				
538	-	-	-	-	-	-	-	-	-	-	001	100	-	-	001	-	-	-	-				
391	-	-	-	001	001	001	001	001	001	001	001	100	-	-	001	-	-	-	-				
507	-	-	-	-	001	001	-	-	001	001	-	-	-	-	-	-	-	-	-				
394	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-				
395	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
396	-	-	-	001	001	001	001	001	001	001	001	100	-	-	001	-	-	-	-				
397	-	-	-	-	001	001	-	-	001	001	-	-	-	-	001	-	-	-	-				
398	-	-	-	-	001	001	-	-	001	001	-	-	-	-	001	-	-	-	-				
399	-	-	-	001	001	001	-	-	001	001	001	001	075	-	001	-	-	-	-				
399	-	-	-	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-				
LC	-	-	-	001	001	001	001	001	001	001	001	100	-	-	-	-	-	-	-				

SAC 107 1844 PREVIOUS EDITIONS: 1350474, PG. 270.

AN 1000 - SAC, 10741

(When F1044 Is)

CONFIDENTIAL

CONFIDENTIAL

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II																										
E. GENERAL		F. REFUELING (Number of Refueling)		G. DRY CONTACTS		H. RADAR RENDEZVOUS				I. GUNNERY				J. ECW TRAINING				K. FORMATION								
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39							
CREW NUMBER	ONE TANKER 30 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		TOTAL RENDEZVOUS	DURING DARKNESS		AN APP-12/15 RENDEZVOUS		TOTAL NO OF MAX. LOAD MESSAGES	PER CENT PERCENT MAXIMUM LOAD		NO OF ALL-OUT MESSAGES	PERCENT MAXIMUM LOAD	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RAIN		TOTAL NO OF MAX. LOAD MESSAGES	TOTAL NO OF MAX. LOAD MESSAGES	TOTAL NO OF MAX. LOAD MESSAGES	
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.		1	2			1	2	1	2	1	2	1	2				1
5-10	18-15	18-19	22-23	28-27	29-31	29-35	27-30	31-43	49-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	72-74	75-77	78-80	81-83	84-86	87-89	90-92	93-95	96-98	99-101
103	-	-	-	-	002	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
012	-	-	-	-	002	003	003	003	003	003	003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
012	-	-	-	-	-	-	-	-	-	-	-	002	002	002	-	-	-	-	-	-	-	-	-	-	-	-
015	-	-	-	-	001	001	003	-	-	001	003	001	005	-	-	-	-	-	-	-	-	-	-	-	-	-
016	-	-	-	-	001	003	003	002	002	001	001	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-
016	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
108	-	-	-	-	003	003	002	003	002	002	002	002	100	100	-	-	-	-	-	-	-	-	-	-	-	-
108	-	-	-	-	002	003	001	003	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
130	-	-	-	-	005	001	001	-	-	001	003	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-
135	-	-	-	-	010	004	004	002	002	002	001	002	000	100	02	000	-	-	-	-	-	-	-	-	-	-
036	-	-	-	-	003	004	004	003	002	001	001	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-
148	-	-	-	-	005	003	003	002	002	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-
950	-	-	-	-	007	003	003	002	002	001	001	002	000	100	-	-	-	-	-	-	-	-	-	-	-	-
550	-	-	-	-	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-
155	-	-	-	-	008	002	002	002	002	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-
155	-	-	-	-	-	-	-	-	-	-	-	001	100	-	-	-	-	-	-	-	-	-	-	-	-	-

SAC 1 OCT 54 1844 PREVIOUS EDITION IS OBSOLETE. PD 278

Air Force - SAC, DOW

(When Filled In)

CONFIDENTIAL

0815

CONFIDENTIAL

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II																										
E. GENERAL		F. REFUELING (In thousands of gallons)				G. REVENUE		H. RADAR RENDEZVOUS				I. GUNNERY				J. ECM TABBING								K. FORMATION		
CREW NUMBER	20	21		22		23	24		25		26		27		28		29		30		31		32		33	
		ONE TANKER 15 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT			TOTAL RENDEZVOUS		DURING DARKNESS		ENLIGHTENED RENDEZVOUS		PERCENT PROBABLY MAXIMUM LOAD		GUNNERY		ECM TABBING		ECM TABBING		ECM TABBING		ECM TABBING		ECM TABBING	
		ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	1	2	1	2	1	2	1	2	1	2	1	2
0-10	14-15	18-19	22-23	26-27	29-31	13-15	17-19	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103	105-107	109-111	
L57	-	-	-	-	006	004	004	002	002	001	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	
L57	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	
S60	-	-	-	-	004	003	003	001	001	001	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	
S60	-	-	-	-	007	-	-	-	-	-	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	
L76	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	
S74	-	-	-	-	003	001	001	-	-	001	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	
L75	-	-	-	-	006	003	003	001	001	001	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	
L79	-	-	-	-	006	004	004	002	002	001	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	
S87	-	-	-	-	-	003	003	002	002	001	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	
S91	-	-	-	-	009	002	002	001	001	001	001	001	001	001	001	001	-	-	-	-	-	-	-	-	-	
L99	-	-	-	-	008	003	003	002	002	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	
S&L Totals	-	-	-	-	133	009	009	002	002	002	002	001	-	-	01	0-0	-	-	-	-	-	-	-	-	-	
R07	-	-	-	-	-	-	-	-	-	-	-	-	001	001	-	-	001	-	-	-	-	-	-	-	-	
R39	-	-	-	-	006	001	001	-	-	001	001	001	001	001	-	-	001	-	-	-	-	-	-	-	-	
R47	-	-	-	-	006	004	004	001	001	002	002	001	001	001	-	-	-	-	-	-	-	-	-	-	-	
R53	-	-	-	-	-	001	001	001	001	-	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	

SAC 1 OCT 14 1964 PREVIOUS EDITION IS OBSOLETE. FD-270.

ALL FORMS - SAC, OTH

When Filled In

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II																				UNIT		SQUAD		SQUAD NO.		SQUAD NO.		SQUAD NO.		SQUAD NO.		SQUAD NO.		SQUAD NO.		SQUAD NO.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
E. GENERAL		F. REFUELING (Name of Fueler)				G. DRY CONTACTS				H. RADAR RENDEZVOUS				I. GUNNERY				J. TOW TARGETING				K. FORMATION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
CREW NUMBER	ONE TANKER 10 MINUTES CONTACT	MAXIMUM IN-FLIGHT GROSS WT	ATT.	SUCC.	ATT.	SUCC.	NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS	DURING DARKNESS	AN/APN-12/78 RENDEZVOUS	ATT.	SUCC.	ATT.	SUCC.	TOTAL NO. OF MAX. LOAD MISSIONS	PERCENT FIRE-OUT MAXIMUM LOAD	1	2	NO. OF S.E.S. RELEASED	NO. OF S.E.S. RECOVERED	TOW TARGETING	FORMATION	FORMATION	FORMATION	FORMATION	FORMATION	FORMATION	FORMATION	FORMATION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
																														24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
6-10	14-15	16-17	22-23	24-25	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67	68-69	70-71	72-73	74-75	76-77	78-79	80-81	82-83	84-85	86-87	88-89	90-91	92-93	94-95	96-97	98-99	100-101	102-103	104-105	106-107	108-109	110-111	112-113	114-115	116-117	118-119	120-121	122-123	124-125	126-127	128-129	130-131	132-133	134-135	136-137	138-139	140-141	142-143	144-145	146-147	148-149	150-151	152-153	154-155	156-157	158-159	160-161	162-163	164-165	166-167	168-169	170-171	172-173	174-175	176-177	178-179	180-181	182-183	184-185	186-187	188-189	190-191	192-193	194-195	196-197	198-199	200-201	202-203	204-205	206-207	208-209	210-211	212-213	214-215	216-217	218-219	220-221	222-223	224-225	226-227	228-229	230-231	232-233	234-235	236-237	238-239	240-241	242-243	244-245	246-247	248-249	250-251	252-253	254-255	256-257	258-259	260-261	262-263	264-265	266-267	268-269	270-271	272-273	274-275	276-277	278-279	280-281	282-283	284-285	286-287	288-289	290-291	292-293	294-295	296-297	298-299	300-301	302-303	304-305	306-307	308-309	310-311	312-313	314-315	316-317	318-319	320-321	322-323	324-325	326-327	328-329	330-331	332-333	334-335	336-337	338-339	340-341	342-343	344-345	346-347	348-349	350-351	352-353	354-355	356-357	358-359	360-361	362-363	364-365	366-367	368-369	370-371	372-373	374-375	376-377	378-379	380-381	382-383	384-385	386-387	388-389	390-391	392-393	394-395	396-397	398-399	400-401	402-403	404-405	406-407	408-409	410-411	412-413	414-415	416-417	418-419	420-421	422-423	424-425	426-427	428-429	430-431	432-433	434-435	436-437	438-439	440-441	442-443	444-445	446-447	448-449	450-451	452-453	454-455	456-457	458-459	460-461	462-463	464-465	466-467	468-469	470-471	472-473	474-475	476-477	478-479	480-481	482-483	484-485	486-487	488-489	490-491	492-493	494-495	496-497	498-499	500-501	502-503	504-505	506-507	508-509	510-511	512-513	514-515	516-517	518-519	520-521	522-523	524-525	526-527	528-529	530-531	532-533	534-535	536-537	538-539	540-541	542-543	544-545	546-547	548-549	550-551	552-553	554-555	556-557	558-559	560-561	562-563	564-565	566-567	568-569	570-571	572-573	574-575	576-577	578-579	580-581	582-583	584-585	586-587	588-589	590-591	592-593	594-595	596-597	598-599	600-601	602-603	604-605	606-607	608-609	610-611	612-613	614-615	616-617	618-619	620-621	622-623	624-625	626-627	628-629	630-631	632-633	634-635	636-637	638-639	640-641	642-643	644-645	646-647	648-649	650-651	652-653	654-655	656-657	658-659	660-661	662-663	664-665	666-667	668-669	670-671	672-673	674-675	676-677	678-679	680-681	682-683	684-685	686-687	688-689	690-691	692-693	694-695	696-697	698-699	700-701	702-703	704-705	706-707	708-709	710-711	712-713	714-715	716-717	718-719	720-721	722-723	724-725	726-727	728-729	730-731	732-733	734-735	736-737	738-739	740-741	742-743	744-745	746-747	748-749	750-751	752-753	754-755	756-757	758-759	760-761	762-763	764-765	766-767	768-769	770-771	772-773	774-775	776-777	778-779	780-781	782-783	784-785	786-787	788-789	790-791	792-793	794-795	796-797	798-799	800-801	802-803	804-805	806-807	808-809	810-811	812-813	814-815	816-817	818-819	820-821	822-823	824-825	826-827	828-829	830-831	832-833	834-835	836-837	838-839	840-841	842-843	844-845	846-847	848-849	850-851	852-853	854-855	856-857	858-859	860-861	862-863	864-865	866-867	868-869	870-871	872-873	874-875	876-877	878-879	880-881	882-883	884-885	886-887	888-889	890-891	892-893	894-895	896-897	898-899	900-901	902-903	904-905	906-907	908-909	910-911	912-913	914-915	916-917	918-919	920-921	922-923	924-925	926-927	928-929	930-931	932-933	934-935	936-937	938-939	940-941	942-943	944-945	946-947	948-949	950-951	952-953	954-955	956-957	958-959	960-961	962-963	964-965	966-967	968-969	970-971	972-973	974-975	976-977	978-979	980-981	982-983	984-985	986-987	988-989	990-991	992-993	994-995	996-997	998-999	1000-1001	1002-1003	1004-1005	1006-1007	1008-1009	1010-1011	1012-1013	1014-1015	1016-1017	1018-1019	1020-1021	1022-1023	1024-1025	1026-1027	1028-1029	1030-1031	1032-1033	1034-1035	1036-1037	1038-1039	1040-1041	1042-1043	1044-1045	1046-1047	1048-1049	1050-1051	1052-1053	1054-1055	1056-1057	1058-1059	1060-1061	1062-1063	1064-1065	1066-1067	1068-1069	1070-1071	1072-1073	1074-1075	1076-1077	1078-1079	1080-1081	1082-1083	1084-1085	1086-1087	1088-1089	1090-1091	1092-1093	1094-1095	1096-1097	1098-1099	1100-1101	1102-1103	1104-1105	1106-1107	1108-1109	1110-1111	1112-1113	1114-1115	1116-1117	1118-1119	1120-1121	1122-1123	1124-1125	1126-1127	1128-1129	1130-1131	1132-1133	1134-1135	1136-1137	1138-1139	1140-1141	1142-1143	1144-1145	1146-1147	1148-1149	1150-1151	1152-1153	1154-1155	1156-1157	1158-1159	1160-1161	1162-1163	1164-1165	1166-1167	1168-1169	1170-1171	1172-1173	1174-1175	1176-1177	1178-1179	1180-1181	1182-1183	1184-1185	1186-1187	1188-1189	1190-1191	1192-1193	1194-1195	1196-1197	1198-1199	1200-1201	1202-1203	1204-1205	1206-1207	1208-1209	1210-1211	1212-1213	1214-1215	1216-1217	1218-1219	1220-1221	1222-1223	1224-1225	1226-1227	1228-1229	1230-1231	1232-1233	1234-1235	1236-1237	1238-1239	1240-1241	1242-1243	1244-1245	1246-1247	1248-1249	1250-1251	1252-1253	1254-1255	1256-1257	1258-1259	1260-1261	1262-1263	1264-1265	1266-1267	1268-1269	1270-1271	1272-1273	1274-1275	1276-1277	1278-1279	1280-1281	1282-1283	1284-1285	1286-1287	1288-1289	1290-1291	1292-1293	1294-1295	1296-1297	1298-1299	1300-1301	1302-1303	1304-1305	1306-1307	1308-1309	1310-1311	1312-1313	1314-1315	1316-1317	1318-1319	1320-1321	1322-1323	1324-1325	1326-1327	1328-1329	1330-1331	1332-1333	1334-1335	1336-1337	1338-1339	1340-1341	1342-1343	1344-1345	1346-1347	1348-1349	1350-1351	1352-1353	1354-1355	1356-1357	1358-1359	1360-1361	1362-1363	1364-1365	1366-1367	1368-1369	1370-1371	1372-1373	1374-1375	1376-1377	1378-1379	1380-1381	1382-1383	1384-1385	1386-1387	1388-1389	1390-1391	1392-1393	1394-1395	1396-1397	1398-1399	1400-1401	1402-1403	1404-1405	1406-1407	1408-1409	1410-1411	1412-1413	1414-1415	1416-1417	1418-1419	1420-1421	1422-1423	1424-1425	1426-1427	1428-1429	1430-1431	1432-1433	1434-1435	1436-1437	1438-1439	1440-1441	1442-1443	1444-1445	1446-1447	1448-1449	1450-1451	1452-1453	1454-1455	1456-1457	1458-1459	1460-1461	1462-1463	1464-1465	1466-1467	1468-1469	1470-1471	1472-1473	1474-1475	1476-1477	1478-1479	1480-1481	1482-1483	1484-1485	1486-1487	1488-1489	1490-1491	1492-1493	1494-1495	1496-1497	1498-1499	1500-1501	1502-1503	1504-1505	1506-1507	1508-1509	1510-1511	1512-1513	1514-1515	1516-1517	1518-1519	1520-1521	1522-1523	1524-1525	1526-1527	1528-1529	1530-1531	1532-1533	1534-1535	1536-1537	1538-1539	1540-1541	1542-1543	1544-1545	1546-1547	1548-1549	1550-1551	1552-1553	1554-1555	1556-1557	1558-1559	1560-1561	1562-1563	1564-1565	1566-1567	1568-1569	1570-1571	1572-1573	1574-1575	1576-1577	1578-1579	1580-1581	1582-1583	1584-1585	1586-1587	1588-1589	1590-1591	1592-1593	1594-1595	1596-1597	1598-1599	1600-1601	1602-1603	1604-1605	1606-1607	1608-1609	1610-1611	1612-1613	1614-1615	1616-1617	1618-1619	1620-1621	1622-1623	1624-1625	1626-1627	1628-1629	1630-1631	1632-1633	1634-1635	1636-1637	1638-1639	1640-1641	1642-1643	1644-1645	1646-1647	1648-1649	1650-1651	1652-1653	1654-1655	1656-1657	1658-1659	1660-1661	1662-1663	1664-1665	1666-1667	1668-1669	1670-1671</

CONFIDENTIAL

(FORM 2000-1)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																				UNIT		MONTH		WEEK NO.		NO. OF WEEKS		REPORTS CONTROL SYMBOLS	
GENERAL		PILOT PROFICIENCY										M. ATO		RADIO PRESS		ENGINE		NAV. & WEAP.		MISCELLANEOUS									
NO.	NAME	TAKE-OFFS		LANDINGS		CLIMBS		APPROACHES		SYMBOLS		APPROACHES		M. ATO		RADIO PRESS		ENGINE		NAV. & WEAP.		MISCELLANEOUS							
NO.	NAME	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP						
1-10		15-15	18-15	22-21	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	59-62	63-66	67-71	72-75	76-79	80-83	84-87	88-91	92-95	96-99						
1-11	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-12	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-13	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-14	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-15	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-16	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-17	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-18	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-19	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-20	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-21	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-22	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-23	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-24	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-25	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-26	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-27	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-28	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-29	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-30	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-31	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-32	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-33	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-34	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-35	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-36	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						
1-37	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00						

SAC 1 OCT 54 (FORM 2000-1) PREVIOUS EDITIONS OBSOLETE, FC 2700

Air Force - SAC, OTAWA

(When Filled In)

CONFIDENTIAL

0820

CONFIDENTIAL

KODAK SAFETY FILM

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III															UNIT										MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL		
L. GENERAL		PILOT PROFICIENCY										N. ATO		RADAR		PRES		EMERG		SIMSTR		NIGHT		T. AIR WEAPONS		U. TO BE		MISCELLANEOUS					
CREW NUMBER	NUMBER OF COMBATTANT MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		RPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER TACTICAL TAKE-OFFS	NR OF AIR-TO-AIR TAKE-OFFS	NR OF RADAR DIRECTED APPROACHES	NR OF PRESUNDRY POSITION	NR OF EMERG DRILL	NR OF SIMSTR REPORTS	NR OF NIGHT CELL	NR OF T. AIR WEAPONS	NR OF U. TO BE	MONTH LAST	STATION CHECK	COMPLETED	53	54	55	56	57	58	59	60	
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																						AC
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27													
Totals	003	26	15	10	11	18	13	03	06	05	05	00	00	008	008	002	019	010	003	002													
N04	002	09	01	09	01	10	01	01	02	00	00	005	00	004	003	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N13	00	04	01	05	00	02	00	00	00	00	00	002	001	001	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N22	00	10	00	10	00	09	00	00	00	00	00	006	004	005	003	005	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N35	001	06	01	06	01	02	02	01	00	00	00	002	001	004	002	002	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N40	002	10	03	10	03	05	04	04	02	03	00	009	010	007	006	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N52	002	10	02	11	00	06	00	01	00	01	00	019	007	006	007	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N56	002	08	03	08	03	05	02	01	01	00	01	013	008	007	007	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N73	00	07	00	07	00	05	00	00	00	01	00	003	003	004	003	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N77	00	13	00	13	00	06	00	00	00	02	00	002	004	004	005	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N80	001	11	00	11	00	08	02	02	00	01	01	003	005	004	006	002	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N93	001	05	00	05	00	03	00	00	00	00	00	00	001	001	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
N93	001	02	01	02	01	01	00	00	01	00	00	002	002	002	002	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
Totals	012	104	11	104	09	62	11	10	34	09	38	061	046	049	046	009	001	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	
Totals	026	36	119	17	106	17	73	34	20	47	28	00	002	182	137	130	062	024	007	00	00	00	00	00	00	00	00	00	00	00	00	00	

SAC 1 OCT 58 1845 PREVIOUS EDITION IS OBSOLETE. FC 2725.

Air Force - SAC, Offet

(When Filled In)

CONFIDENTIAL

0822

CONFIDENTIAL

0823

CONFIDENTIAL

21

30TH AIR REFUELING SQUADRON (AR)
30TH BOMBARDMENT WING (BW)
MacDill Air Force Base, Florida

Squadron Commander's Remarks
Part III of
Air Training Report for the Month of October 1966

RCS: 9-SAC-T12

6. Squadron Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

(1) WJMA Project	100:45
(2) "Gold Eagle" (USCM)	136:05
(3) IRAN	12:55
(4) Support	4:00
(5) "Ten Glove"	58:25
(6) Ferry	7:55
(7) Eglin Firepower Demonstration	46:05
(8) 306th Deployment	76:15

b. Weather or Local Conditions.

(1) Weather	56:00
-------------	-------

c. Air Traffic Control Delay Information.

(1) Not applicable.

d. Restrictive Directives.

(1) Not applicable.

e. Combat Crew Members Gains and Losses.

(1) Crew Members Gained.

- (a) 6 Co-pilots.
- (b) 1 Navigator.
- (c) 3 Flight Engineers.
- (d) 3 Radio Operators.
- (e) 1 Boom Operator.

CONFIDENTIAL

21

(2) Crew Members Lost.

- (a) 1 Potential Aircraft Commander - PCA 809th ABG. (Needed to complete 51-19 upgrading).
- (b) 1 Co-pilot - PCS Portsmouth.
- (c) 1 Navigator - PCS Tactical Squadron, 305th Bomb Wing.

0824

CONFIDENTIAL

FORM 105
20 OCT 1955
Page 1 of 4

(d) 3 Flight Engineers - 1 PCF Lookoutman - 1 PCF Flight Simulator,
1 PCF Helm Branch.

f. Crew Member Changes.

- (1) 4 Aircraft Commanders
- (2) 11 Co-pilots
- (3) 3 Navigators
- (4) 15 Flight Engineers
- (5) 9 Radio Operators
- (6) 16 Boom Operators

g. New Crews.

- (1) Crew TM-53 formed 4 September 1956.
- (2) Crew TM-54 formed 4 September 1956.
- (3) Crew M-52 formed 4 September 1956.

h. Crew Status Changes:

- (1) Crew M-51 upgraded to T-51, effective 17 October 1956.
- (2) Crew M-79 upgraded to T-79, effective 11 October 1956.
- (3) Crew M-80 upgraded to T-80, effective 12 September 1956.

i. Standardization Crews.

- (1) T-18 - 18 May 1955
- (2) T-23 - 18 May 1955

j. Additional Material and Personnel Problems.

- (1) Not applicable

k. Refueling Data.

- (1) Number of refueling sorties scheduled and confirmed - 245

(2) Number of Sorties:

- | | |
|--|-----|
| (a) Airborne | 195 |
| (b) Effecting complete electronic rendezvous | 149 |

CONFIDENTIAL

- | | |
|--------------------------------|-----|
| (c) Transferring required fuel | 183 |
|--------------------------------|-----|

(3) Number of aborts due to:

- | | |
|--------------------------|----|
| (a) Adverse weather | 7 |
| (b) Aircraft malfunction | 21 |

CONFIDENTIAL

20000 ABB
TLE OCTOBER
Page 3 of 4

(c) Electronic rendezvous equipment malfunction	0
(d) Refueling equipment malfunction	4
(e) Other reasons:	30
2 cancelled due to "No Notice Alerts"	
4 cancelled due to WMAW	
2 utilized as air scores on NGTM	
10 lost due to BAW cancellations	
1 cancelled to support Eglin Firepower Demonstration	
7 cancelled to support 304th deployment	
(4) Mass night cell refueling:	
(a) Confirmed Sorties	60
(b) Airborne Sorties	50
(c) Sorties effecting complete electronic rendezvous	50
(d) Sorties transferring required fuel	49
(5) Total fuel transferred:	
(a) JP-4 - 4,685,606 pounds, 732,126 gallons.	
(b) 115/145 - 411,225 pounds, 70,894 gallons.	

1. Comments or Recommendations of the Squadron Commander.

- (1) The increase in the number of refueling sorties required to be supported by each Air Refueling Squadron has caused an increase in the number of sorties necessary to accomplish 50-8 and continue upgrading training. This is further aggravated by the necessity to furnish heavy weight refuelings coupled with the KC-97 weight restriction, which reduces the tanker range and severely limits training accomplishments. The combination of these two factors makes it necessary for the Air Refueling Squadrons to resort to turning an aircraft around for two sorties in one day in an effort to generate enough sorties to support a 51-19 transition program and 50-8 pilot proficiency missions. From a maintenance view turn around sorties are not desirable and from an operations view they are not reliable. During the present quarter, 27% of turn around sorties have been late take-offs and 46% have been deviations.
- (2) Training accomplished during September and October produced the following results:
 - (a) Three Aircraft Commanders completed SAC Regulation 51-19 training and passed initial Standboard Check.

CONFIDENTIAL

- (b) Four Co-pilots completed SAC Regulation 51-19 training and passed initial Standboard Check.
- (c) Two Navigators completed SAC Regulation 51-19 training and passed initial Standboard Check.

CONFIDENTIAL

Week 402
120 OCTOBER
Page 4 of 4

- (d) One Flight Engineer completed SAC Regulation 51-19 training and passed initial Standard Check.
- (e) Nine Radio Operators completed SAC Regulation 51-19 training and six have passed initial Standard Check.
- (f) Six Base Operators completed SAC Regulation 51-19 training and passed initial Standard Check.
- (g) Crew M-80 upgraded to combat ready status 11 September 1956.
Crew M-81 upgraded to combat ready status 17 October 1956.
Crew M-77 upgraded to combat ready status 11 October 1956.
- (3) Following is the schedule for upgrading non-combat ready crews to combat ready status:
 - (a) M-82 - Firefinder will be upgraded 31 December 1956.
 - (b) M-83 - Younger will be upgraded 31 December 1956.
 - (c) M-84 - Caste will be upgraded 31 December 1956.

John M. Chapin
JOHN M. CHAPIN
Lt. Col., USAF
Commander

WING COMMANDER'S REMARKS
Part IV of
Air Training Report for the Month of October 1956

During this Quarter the 305th Air Refueling Squadron reached a peak of twenty-five (25) combat-ready crews. Future crew upgrading will be limited with possible crew regressions due to pending transfers and discharges of Aircraft Commanders. All Aircraft Commander resources have been utilized.

Julian M. Beyer
JULIAN M. BEYER
Colonel, USAF
Commander

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																																			
					305TH AIR REFUELING SQUADRON (M)	OCTOBER 56	1	3	RCS: 9-SAC T12																																			
A. GENERAL					B. AIR REFUELING								C. RADAR RENDEZVOUS								D. NAVIGATION																							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USE 2	TOTAL REFUELINGS				DAY REFUELINGS				NIGHT REFUELINGS				IN RADIO SILENCE				KC-97 FIGHTER REFUELINGS 20,000 LBS				TOTAL RENDEZVOUS				MULTIPLE RENDEZVOUS PATTERN				AN/APN-12-76				NR OF DAY CELESTIAL NAVIGATION LEGS	TOTAL LEGS	NIGHT CELESTIAL			NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN (SEC-30)	NUMBER OF LOPAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3																			
6-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	56-58	59-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65																
T18	KC097	03	10	01	03	02	02	01	01	01	03	03	-	-	02	02	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
T23	KC097	02	07	01	02	02	-	-	02	02	02	02	-	-	02	02	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
Sub Total	-	05	17	02	05	04	02	01	03	03	05	05	-	-	04	04	03	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
T02	KC097	17	80	01	10	10	04	04	06	06	07	07	-	-	08	08	05	05	04	04	02	03	04	06	14	03	02	02																
T03	KC097	12	71	01	06	06	01	01	05	05	04	03	-	-	07	07	02	02	04	04	03	03	12	15	17	04	02	03																
T13	KC097	13	65	01	16	16	13	13	03	03	08	08	-	-	14	14	04	04	11	11	02	02	10	16	-	02	02	02																
T14	KC097	14	70	01	11	10	07	07	04	03	09	09	-	-	08	08	03	03	05	05	02	03	10	11	11	02	02	02																
T15	KC097	13	72	01	11	11	08	08	03	03	06	06	-	-	07	07	06	06	05	05	02	02	09	10	-	03	02	03																
T16	KC097	11	57	01	07	07	04	04	03	03	06	06	-	-	03	03	01	01	03	03	01	01	10	-	-	01	01	02																
T22	KC097	06	30	01	08	08	04	04	04	04	04	04	-	-	09	09	03	03	04	04	02	02	09	13	-	01	02	01																
T26	KC097	10	45	01	09	09	06	06	03	03	06	06	-	-	09	09	01	01	05	05	02	02	00	08	-	02	01	01																
T31	KC097	14	74	01	11	11	07	07	04	04	10	10	-	-	09	09	05	05	04	04	02	03	06	07	14	04	01	02																
T36	KC097	15	72	01	07	07	04	04	03	03	07	07	-	-	06	06	05	05	03	03	01	03	06	08	20	04	01	02																
T58	KC097	16	85	01	10	10	05	05	05	05	05	05	-	-	08	08	05	05	04	04	03	04	04	04	11	02	01	02																
T58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-	-	-	-	-																
T59	KC097	02	07	01	04	04	02	02	02	02	03	03	-	-	01	01	02	02	01	01	-	-	-	-	-	-	-	-	-															

SAC FORM 1 APR 56 36

PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

Air Force-SAC, Office G-1009330

(When Filled In)

CONFIDENTIAL

0828

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																						
					305th Air Refueling Squadron (M)	October	2	3	9-SAC-T12																						
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION										
1	2	3	4	5	6		7		8		9		10		11		12		13		14		15			16		17		18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USC	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY RENDEZVOUS	TOTAL LEGS	NIGHT CELESTIAL			NUMBER OF NAVIGATION LEGS	NR OF PRESS. PLUMES (SCN-76)	NUMBER OF NAVIGATION LEGS			
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3						
D-10		11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65		
T60	KC097	12	51	01	06	06	02	02	04	04	05	05	-	-	03	03	03	03	-	-	02	03	08	10	15	01	01	01			
T63	KC097	12	62	01	08	08	05	05	03	03	08	08	-	-	02	02	03	03	02	02	02	02	02	14	-	01	02	02			
T64	KC097	13	67	01	11	11	06	06	05	05	08	08	-	-	09	09	04	04	05	05	02	03	05	06	14	04	02	02			
T65	KC097	04	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	03	02	04	11	01	-	-			
T70	KC097	20	104	01	13	13	08	08	05	05	06	06	-	-	11	11	05	05	04	04	02	04	05	07	08	04	01	03			
T70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09	-	-	-	-	-			
T72	KC097	13	70	01	04	04	01	01	03	03	04	04	-	-	07	07	05	05	02	02	02	03	08	09	10	02	02	02			
T77	KC097	07	39	01	07	07	04	04	03	03	02	02	-	-	04	04	01	01	03	03	02	03	03	05	12	02	01	-			
T78	KC097	17	82	01	10	10	04	04	06	06	10	10	-	-	09	09	04	04	05	05	03	03	05	05	10	02	03	02			
T80	KC097	12	66	01	12	12	06	06	06	06	08	08	-	-	04	04	02	02	03	03	01	02	06	08	-	01	01	-			
T79	KC097	05	27	-	05	05	01	01	04	04	02	02	-	-	07	07	01	01	03	03	-	03	07	08	15	-	-	-			
T81	KC097	01	07	-	01	01	-	-	01	01	-	-	-	-	-	-	01	01	-	-	-	01	12	-	-	-	-	-			
CR																															
Totals	-	259	1359	20	187	186	102	102	85	84	128	127	-	-	145	145	71	71	80	80	39	58	-	-	-	46	30	23			
M79	KC097	07	44	-	03	03	03	03	-	-	03	03	-	-	05	05	01	01	04	04	-	-	-	-	-	01	-	01			
M81	KC097	10	54	-	09	09	08	08	01	01	06	06	-	-	02	02	-	-	01	01	-	01	12	-	-	02	-	-			
M82	KC097	12	67	-	18	18	12	12	06	06	09	09	-	-	01	01	-	-	-	-	02	-	-	-	-	-	02	02			

FORM 1 APR 58 36

PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

Air Force-SAC, OMAH (1000316)

(When Filled In)

CONFIDENTIAL

0829

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																				
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS				D. NAVIGATION															
1	2	3	4	5	6		7		8		9		10		11		12		13		14		15			16		17		18				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-75		NR OF DAY CLUSTER NAVIGATION LEGS		NIGHT CELESTIAL			CIRCULAR ERROR		NUMBER OF RADAR NAVIGATION LEGS		NUMBER OF LORAN NAVIGATION LEGS				
6-10	11-15	16-19	20-23	24-27	28-31	32-35	36-39	40-43	44-47	48-51	52-54	55-58	59-62	63-65	66-69	70-73	74-77	78-81	82-85	86-89	90-93	94-97	98-101	102-105	106-109	110-113	114-117	118-121	122-125	126-129	130-133			
NCR Totals	-	29	165	-	30	30	23	23	07	07	18	18	-	-	08	08	01	01	05	05	02	01	-	-	-	03	02	03						
Sqdn Totals	-	293	1541	22	222	220	127	126	95	94	151	150	-	-	157	157	75	75	85	85	41	59	-	-	-	49	32	36						
Percentages USCM (95%)					Air Refueling (100%)					Rendezvous (100%)					Navigation (79%)					Pilot Proficiency (68%)														

SAC FORM 36 1 APR 54

PREVIOUS EDITIONS ARE OBSOLETE. FC: 2725

Air Force-SAC, OMAH (D-150955)

(When Filled In)

CONFIDENTIAL

0830

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II														UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL					
														305th Air Refueling Squadron (M)		October		1		3		9-340-T12					
E. GEN	F. CEL GRID NAV.	G. P.P.	H. LOADING	I. EMERGENCY PROCEDURE DRILLS				J. CELL MISSIONS				K. STD. RD.	L.	MISCELLANEOUS													
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41					
																							30	31	32	33	34
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR	NUMBER OF SIMULATED PILOT PROGS	LOAD: 4 UNLOAD: 4	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (LANDING)	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STATIONIZATION CHECK	LRCC	PERP	INDEX	DRY CONTACT	APS 42	TO	LAND	ILAS	GCM	PPI	GYRO OUT			
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	56-58	60-62	63-65													
T18	-	-	-	01	01	-	01	01	01	-	-	02	01	01	FEB	-	-	-	-	20	11	-	12	-	-		
T23	-	-	-	01	01	-	-	-	-	-	-	01	-	01	JUL	-	-	-	05	-	42	42	-	01	-	-	
Sub Total	-	-	-	02	02	-	01	01	01	-	-	03	01	02	-	-	-	-	05	-	62	53	-	13	-	-	
T02	02	05	26	01	-	08	09	06	06	05	04	05	01	04	JUN	01	099	-	14	06	152	134	-	63	21	11	
T03	02	13	19	-	01	08	03	03	03	05	10	02	-	02	JUN	03	099	099	13	04	93	66	-	68	32	11	
T03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	099	-	-	-	-	-	-	-	-	-	-	
T13	01	28	-	01	-	06	03	03	03	01	03	03	01	02	SEP	02	094	095	22	05	95	95	31	31	11	23	
T14	02	09	16	-	-	06	05	05	05	03	03	03	-	03	JUN	02	096	098	32	03	77	77	-	42	11	11	
T15	03	05	08	01	01	08	04	04	04	05	09	04	02	02	AUG	04	096	098	20	04	103	76	-	43	11	42	
T15	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	098	099	-	-	-	-	-	-	-	-	-	
T16	-	-	-	01	01	04	03	03	03	02	03	03	01	02	JUN	02	093	097	11	03	65	65	-	24	11	01	
T22	02	16	20	01	01	08	05	05	05	03	03	02	-	02	JUL	02	091	091	06	05	31	31	-	20	10	01	
T26	01	08	-	-	-	04	03	03	03	03	03	02	01	01	JUN	-	-	-	22	06	64	55	-	42	11	11	
T31	02	07	07	01	01	08	07	07	07	05	06	05	02	03	JUL	03	092	092	15	03	109	910	-	43	01	11	
T31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	097	-	-	-	-	-	-	-	-	-	-	
T36	02	06	12	01	01	06	03	03	03	01	03	01	03	01	SEP	02	097	097	07	09	04	97	88	-	45	11	11

FORM 36-2

PREVIOUS EDITIONS ARE OBSOLETE. PG. 272

Air Force-SAC, Other O-1010(M)

(When Filled In)

CONFIDENTIAL

0831

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II															UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL			
															305th Air Refueling Squadron (M)		October 56		2		3		9-SAC-T 12			
E. GEN	F. CEL GRID NAV.			G. P.P.		H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS									
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF COMPLETED MISSIONS	LOAD: 4 UNLOADED: 4 PRECOMPARISON OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCRAFT)	NR OF SIMULATED CRASH LANDINGS (MAN PASSENGER)	PASSENGER PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF STANDARDIZATION CHECK	31	32	33	34	35	36	37	38	39	40	41	
		1	2																							21
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67												
T58	02	06	29	-	01	06	03	03	03	03	05		03	AUG	06	095	096	13	03	98	125	01	72	11	11	
T58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	097	098	-	-	-	-	-	-	-		
T58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	099	099	-	-	-	-	-	-	-		
T59	-	-	-	-	01	06	02	02	02	03	03	03	01	JUN	-	-	-	02	-	11	11	-	-	-		
T60	01	05	-	01	01	06	04	03	03	02	04	03	03	JUN	02	096	098	09	07	75	84	10	44	11	21	
T63	01	07	-	01	-	07	03	03	03	01	03	03	01	AUG	01	097	-	05	03	55	73	-	32	11	20	
T64	02	12	25	01	01	06	11	10	10	04	06	03	03	OCT	01	097	-	13	13	116	116	10	12	11	01	
T65	-	-	-	-	01	-	01	01	01	01	-	-	-	MAY	01	091	-	-	-	40	31	10	-	-	-	
T70	02	09	19	-	01	06	05	05	05	03	04	05	03	SEP	-	-	-	33	07	179	15 11	11	97	22	33	
T72	02	14	16	01	01	06	08	04	04	04	09	05	03	JUL	04	092	093	06	03	85	85	21	34	11	11	
T72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	094	097	-	-	-	-	-	-	-	-	
T77	02	10	15	-	-	05	02	03	03	02	03	02	-	JUL	02	098	098	07	03	52	52	-	42	10	11	
T78	02	09	15	01	01	06	06	06	06	03	04	04	02	JUL	03	095	096	27	04	107	98	-	62	31	12	
T78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	098	-	-	-	-	-	-	-	-	-	
T80	02	15	15	01	01	06	03	03	03	02	03	03	01	SEP	02	094	098	23	04	95	95	22	84	22	11	
T79	01	16	-	01	-	02	03	03	03	-	-	01	-	OCT	01	096	-	15	02	22	22	-	-	11	10	
T81	-	-	-	-	-	02	01	01	01	-	-	01	-	OCT	-	-	-	03	-	10	10	-	-	10	-	

SAC FORM 36-2

PREVIOUS EDITIONS ARE OBSOLETE. FC 2720

Air Force-6AC, Office O-1010(56)

(When Filled In)

CONFIDENTIAL

0832

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL												
														304th Air Refueling Squadron	October 56	3	3	9-9AC 7.2												
E. GEN	F. CEL GRID MAY.	G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS						J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS															
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR	NUMBER OF COMPLETE MISSIONS	KC-97		NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS	NR OF SIMULATED IN-FLIGHT LANDINGS	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST EVALUATION	LRCC	PARF	INDEX	DRY CONTACTS	AFS	TO	LAND	ILAS	GGA	PFI	OYGO	INT				
				LOAD	UNLOAD																						PRECOMP	LOAD	UNLOAD	PRECOMP
1-10	11-15	16-19	20-23	24-27	28-31	32-35	36-39	40-43	44-47	48-51	52-54	55-58	59-62	63-65																
115	34	-	-	14	15	130	98	80	89	61	90	69	21	48	44	-	-	-	320	92	101	110	11	6	84	60	77	21	25	24
879	01	26	-	-	-	06	04	04	03	02	02	-	-	-	01	096	-	01	05	23	16	23	16	43	68	-	-	-	-	
881	01	28	-	-	-	08	04	04	04	03	04	-	-	-	01	098	-	28	02	154	145	31	31	20	-	-	-	-	-	
882	-	-	-	-	-	02	05	05	03	01	01	-	-	-	01	095	-	42	03	29	17	20	18	52	63	10	40	-	-	
Totals	02	-	-	-	-	16	13	13	10	06	07	-	-	-	03	-	-	71	10	67	37	65	39	126	158	-	-	-	40	
879	36	-	-	16	17	146	112	103	100	67	97	72	20	50	47	-	-	-	396	102	140	152	23	12	100	77	80	21	29	24
SWP Loadings (67%) PreComp (100%) Emerg & Pax Drills (100%) Nite Cell Formation (100%)																														
A. Number of CR Crews assigned (Incl Standboard) 23.3																														
B. Average Number of CR Crews Available 20.9																														
C. Average Number of NCR Crews Assigned 4.3																														
D. Average Number of NCR Crews Available 3.0																														

SAC FORM 36 1 APR 56 PREVIOUS EDITIONS ARE OBSOLETE. PG. 2720

Air Force-SAC, Other (C-1010,50)

(When Filled In)

CONFIDENTIAL

0833

Trans
5-1331

SECRET

Director
Research Studies Institute
Attn: Archives Branch
Maxwell AFB, Alabama

RETURN TO:

K-WG-305-H1
Nov. 1956

HISTORY
OF

305TH BOMBARDMENT WING MEDIUM
(Unclassified)

1 NOVEMBER - 30 NOVEMBER 1956

1316

00806

BCRS 0081-S

Aug 4

SECRET

RM57-273

3-4867-4A

0838

SECRET

00806

SECRET

RM 57-293

0839

SECRET

Class: Secret
Date: 11 Jan 1957
Auth: Comdr 305
Bombing
C.O.

HISTORY OF THE 306TH BOMBARDMENT WING (M)

NOVEMBER 1956

MacDill Air Force Base, Florida
(6th Air Division)

(Second Air Force)

Julian M. Bleyer
JULIAN M. BLEYER
Colonel, USAF
Commander

Christof O. Schlobohm
Christof O. Schlobohm
T/Sgt USAF
Historical Technician

SECRET

0840

TABLE OF CONTENTS

ITEM	TITLE	PAGE NUMBER
CHAPTER I	ORGANIZATION AND ADMINISTRATION	1 - 3
	Staff Changes	1
	Wing Regulation 400-1	1
	Wing Regulation 11-10	2
	Safety	2 - 3
CHAPTER II	PERSONNEL PROBLEMS AND PROCEDURES	4 - 10
	Strength	4
	On-The-Job-Training	5 - 7
	Officer Reclassification	7
	Officer Assignments	7
	Broken Dental Appointments	7 - 9
	Statistical Summary	9 - 10
CHAPTER III	MATERIEL	11 - 15
	Aircraft Status	11 - 12
	Quality Control Branch	12 - 14
	Supply	14 - 15
CHAPTER IV	OPERATIONS AND TRAINING	16 - 23
	Scheduled Flying Time	16 - 17
	Crew Upgrading	17 - 20
	SAC 50-8 Refueling Missions	21 - 23
	APPENDIX OF SUPPORTING DOCUMENTS	24 - 25

SECRET

0841

SECRET

CHAPTER I

ORGANIZATION AND ADMINISTRATION

Colonel Julian M. Bleyer remained Commander of the 305th Bombardment Wing Medium and Colonel Frederick R. Ramputi continued as its Deputy Commander during the period of this history, 1 November 1956¹ through 30 November 1956. /Uncl/

However, there was a staff change during the month of November, in that Lieutenant Colonel Raymond W. Reeves, AC 3000321 (MC) of the 305th Tactical Hospital, Strategic Air Command (SAC), was appointed Commander of that hospital with additional duties of Wing Surgeon, vice Major Robert F. Morgan, 20543A (MC) of the 305th Tactical Hospital (SAC), who was relieved. /Uncl/

WING REGULATION 400-1

Wing Regulation 400-1 established the policy and procedure for the appointment and utilization of squadron mobility officers. The Squadron Commander will appoint a squadron mobility officer, two assistant mobility officers and one mobility non-commissioned. Those personnel who have been selected to execute directives and orders pertaining to mobility planning, must possess a top secret clearance. They will be responsible for 1) The establishment of a squadron mobility plan and, maintain it in a current status at all times. 2) Maintain squadron mobility records to reflect squadron mobility commitments and to record the assignment of personnel by name, and the equipment by item and stock number to fill those commitments. 3) Maintain a squadron mobility

1. Hq 305th BOMWGM, Roster of Key Personnel, Nov 1956. EXHIBIT 1.
2. History 305th BOMWGM for October 1956. EXHIBIT 2.
3. Wg Reg 400-1, Hq 305th BOMWGM, 25 Oct 1956. EXHIBIT 2.
4. Ibid

SECRET

0842

ORGANIZATION AND ADMINISTRATION

2

to include: A roster of personnel assigned to each specific aircraft and seat number as set forth in the wing mobility plan; maintain a copy of the packing list for each box and item scheduled for deployment; and keep copies of squadron and higher headquarters directives and orders pertaining to mobility planning. /Uncl/

WING REGULATION 11-10

Wing Regulation 11-10 sets forth the policy on scheduling recurring wing events. Many conferences have been scheduled to meet daily, weekly or monthly. The Wing Conference Room has been designated as the assembly place for many of the above conferences, and reservations for the use of the Wing Conference Room must be made through the Wing Adjutant. This regulation has outlined in a clear manner the events that have been determined as recurring, who will participate in them, the place, day and time. Each event has been designated as daily, weekly or monthly.

/Uncl/

SAFETY

Major Kave B. King advised the staff of the 305th Bombardment Wing Medium during its conference on 23 November 1956, that the Air Police now have an electronic device for measuring the speed of vehicles. This device can measure the speed of motor vehicles within a half mile. As soon as this electronic device was set up on the flight

5. Ibid.

6. Wg Reg 11-10, Hq 305th BOMWGM, 28 Nov 1956. EXHIBIT 3.

7. Ibid.

8. Ibid.

9. Report, "Minutes of Staff Meeting" 23 Nov 1956, p. 2, prep by Hq 305th BOMWGM. EXHIBIT 4.

SECRET

0843

ORGANIZATION AND ADMINISTRATION

3

line, one hundred people were clocked, and of that number, 25 of them exceeded the specified speed limit.¹⁰ The speed limit was ten miles per hour for the tugs and fifteen miles per hour for all other vehicles. When the speed violators were questioned, some of them did not know the speed limit on the line, others knew they were exceeding the limit, but, had no excuse to offer as to their reason for non-compliance with the speed limit. In the future, all violators will be reported to their squadron commander, with their license number and type of vehicle given.¹¹ /Uncl/

The Director of Safety, Major King, also reported at the meeting referred to in the above paragraph, of the high number of men who have a "get-away-with" attitude on the flight line with regard to safety.¹² Majority of the airmen knew proper safety measures and procedures and fully realized when they had disregarded sound safety practice. The Director of Safety expressed the opinion that there existed a supervisory break somewhere between the squadron commander and the men on the line. Major King has requested more emphasis on ground safety training immediately.¹³ /Uncl/

-
10. Ibid.
 11. Ibid.
 12. Ibid.
 13. Ibid.

SECRET

0844

SECRET

CHAPTER II

PERSONNEL PROBLEMS AND PROCEDURES

STRENGTH

The total authorized strength of the 305th Bombardment Wing Medium for the month of November 1956 was 1567 airmen, 425 officers and three civilians. The total number assigned for the same period was 1538 airmen, 437 officers and three civilians. The 305th Armament and Electronic Squadron had 353 airmen assigned and 325 authorized. The 305th Air Refueling Squadron had 225 assigned and 220 authorized. The 305th Tactical Hospital had 82 authorized and 83 assigned. /Uncl/

The 305th Bombardment Wing Management Control Statement, Report Control Symbol 1-SAC-T35, for the quarter which included August, September, October and November, showed that the number required for manning in required specialists were: August 421, September 421, October 421, and November 420. The number assigned were: 407 in August, 421 in September, 423 in October and 432 in November. The number of in required specialists for August was 387, September 396, October 396 and November 397. That indicated a 91.9 % in August, 94.1 % in September, 94.1 % in October and 94.5 % in November. /Uncl/

The airmen manning in required specialists required for the same quarter was: August, 1089 with 1046 assigned, with 879 in required specialists giving 80.7 % in required specialists. September, 1091

1. Report, "Station Strength Sheet," Nov 1956, prep by 809th ABG Statistical Services. EXHIBIT 5.
2. Ibid.
3. Ibid.
4. Report, "305th Bombardment Wing Management Control Statement," p 1, 30 Nov 1956, prep by 305th BOMWGM Comptroller. EXHIBIT 6.
5. Ibid.

SECRET

0845

SECRET

PERSONNEL PROBLEMS AND PROCEDURES

5

required with 1047 assigned, with 920 number in required specialists, giving an 84.3 %. For October, 1091 required as against 1069 assigned, with 945 number in required specialists, giving an 86.6 % in required specialists. In November, there were 1061 airmen required with 1071 assigned, with 936 number in required specialists, giving an 88.2 % in required specialists. /Uncl/

The number of airmen for indirect manning in required specialists for August was 475, with 475 assigned, with 364 number in required specialists, giving a 76.6 % of indirect in required specialists. For the month of September, there were 480 required, 474 assigned with 375 the number of indirect in required specialists, giving a 78.1 %. For October, the indirect number required was the same as for September, with 473 assigned, and 376 the number of in required specialists, giving a 78.3 %. For the month of November, there were 490 number required, 467 assigned with 369 the number in required specialists, making a 75.3 %. The figures of the 305th Bombardment Wing Management Control Statement has shown the wing to be well manned during the last quarter. There were no particular shortages nor overages in any career field. /Uncl/

ON-THE-JOB-TRAINING

On the Job Training has become a very important item throughout the 305th Bombardment Wing. A sound On-The-Job-Training program had to be instituted in order to raise the skill level of personnel.

6. Ibid.

7. Ibid.

SECRET

0846

SECRET

PERSONNEL PROBLEMS AND PROCEDURES

6

There has been a lack of spaces in the Air Force technical schools, which in turn had resulted in a very reduced number of skilled air-
me. In the History of the 305th Bombardment Wing Medium for 1 Oct-
ober 1956 through 31 October 1956, Exhibit 16, which was an On-The-
Job Training Spot Check, portrayed by means of a questionnaire, how
the base OJT program was not functioning satisfactorily at the work-
ing level. /Uncl/
9

In a letter to the Commander Second Air Force, Barksdale Air
Force Base, Louisiana, Brigadier General Paul S. Emrick, Commander
6th Air Division, cited the results of an initial inspection that
was conducted to determine the adequacy of the overall OJT program
of the 6th Air Division. The inspection showed that all three level
airmen were not in training to the five level; that there was a lack
of knowledge in the maintenance of Air Force Form 623, and that super-
visors and trainees did not understand and were not fully using the
OJT packaged program. To improve the OJT program, General Emrick stat-
ed in his report that the base OJT Orientation Course had been resched-
uled from a monthly program to a weekly program. That change would
provide twenty hours of formal training for the majority of the OJT
officers, non-commissioned officers and supervisors. This, in turn,
would result in an increased knowledge of the program and their re-
sponsibilities. The interest by the command and staff in the OJT

8. Report, "Minutes of Staff Meeting," 23 Nov 1956, pp4-5, prep by Hq
305th BOMWGM. EXHIBIT 4.
9. Ltr, Hq 6 ADiv to CG2AF, "Special Subject for Commanders, Supervi-
sors and Inspectors - On-the-Job Training," 21 Nov 1956, BPOJT.
EXHIBIT 7.
10. Ibid.

SECRET

0847

SECRET

PERSONNEL PROBLEMS AND PROCEDURES

7

program has improved, and interest in the project will continue to improve. Technical representatives and mobile training detachments will¹¹ be utilized to their maximum. Condition of the program has improved considerably by the measures listed above. General Emrick assured everyone that every effort will be used to make the OJT program an¹² effective tool in command training. /Uncl/

OFFICER RECLASSIFICATION

Major Albert R. Beaty, AO800810, Commander of the 364th Bombardment Squadron Medium, was awarded Primary Air Force Specialist Code (PAFSC) 1435. Major Beaty's AFSC 1245, was redesignated as (2) Alter-¹³nate AFSC and assigned Duty Air Force Specialist Code (DAFSC) 1435. /Uncl/

OFFICER ASSIGNMENTS

Major Edward M. Potter, Jr, 17716A, Operations Officer of the 305th Air Refueling Squadron, was appointed Instructor Pilot and Instru-¹⁴ment Check Pilot for KC-97 type aircraft only. /Uncl/

Major R.A. Schoolcraft, AO 579152, Commander of the 305th Field Maintenance Squadron, was assigned additional duties as Squadron Fac-¹⁵tory and Special Training Officer. The assignment was effective 28 November 1956. /Uncl/

BROKEN DENTAL APPOINTMENTS

On the 30 October 1956, General Emrick sent a letter to all wing

-
11. Ibid.
 12. Ibid.
 13. PERAM 212, Hq 305th BOMWGM, 8 Nov 1956, par 5. EXHIBIT 8.
 14. PERAM 211, Hq 305th BOMWGM, 8 Nov 1956, par 1. EXHIBIT 9.
 15. PERAM 240, Hq 305th BOMWGM, 28 Nov 1956, par 9. EXHIBIT 10.

SECRET

0848

PERSONNEL PROBLEMS AND PROCEDURES

8

and group commanders, citing how serious the problem of personnel
¹⁶
 breaking dental appointments has grown. General Emrick stated that
 the rate of broken appointments for the entire 6th Air Division was
 3.0 for July, 4.5 for August, and 5.1 for September. The general
 said that those proportions were unwarranted. Because dental ap-
 pointments were usually made ten to fifteen days in advance, it was
 understandable that it would be impossible for some to keep their
 scheduled appointments, due to current requirements. However, den-
 tal clinic personnel could be notified in advance by telephone when
 the appointment could not be kept. When that has been done, the den-
 tal surgeon's personnel would have an opportunity to treat another
¹⁷
 patient during that released time. /Uncl/

In the indorsement of the above letter to all the squadron comm-
 anders, Colonel Julian M. Bleyer, Commander of the 305th Bombardment
 Wing Medium, related that the wing had eight broken dental appoint-
 ments in July, sixteen in August, eleven in September and seventeen in
¹⁸
 October. Colonel Bleyer stated that that high rate would not be con-
 doned, and that positive action would be taken to correct the situation.
 The colonel stressed that the first sergeant's basic interest in items
 of this nature should require no further definition. Too, when the
 subject of broken dental appointments became a matter of command inter-

16. Ltr, Hq 6 ADiv to Comdrs 305th, 306th BOMWGMS and 809 ABG, "Broken
 Dental Appointments," 30 Oct 1956, DP. EXHIBIT 11.

17. Ibid.

18. 1st Ind, Hq 305th BOMWGM to Comdrs Hq Sq, 364th, 365th, and 366th
 BOMWONS, 305th AREPSN, 305th A&E Maint Sq, 305th Fld Maint Sq, and
 306th PM Sq, 31 Oct 1956, to Ltr, Hq 6 ADiv to Comdrs 305th, 306th
 BOMWGMS and 809 ABG, "Broken Dental Appointments," 30 Oct 1956,
 305C. EXHIBIT 11.

SECRET

0849

PERSONNEL PROBLEMS AND PROCEDURES

9

est, that was a direct reflection in ability in squadron administration. /Uncl/

STATISTICAL SUMMARY

The 305th Bombardment Wing Medium had eight courts martials, one in the 305th Armament and Electronic Squadron and seven in the 305th Field Maintenance Squadron. The Away Without Official Leave rate has been declining during the quarter which just ended. In August, there were three, one in September, two in October and one again in November, making a total of seven for the four month period. The total average strength for the wing during the quarter was 7788, making an average of .998 AWOL's per 1000. /Uncl/

During the last quarter, there were twelve military injuries. Four in August, three in September, two in October and three again in November. The injuries sustained during this period, cost \$8530. The total cost for the month of August was \$6800. September had the least amount with \$348, while November was next with \$369. The injuries during October cost the United States Air Force \$1014. /Uncl/

There was a total of twenty-nine traffic violations during the month of November 1956. Of the total, seventeen were committed on the base and twelve off the base. The rate was 1.48. The strength of the

19. Ibid.

20. Report, "Report of Delinquencies," Nov 1956, prep by 809th ABG Statistical Services. EXHIBITS 12, 13.

21. Report, "305th Bombardment Wing Medium Management Control Statement," p2, 30 Nov 1956, prep by 305th BOMWGM Comptroller. EXHIBIT 14.

22. Ibid.

23. Report, "305th Bombardment Wing Management Control Statement," p 5, 30 Nov 1956, prep by 305th BOMWGM Comptroller. EXHIBIT 15.

24. Ibid.

25. Report, "Report of Delinquencies," Nov 1956, prep by 809th ABG Statistical Services. EXHIBIT 12.

26. Ibid.

SECRET
0850

SECRET

PERSONNEL PROBLEMS AND PROCEDURES

10

wing for this period 1964. The 306th Field Maintenance Squadron led all other squadrons of the wing with four traffic violations on the base with six off the base. Although their number was the highest, the rate of the 364th Bombardment Squadron was higher. The rate of the 3 64th Squadron was 2.80, while the 305th Bombardment Squadron had 2.57.²⁷

The 364th Bombardment Squadron had two traffic violations on the base²⁸ and the same number off the base. /Uncl/

27. Ibid.

28. Ibid.

SECRET

0851

CHAPTER III

MATERIEL

AIRCRAFT STATUS

There were 44 B-47's on hand at the end of November with an¹ average number of 38.76 possessed. The B-47's flew a total of 1116 hours, averaging 28.8 hours per aircraft. The planes also made a total of 333 landings. The total costs for personnel flying the B-47's for November was \$409,915. The total flying for the personnel was 1116, costing \$296.00 per flying hour. The standard cost per flying hour was \$210.00. /Uncl/

The total cost of flying the B-47's for August 1956 was \$413,207.00, with 1446 total hours flown. In September, the amount spent for personnel flying B-47's was \$374,545.00, with a total of 1390 flying hours, costing \$275.00 per flying hour. In October, \$398,432.00 were spent on personnel flying the B-47's, for a total of 1443 hours, at \$235.00 per flying hour. /Uncl/

According to the 305th Bombardment Wing Management Control Statement, other supplies for flying the B-47's, cost \$94,845.00 for November, with 1116 flying hours at an expense of \$84.00 per flying hour. The total cost for other supplies in maintaining the B-47's for August

1. Report, "Statistical Summary Part III Operations & Materiel," Nov 1956, prep by 809 ABG Statistical Services. EXHIBIT 16.
2. Report, "305th Bombardment Wing Management Control Statement" p 3, prep by 305th BOMWGM Comptroller. EXHIBIT 17.
3. Ibid.
4. Ibid.
5. Ibid.

SECRET

0852

AIRCRAFT STATUS

12

was \$127,156.00, with 1446 hours flown. In September, \$96,119.00 were⁶ spent while the cost in October was \$132,490.00. /Uncl/

The 305th Bombardment Wing Medium had 21 KC-97's on hand at the⁷ end of November, with an average number of 20.9 in possession. The total number of hours flown was 783, averaging 37.5 hours per aircraft.⁸ There were 241 landings. The per cent of KC-97's in commission was 88.5.⁹ The total expenditure in November on personnel for flying the KC-97's was \$192,694.00. The total flying hours was 782, costing \$257.00 per⁹ flying hours. The total cost for August was \$167,227.00, September, \$217,608.00, and \$209,317.00 for October. August had a total of 699 flying hours, September 680 and October 901. October led the quarter¹⁰ in the number of total hours flown. /Uncl/

The total costs of other supplies for the KC-97's, was \$19,833.00, for November; \$10,312.00, for September; \$22,151.00 for October. Oct-¹¹ ober had the highest cost for the entire quarter. /Uncl/

The wing had three C-119's on hand at the end of November. They flew a total of 94 hours, with an average of 31.3 hours per aircraft,¹² making a total of 32 landings. /Uncl/

QUALITY CONTROL BRANCH

13

In studying the chart that was prepared by the Office of Quality Control Branch, showing by docks the average percentage total discrep-

6. Ibid.

7. Report, "Statistical Summary Part III Operations & Materiel," Nov 1956, prep by 809 ABG Statistical Services. EXHIBIT 16.

8. Ibid.

9. Report, "305th Bombardment Wing Management Control Statement" p 3, prep by 305th BOMWGM Comptroller. EXHIBIT 17.

10. Ibid.

11. Ibid.

12. Report, "Statistical Summary Part III Operations & Materiel," Nov 1956, prep by 809 ABG Statistical Services. EXHIBIT 16.

13. Graph showing discrepancies Oct and Nov, prep by 305th BOMWGM Office of Quality Control Branch. EXHIBIT 18.

0853

MATERIEL

13

ancies chargeable to Airplane General (APG), engines, armament and electronics, Dock Number Two had the highest with 23.0 %. Dock Number Three was next with 16.5 %, Dock Number One with 16.3 %. The Field Maintenance Squadron was the lowest with 10.4%. For a safety of flight discrepancies averages that were chargeable to APG, engines and armament and electronics, the 305th Armament and Electronic Squadron had the lowest percentage of discrepancies with 0.0 %. Dock Number Two had 3.5 %, Field Maintenance Squadron with 1.2 %, Dock Number Three with 2.0 %. /Uncl/

An analysis of Quality Control discrepancies has indicated a disturbing upward trend, which proved to be an inferior quality of maintenance. Safety of Flight discrepancies for the month of November have increased over the month of October. Dock Number One had a Safety of Flight discrepancy of 0.2 % for October, with 0.3 % for November. Dock Number Two had 2.0 % for October with an increase to 3.5 %. Dock Number Three had 0.7 % for October with a jump to 2.0 %. The 305th Armament and Electronic Squadron maintained its average for the two months with 0.0 %. The 305th Field Maintenance Squadron had an increase from 0.9 % in October to 1.2 % in November. Quality Control Branch has been directed to tighten up on their inspections.

14. Ibid.

15. Ibid.

16. Report, "Minutes of Maintenance Meeting," 2 Nov 1956, prep by Hq 305th BOMWGM. EXHIBIT 19.

17. Graph illustrating flight discrepancies October and November, prep by 305th BOMWGM Office of Quality Control Branch. EXHIBIT 18.

18. Ibid.

SECRET

0854

KODAK SAFETY FILM

MATERIEL

14

Whenever a squadron possesses an aircraft with an unreasonable number of "gigs", it will be given a letter and a reply by indorsement, through the commander, as to the corrective action taken. The increase in the number of discrepancies can partially be contributed to the number of inexperienced supervisors in the 305th Field Maintenance and the 305th Armament and Electronic Squadrons. /Uncl/

There have been several critical areas within the supply section of the 305th Bombardment Wing Medium. One was a shortage of radio-equipped vehicles, although they were authorized by Section VI, paragraph 18d (15) (b), SAC Manual 66-12, dated December 1955. There has not been sufficient VRC - 19 radio-equipped vehicles to establish a B Net. The B Net was operated by using 306th Bombardment Wing Medium vehicles. When the 306th Bombardment Wing returns to MacDill Air Force Base, the B Net will be dissolved again. The value of the B Net has been exemplified by the increased capability and control of all maintenance.

/Confidential/

The second critical area was the shortage of supply officers. The lack of sufficient supply officers had seriously jeopardized the supply effectiveness. Of the eleven supply officers (6424) authorized,

19. Report, "Minutes of Maintenance Meeting," 2 Nov 1956, prep by Hq 305th BOMWGM. EXHIBIT 19.
20. Report, "Minutes of Maintenance Meeting," 2 Nov 1956, p 2, prep by Hq 305th BOMWGM. EXHIBIT 19.
21. Report, "Wing Commander's Remarks Air Training Report for the Month of November 1956," Nov 1956, p 3, prep by Hq 305th BOMWGM. EXHIBIT 20.
22. Ibid.

SECRET

0855

MATERIEL

15

seven were assigned, of which two were on orders for reassignment. The officers assigned carried the entire work load. Many supply area received inadequate attention, and delays were manifested in areas needing officer supervision. Qualified supply officers have been requested in an effort to increase the supply effectiveness and insure adequate control. /Confidential/

23. Ibid.

SECRET

0856

SECRET

CHAPTER IV
OPERATIONS AND TRAINING

The maintenance of possessed aircraft was a continuous problem throughout the training quarter. The lack of sufficient number of qualified maintenance personnel was a major problem. This problem was aggravated by the necessity to prepare aircraft for transfer to IRAN and the additional workload imposed by the requirement to continue the ARINC test program. /Secret/

Scheduling flying time for non-combat ready crews presented no problem to this wing. Monthly flying schedules were prepared after considering the requirements of SAC Regulation 50-2 for combat ready crews and the availability of non-combat ready crews. On each flight, combat ready crews were scheduled to complete the maximum number of required items of training in order to assure that the non-combat crew training program would have sufficient flying time available for training. Adhering to this schedule became a major problem each month of the training quarter. A "No Notice" alert conducted by Second Air Force from 18 through 21 September 1956, resulted in no air training being conducted nor accomplished this period. The October schedule

1. Report, "Analysis of Non-Combat Ready Crew Upgrading and Non-Combat Crew Flying Time for September-November 1956 Training Quarter," par 9, p 2, Nov 1956, prep by 306th BOMWGM Directorate of Comptroller. EXHIBIT 21.
2. Report, "Analysis of Non-Combat Ready Crew Upgrading and Non-Combat Crew Flying Time for September-November 1956 Training Quarter," p 3, Nov 1956, prep by 306th BOMWGM Directorate of Comptroller. EXHIBIT 21.

SECRET

OPERATIONS AND TRAINING

17

was interrupted, due to the late arrival of aircraft returning from IRAN. This caused a constant shuffling of the flying schedule and the forced cancellation of many sorties. The November flying schedule was disrupted by the stand down ordered by SAC. However, during each of the training months the non-combat ready crews received a commensurate share³ of flying time, based on the availability of aircraft and crews. /Secret/

Although the 305th Bombardment Wing Medium upgraded eight B-47 crews and three KC-97 crews to combat ready status, the training quarter was not considered a good quarter as far as crew training reduced the possibility of completing the required training for combat ready crews and the time available for non-combat crew flying and upgrading. It resulted in the B-47 squadrons of the wing being unable to utilize⁴ 235 hours of its authorized flying hours for flying training. /Secret/

Upgrading of non-ready crews will again present a problem in the next training quarter. The wing will be forced to secure personnel to man the Operations Section in accordance with SAC Regulation 20-10 from the presently assigned combat ready crews. Crew training will be slow because of the lack of experienced, qualified crews which can be broken up and utilized as a nucleus in the formation of additional⁵ crews. /Secret/

To assure continued progress in the crew upgrading program, three changes in the training program have been recommended. The first change

3. Ibid.

4. Ibid.

5. Ibid.

SECRET

0858

OPERATIONS AND TRAINING

18

called for reduced requirements in all lead and select crew training as outlined in SAC Regulation 51-16. That would permit additional flying time to be made available for the crew upgrading program. The lead and select crews would be used as instructors for the non-ready crew upgrading program. The second change assigned crew personnel to the wing as integral crews. The third changes assured that all integral crews or individual crew members assigned to the wing had completed all required formal schools prior to reporting to the wing for air training. ⁶ /Secret/

On 1 August 1956, the crew assignment by category was as follows: 35 B-47 Combat Ready and 21 B-47 Non-Combat Ready. There were 21 KC-97 ⁷ Combat Ready and four Non-Combat Ready. As of 30 November 1956, crew assignments by category were as follows: 42 B-47 Combat Ready, 27 B-47 Non-Combat Ready. There were 25 KC-97 Combat Ready and three ⁸ KC-97 Non-Combat Ready. /Secret/

Non-Combat ready crew upgrading received first priority in training this quarter. All training was scheduled to assure crew upgrading to ready status within a period of four months after the integral

6. Ibid.

7. Report, "Analysis of Non-Combat Ready Crew Upgrading and Non-Combat Crew Flying Time for September-November 1956 Training Quarter," p 1, Nov 1956, prep by 306th BOMWGM Directorate of Comptroller. EXHIBIT 21.

8. Report, "Analysis of Non-Combat Ready Crew Upgrading and Non-Combat Crew Flying Time for September-November 1956 Training Quarter," p 2, Nov 1956, prep by 306th BOMWGM Directorate of Comptroller. EXHIBIT 21.

SECRET

0859

OPERATIONS AND TRAINING

19

crew became available for training. The schedule was not met in many instances, because crew personnel arrived without having the required training, especially ARC and TN school. Approximately 60 days were required to secure school quotas, travel time to and from school and the length of schools. Crews to which these individuals were assigned, required an additional two months to be upgraded to ready status. /Secret/

The formation of combat ready crews was hindered by the transfer of staff personnel which necessitated the breaking up of crews for replacements; the transfer of complete crews; and the requirements for the wing to remain combat ready. /Secret/

As of 30 November 1956, the average number of KC-97 Combat Ready Crews assigned was 21.4 per cent, and the average number of non-Combat Ready Crews available were three. There were 50 individual requirements and 150 total refueling requirements by day by the KC-97 Non-Combat Ready of which 115 were accomplished. There were five individual and 15 total night wet refuelings required, of which 14 were accomplished. There were six KC-97 Non-Combat Ready individual requirements for rendezvous and total requirements equalled 12 of which 12 were accomplished. There were three Combat Ready individual requirements for day refueling and 64 total requirements with 136 ac-

9. Ibid.
10. Report, "Analysis of Non-Combat Ready Crew Upgrading and Non-Combat Crew Flying Time for September-November 1956 Training Quarter," p 1, Nov 1956, prep by 305th BOMWGM Directorate of Comptroller. EXHIBIT 21.
11. Report, "KC-97, 50-8 Recap," Nov 1956, prep by 305th BOMWGM Directorate of Comptroller. EXHIBIT 22.
12. Ibid.
13. Ibid.
14. Ibid.

SECRET

0860

OPERATIONS AND TRAINING

20

tuallly accomplished, making a total of 251 refuelings accomplished¹⁵
by both the Non and Combat Ready crews. The Combat Ready Crews had
three individual requirements with 64 total requirements with 113
accomplished, making a total of 127 night refuelings accomplished by¹⁶
the Non and Combat Ready crews. /Secret/

As of the 30 November 1956, the average number of Combat Ready
Crews assigned was 31.5 %, and the average number of Non-Combat Ready¹⁷
Crews available was 9.2 %. The B-47 Non-Combat Ready individual re-
quirement for radar bombing was 17 with a total of 156 and all re-¹⁸
quirements of 164 were accomplished. There were five individual re-
quirements for direct aiming and 46 total requirements and 41 were¹⁹
accomplished. There were the same requirements for the offset IIIA
targets and 41 were accomplished. The Combat Ready Crews had an in-
dividual requirement of nine radar bombing and 283 total requirement²⁰
with 391 accomplished. They had two individual requirements and 63²¹
total requirements in radar direct aiming and 57 were accomplished.
There were two individual requirements for radar offset IIIA targets,²²
and 63 total requirements and 78 accomplished. The total radar bomb-
ing which was accomplished as of 30 November 1956 were 555. There were
98 direct aiming accomplished and 119 offset IIIA target bombings

15. Ibid.

16. Ibid.

17. Report, "B-47, 50-3 Recap," Nov 1956, prep by 305th BOMWGM Dir-
ectorate of Comptroller. EXHIBIT 23.

18. Ibid.

19. Ibid.

20. Ibid.

21. Ibid.

22. Ibid.

SECRET

0861

OPERATIONS AND TRAINING

21

accomplished. /Secret/

In SAC 50-8 refueling missions required of B-47's, there were individual refuelings, and 28 total requirements with 39 accomplished. The Combat Ready crews had three individual requirements and 95 total requirements with 121 accomplished. The total number of missions accomplished by the two crews were 160. /Secret/

During the month of November, the crews of the 305th Bombardment Wing Medium that were undergoing evaluations in Strategic Evaluation System (SES), flew 98:05 hours. They also flew 230:40 hours in ferry flights to and from IRAN. The weather was the cause of the wing to lose 46:30 hours of flying. /Confidential/

Of the 271 refueling sorties scheduled and confirmed, 200 of them were airborne, 169 effected complete electronic rendezvous, and 197 required fuel. There were ten aborts due to adverse weather conditions, 19 to aircraft malfunctions, two because of electronic rendezvous equipment malfunction, non due to refueling equipment malfunction, and 43 classified only as "other causes." There were 47 confirmed mass night cell refueling sorties, 38 airborne sorties and 37 sorties transferring required fuel. /Confidential/

23. Ibid.

24. Ibid.

25. Ibid.

26. Ibid.

27. Report, "Wing Commander's Remarks Air Training Report for the Month of November 1956," Nov 1956, p 1, prep by Hq 305th BOMWGM. EXHIBIT 20.

28. Ibid.

29. Ibid.

30. Report, "Wing Commander's Remarks Air Training Report for the Month of November 1956," Nov 1956, p 3, prep by Hq 305th BOMWGM. EXHIBIT 20.

31. Ibid.

32. Ibid.

33. Ibid.

SECRET

0862

OPERATIONS AND TRAINING

22

The training for the 305th Bombardment Wing Medium for November has proven itself quite satisfactory. The wing reliability B-47 Aircraft accomplished 341 Radar Bombing Score (RBS) with 325 acceptable³⁴ with a 95.3 per cent score. The visual RBS Bombing had an 89.8 per cent score with a 137 accomplished and 123 acceptable.³⁵ The Night Celestial Navigation made a 100 per cent score: 75 was the number accomplished; with 75 acceptable.³⁶ The per cent score of the Grid Celestial Navigation was 96.2. The number accomplished was 104 and the number acceptable was 100.³⁷ /Secret/

The KC-97 Wing Reliability made a 100 per cent score in Night Celestial. The number accomplished was 80, and the number acceptable³⁸ was the same. In the Grid Celestial, there were 49 accomplished and 45 acceptable, with a 91.8 per cent score. The Cruise Control also³⁹ had a 100 per cent score - 55 accomplished and 55 acceptable. The KC-97 wet refueling hookups completed their training with a 99.2 per cent score.⁴⁰ There were 257 attempted with 255 successful. The per cent score for the Mass Night Refueling was slightly lower than the per cent of the Wet Hookups. The per cent was 98. Fifty KC-97's

- 34. Report, "305th Bombardment Wing Management Control Statement," Nov 1956, p 6, prep by 305th BOMWGM Directorate of Comptroller. EXHIBIT 24.
- 35. Ibid.
- 36. Ibid.
- 37. Ibid.
- 38. Report, "305th Bombardment Wing Management Control Statement," Nov 1956, p 7, prep by 305th BOMWGM Directorate of Comptroller. EXHIBIT 25.
- 39. Ibid.
- 40. Report, "305th Bombardment Wing Management Control Statement," Nov 1956, p 8, prep by 305th BOMWGM Directorate of Comptroller. EXHIBIT 26.

SECRET

0863

OPERATIONS AND TRAINING

41

23

were airborne with 49 successful. The Rendezvous per cent score was

100. There were 218 rendezvous attempted and that number was successful,
42

also. /Secret/

41. Ibid.

42. Ibid.

SECRET

0864

OPERATIONS AND TRAINING

41

23

were airborne with 49 successful. The Rendezvous per cent score was
100. There were 218 rendezvous attempted and that number was successful,
also. ⁴² /Secret/

41. Ibid.

42. Ibid.

SECRET

0865

SECRET

APPENDIX OF SUPPORTING DOCUMENTS

1. Hq 305th BOMWGM, Roster of Key Personnel, Nov 1956. EXHIBIT 1.
2. Wg Reg 400-1, Hq 305th BOMWGM, 25 Oct 1956. EXHIBIT 2.
3. Wg Reg 11-10, Hq 306th BOMWGM, 23 Nov 1956. EXHIBIT 3.
4. Report, "Minutes of Staff Meeting," 23 Nov 1956, p 2, prep by Hq 305th BOMWGM. EXHIBIT 4.
5. Report, "Station Strength Sheet," Nov 1956, prep by 809 ABG, Statistical Services. EXHIBIT 5.
6. Report, "305th Bombardment Wing Management Control Statement," p 1, 30 Nov 1956, prep by 305th BOMWGM. EXHIBIT 6.
7. Ltr, Hq 6 ADiv to CG 2AF, "Special Subject for Commanders, Supervisors and Inspectors-On-the-Job-Training," 21 Nov 1956, 8POJT. EXHIBIT 7.
8. PERAM 212, Hq 305th BOMWGM 8 Nov 1956, par 5. EXHIBIT 8.
9. PERAM 211, Hq 305th BOMWGM, 8 Nov 1956, par 1. EXHIBIT 9.
10. PERAM 240, Hq 305th BOMWGM, 28 Nov 1956, par 9. EXHIBIT 10.
11. 1st Ind, Hq 305th BOMWGM to Comdrs Hq Sq, 364th, 365th and 366th BOMRONS, 305th AREPSN, 305th A&E Maint Sq, 305th Fld Maint Sq and 305th PM Sq, 31 Oct 1956, to Ltr, Hq 6 ADiv to Comdrs 305th, 306th BOMWGMs and 809 ABG, "Broken Dental Appointments," 30 Oct 1956. 305C. EXHIBIT 11.
12. Report, "Report of Delinquencies," nov 1956, prep by 809 ABG Statistical Services. EXHIBITS 12 and 13.
13. Report, "305th Bombardment Wing Medium Management Control Statement," p 2, 30 Nov 1956, prep by 305th BOMWGM Comptroller. EXHIBIT 14.
14. Report, "306th BOMBARDMENT Wing Management Control Statement," p 5, Nov 30, 1956, prep by 306 BOMWGM Comptroller. EXHIBIT 15.
15. Report, "Statistical Summary Part III Operations & Materiel," Nov 1956, prep by 809 ABG Statistical Services. EXHIBIT 16.
16. Report, "306th Bombardment Wing Management Control Statement," p 3, prep by 306th BOMWGM Comptroller. EXHIBIT 17.
17. Graph showing discrepancies Oct and Nov, prep by 306th BOMWGM Office of Quality Control Branch. EXHIBIT 18.
18. Report, "Minutes of Maintenance Meeting," 2 Nov 1956, prep by Hq 306th BOMWGM. EXHIBIT 19.
19. Report, "Wing Commander's Remarks Air Training Report for the Month of November 1956" Nov 1956, p 3, prep by Hq 306th BOMWGM. EXHIBIT 20.
20. Report, "Analysis of Non-Combat Ready Crew Upgrading and Non-Combat Crew Flying Time for September-November 1956 Training Quarter," par 9, p 2, Nov 1956, prep by 306th BOMWGM Directorate of Comptroller. EXHIBIT 21.
21. Report, "KC-97, 50-3 Recap," Nov 1956, prep by 306th BOMWGM Directorate of Comptroller. EXHIBIT 22.
22. Report, "B-47, 50-3 Recap," Nov 1956, prep by 306th BOMWGM Directorate of Comptroller. EXHIBIT 23.

SECRET

APPENDIX OF SUPPORTING DOCUMENTS

25

23. Report, "305th Bombardment Wing Management Control Statement,"
Nov 1956, p 6, prep by 305th BOMWGM Directorate of Comptroller.
EXHIBIT 24.
24. Report, "305th Bombardment Wing Management Control Statement,"
p 7, prep by 305th BOMWGM Directorate of Comptroller. EXHIBIT 25.
25. Report, "305th Bombardment Wing Management Control Statement,"
Nov 1956, p 8, prep by 305th BOMWGM Directorate of Comptroller.
EXHIBIT 26.

SECRET

0867

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

ROSTER OF KEY PERSONNEL
(1 November 1956)

<u>NAME</u>	<u>HOME ADDRESS</u>	<u>DUTY PHONE</u>	<u>HOME PHONE</u>
COLONEL JULIAN M BLEYER Wing Commander	404 Staff Loop MacDill AFB	23-051	34-221
COLONEL FREDERICK R RAMPUTI Deputy Wing Commander	37 Secord Drive MacDill AFB	33-051	8-3872
MAJOR DALE D ARMSTRONG Wing Adjutant	1023 Bay Blvd Indian Rocks Beach	33-051	Clearwater 91-4750
LT COL JOSEPH U PIPKO Director of Personnel	4312 South Lois Ave Tampa	21-061	64-8622
MAJOR WILLIAM E MITCHELL Director of Comptroller	3901 Tacon St Tampa	37-331	62-5771
LT COL STANLEY J JOHNSON Director of Operations	30 Garden Drive MacDill AFB	35-321	8-2201
MAJOR JOHN H FULLEY Deputy Director of Operations	1 Hillsborough Loop MacDill AFB	35-321	8-2064
MAJOR LON B BERRY Chief of Intelligence	8103 Bayshore Dr MacDill AFB	23-831	8-2391
MAJOR FRANCIS M STONE Chief of Plans	6603 Bayshore Blvd Tampa	30-861	65-6732
MAJOR WALTER A CARTER JR Wing Training Officer	4208 Fair Oaks Ave Tampa	37-351	64-0764
MAJOR KAVE B KING Director of Safety Flying Safety Officer	32 Secord Drive MacDill AFB	36-461	8-3863
MAJOR PAUL H EDWARDS Wing Ground Safety Officer Wing Security Officer	6213 Sanders Drive Tampa	36-461	63-5872
COLONEL CHARLES L PERKINS Director of Materiel	2303 South Hale Ave Tampa	32-561	81-0754
LT COL WILLIAM A UTLEY Chief of Maintenance	7 Bridges Loop MacDill AFB	32-561	8-2651
LT COL RAYMOND W REEVES Wing Surgeon	100 394 (Waldorf) Rm #11, MacDill AFB	24-161	28-211

<u>NAME</u>	<u>HOME ADDRESS</u>	<u>DUTY PHONE</u>	<u>HOME PHONE</u>
CAPT JAMES R. SOOREY Wing Chaplain	55 Bridges Loop MacDill AFB	37-181	
MAJOR ANDREY D. TOLLEY Commander, Hq Sq Section Wing Communications Officer	4324 South Hubert Tampa	28-051	62-7404
MAJOR JOHN E. BEANLAND Wing Logistics Officer	8 Bridges Loop MacDill AFB	25-151	82-754
LT COL JOHN M. CHAPMAN Commander, 305th ARFSSM	12 Bridges Loop MacDill AFB	38-081	8-3323
MAJOR EDWARD M. POTTER JR. 305th ARFSS Ops Officer	4526 Vasconia St Tampa	29-321	65-5022
MAJOR R. A. SCHROEDT Comdr, 305th Fld Maint Sq	4010 Rogers Ave Tampa	23-931	64-2694
MAJOR ROBERT V. SUNDBERG Comdr, 305th A & E Sq	4 Secord Drive MacDill AFB	21-361	8-3854
MAJOR DEAN E. HAYDEN Comdr, 305th Per Maint Sq	4411 Ballast Pt Tampa	38-311	61-5541
LT COL LAWRENCE H. JOHNSON Comdr, 364th Bomb Sq	4604 Trask Tampa	37-101	65-6781
MAJOR ALBERT R. BEATY 364th Bomb Sq Ops Officer	4305 Knights Ave Tampa	26-051	61-5501
LT COL JAMIE M. PHILPOTT Comdr, 365th Bomb Sq	4016 Zelar St Tampa	27-381	72-6521
MAJOR GEORGE E. PORTER 365th Bomb Sq Ops Officer	10 Secord Drive MacDill AFB	36-801	83-641
LT COL JOHN F. SWOFFORD Comdr, 366th Bomb Sq	702 Bella Vista Tampa	33-791	73-2281
MAJOR NATHAN W. MILLER 366th Bomb Sq Ops Officer	3920 Estrella St Tampa	38-021	89-1714

NOTE: Call Est 26-361 or 25-561 for location of above named officers after duty hours.

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: "S", plus 1-Comdr 6th AD; 1 6AD Pers; 3-6AD Ops; 1 Comdr 809ABG; 5 ABG D/Pers; 6 ABG Adj; 2-Base D/Mat; 2 Base Postal Dir; 5 Base ISO; 3 Resident Auditor; 3 Chief Switchboard Operator; 5 Provost Marshal; 3 Garden House; 5 - 305th BW D/Pers; 3 Wg Surgeon; 6-305th BW D/Ops; 3-Base Chaplain: TOTAL: 112 copies

WR 400-1

WING REGULATION)
NO. 400-1)

HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida 25 October 1956

LOGISTICS

Appointment of Squadron Mobility Officers

1. WHAT THIS REGULATION DOES. This regulation establishes the policy and procedure for the appointment and utilization of Squadron Mobility Officers.

2. WHO IS RESPONSIBLE.

a. Squadron Commanders. Squadron Commanders will appoint a Squadron Mobility Officer, two (2) Assistant Mobility Officers and one (1) Mobility NCO. These individuals must possess a TOP SECRET clearance. The Squadron Supply Officer and the Squadron Adjutant will normally be appointed as Assistant Mobility Officers.

b. Squadron Mobility Officers. Squadron Mobility Officers will be responsible for accomplishing the following:

(1) Establish a Squadron Mobility Plan and maintain it in a current status at all times.

(2) Maintain Squadron Mobility records to reflect Squadron Mobility commitments and to record the assignment of personnel by name; and equipment by item and stock number to fill these commitments.

(3) Maintain a Squadron Mobility File to include the following:

(a) Roster of personnel assigned to each specific aircraft and seat number as set forth in Part Three, Wing Mobility Plan.

(b) Copy of the packing list for each box and item scheduled for deployment.

(c) Copies of Squadron and higher headquarters directives and orders pertaining to Mobility Planning.

* This regulation supersedes WR 400-1 dtd 6 Apr 55 and WR 400-2 dtd 7 Apr 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D ARMENTROUT
Major, USAF
Adjutant

Dale D ArmentROUT

DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION "S"

0870

*WR 11-10

WING REGULATION)
NO. 11-10)HQ 305TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base
Florida 28 November 1956ADMINISTRATIVE PRACTICESSchedule of Recurring Events

1. WHAT THIS REGULATION DOES. This regulation schedules recurring Wing events.

2. WHO IS RESPONSIBLE. The Wing Adjutant is responsible for maintaining the currency of this schedule and for keeping a schedule of the Wing Conference Room in order to permit the use of the conference room at times other than those listed herein. Reservations for the Wing Conference Room will be made thru the Wing Adjutant.

3. RECURRING EVENTS.DAILY AND WEEKLY

<u>EVENTS</u>	<u>PARTICIPANTS</u>	<u>PLACE</u>	<u>DAY</u>	<u>TIME</u>
Operational Briefing (Stand-Up)	Commanders, Wing Staff Sq Operations Officers	Control Room	Mon thru Friday except 2d Mon	1100
Commander's Staff Meeting	Sq Comdrs, Wing Staff, 1 MSgt fr ea Sq selected by Squadron Commanders	Conference Room	Friday	0900
Weekly Aircraft Scheduling Meeting	Sq Operations Officers D/Ops and D/Mat	Conference Room	Thurs	1330
Weekly Ground Training Meeting	Sq Ground Training Officers, Wg Ground Training Officer	Wg Grnd Training Section	Fri	1600
**Traffic Review Board	As Ap'd on Wg SO's	Conference Room	Fri	1500

MONTHLY

Airmen's Call	All Airmen	Base Theatre	2d Mon	0745
NCO Call	All NCO's	Base Theatre	2d Mon	0900
Officer's Call	All Officers	Base Theatre	2d Mon	0930

* This regulation supersedes WR 11-10 dtd 23 Oct 56

<u>EVENT</u>	<u>PARTICIPANTS</u>	<u>PLACE</u>	<u>DAY</u>	<u>TIME</u>
Flying Safety Meeting	Crew Members, Line Chiefs Base Flight Chiefs, Crew Chiefs	Theatre	2d Mon	1045
NCO Council	As appointed on Wg SO's	Conf Room	2d Tues	1300
Division Parade	All Personnel	Parade Ground	3d Fri	1600
Standardization Review Board	Wg Comdr, D/Ops, Chief B-47 Standboard, Chief Tng, Staff Observer	Conf Room	4th Mon	1000
Flyaway Kit Board	D/Mat reps and 809th AIG Representatives	Logisitics Office	1st Mon after 15th	1300
Aircraft Malfunction Board	Wing Comdr, Wing Staff Officers, Sq Comdr, and Room Operations Officers	Conf Room	2d & last Thurs	1430
Observers Meeting	All Observers	364th Briefing Room	1st & 3d Mon	0800
Aircraft Commanders Meeting	Aircraft Commanders	366th Briefing Room	3d Mon	0900
Monthly Aircraft Scheduling	Sq Operations Officers D/Ops and D/Mat	Conf Room	Thurs nearest 25th	1430
First Sergeants Meeting	All First Sergeants	Conf Room	6/a 28th	1300

** Traffic Review Board will be held at 1030 hours on Parade Days

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D. ARMENTROUT

DALE D. ARMENTROUT
Major, USAF
Adjutant

DALE D. ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: S plus 110-305th O&T

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
0900 hours, 23 November 1956

Presiding: Colonel Bleyer

COMPTROLLER

State of Discipline: (As of 21 Nov) The wing has had 3 civilian offenses off base, 3 major and 4 minor traffic violations on base, 7 major traffic violations off base, 1 AWOL, 8 Courts-Martial, 3 AW 15's, 3 VD cases, 1 disabling injury, and 5 First-Aid injuries so far this month.

With the exception of Courts-Martial, 7 of which were in the Field Maintenance Squadron, there has been a downward trend in all disciplinary areas.

Ambulance. When one guard accidentally shot another at the ARS Gate the other day, the old question arose as to which ambulance would be used to take the wounded man to the hospital -- one from the hospital area or the flight line ambulance. He was finally taken to the hospital in a private car.

COMMANDER

Ambulance. Col. Bleyer requested the Wing Surgeon to check on the Base Regulation concerning use of the flight line ambulance. We have run into the same problem cited by Maj. Mitchell several times in the past. It is Col. Bleyer's understanding that the flight line ambulance can be used in the event of an emergency, if properly dispatched. Perhaps the proper procedures were not employed in this instance. However, if there was a slip-up at the hospital, Lt. Col. McKaig will wish to be advised. Delay may cost a man's life some day.

COMPTROLLER

Conservation of Electricity. Maj. Mitchell advised that the base is still very short of funds, and that since electricity is a big item in the budget, a drive will begin immediately on its conservation. He cautioned against leaving lights on the ramp over the weekends, and leaving lights on in offices and hangars at night and/or when not needed, and recommended replacing big bulbs with smaller ones where feasible throughout the wing area.

Long Distance Calls. Division is considering allotting Wing Commanders a certain amount of money to use for these calls, and cutting off all long distance calls when the funds have been expended.

Reports. The reports presently being prepared in the wing will continue to be prepared when the organization is TDY. With some of our people overseas and some in the rear echelon, the questions of who will be responsible for each report, where the report will be submitted from, etc., will have to be ironed out. The Sergeant from Base Stat who will accompany the wing TDY will visit all reporting agencies starting Monday, 26 November. After completion of these interviews, Maj. Mitchell will brief personnel determined to be responsible for preparation and submission of reports.

OPERATIONS

Flying Schedule. Some B-47's and KC-97's will fly on Saturday, and higher headquarters has directed that 6 KC's support E-52's on Sunday.

COMMANDER

Zipper Messages. Col. Bleyer directed that at the start of each work day the Director or Deputy Director of Operations, or the Control Room Officer, review the messages that have been received in "Orchard", immediately brief him and Col. Ramputi, and then get together with the Maintenance people.

PERSONNEL

Athletic Equipment. Lt. Col. Ripko advised that non-appropriated funds are being used to make up a kit for the 305th Wing to take TDY. Lt. Bell is the project officer.

SAFETY

Speed Trap. Maj. King advised that the Air Police now have an electronic device, accurate to within a half mile, for measuring the speed of vehicles. It was set up on the flight line last Wednesday. One hundred people were clocked, 25 of whom were exceeding the specified limit (tugs 10 mph; all other vehicles 15 mph) by 5-10 miles per hour. Some of the men questioned did not know the speed limit on the line; others knew they were exceeding the limit but had no excuse to offer. By way of warning, squadrons will be notified today of the violators by license number and type of vehicle.

Safety Practices. The Director of Safety reported that he has detected a 'get-away-with' attitude on the flight line with regard to safety. The majority of the airmen are aware of the proper safety procedures and know when they are violating a sound safety practice. Maj. King feels there is a supervisory break somewhere between the Squadron Commander and the men on the line, and requested that more emphasis be placed on ground safety immediately.

Parking. The parking problem in the Wing Operations area has just about been cleared up. The number of cars parked behind the flight line fence during the daylight hours that bear no 305th decals, however, pose another problem. This congests the areas set aside for personnel authorized to park behind the fence. Further, Maj. King advised that parking by Hangar 5 (in the Intelligence area) is not authorized.

CHAPLAIN

Needy Families. Lt. Col. Smeltzer advised that he forwarded letters to all units requesting names of needy airmen families so that Christmas Baskets can be made up. The names were due in to him on 21 November, and the Chaplain asked that they be submitted as soon as possible.

Clothing Drive. A two-week long, base-wide clothing drive for the people of Hungary has been started. The present cold snap should remind us that the Hungarians are in dire need of warm clothing. Collection points for clean, usable clothing will be Chapels 1 and 2, Service Club #1, and the Base Theatre.

364TH SQ

Flying Time for Crew Chiefs. Lt. Col. Johnson advised that there are 11 Crew Chiefs in his squadron who need flying time. He requested permission to leave the A&E men on the ground and begin tomorrow to give his Crew Chiefs flying time in the B-47's.

The Wing Commander directed the A&E Squadron Commander to check to be sure that most of the A&E men already got their flying time in on shake-down flights. In addition, a great many A&E men qualify to fly on the KC-97's.

Line Transportation. Lt. Col. Johnson complained that transportation on the line is strung out very badly, necessitating long waits, and is hindering the effort. He has only one vehicle and is experiencing difficulty getting it regularly. He suggested that a bus make the rounds on the flight line continuously.

Tampa RBS. Two 364th aircraft are scheduled to fly tomorrow. The Squadron Commander inquired into the possibility of the Tampa RBS site staying open on Saturday.

The Director of Operations will check into this.

COMMANDER

Transportation. Col. Bleyer advised that with the 306th Wing TDY, and provided we furnish the drivers, we can easily get extra vehicles. The 366th has obtained an additional vehicle and is getting along nicely transportation-wise. Col. Bleyer directed the Squadron Commanders to get together and advise the Director of Materiel of their needs. He feels that one additional vehicle per squadron would be more feasible than the bus.

Col. Bleyer further advised that when Squadron Commanders have difficulty getting a vehicle from the Motor Pool, they take the problem to the Wing Director of Materiel rather than deal directly with the Motor Pool. The Director of Materiel will take the matter up with the Base Director of Materiel.

Transient B-47's. A simple check list has been worked up which requires that the Aircraft Commander on the transient aircraft be met, his needs ascertained, and a set schedule established. If there is to be a change in his schedule, we are to be notified through Base Operations. Before this check list was devised, there was no way the Aircraft Commander could brief us or be briefed as far as maintenance was concerned. If he cancelled out and we didn't get the word, we were wasting our people's time waiting on the line. Lt. Col. Lloyd will assist us in every way possible.

INTELLIGENCE

Briefing. Maj. Berry presented a recap of general information on the situation in Hungary and in the Middle East, and briefed on the issues presently before the United Nations.

ADJUTANT

Dental Appointments. Some of the Squadron Commanders have stated that they have not been receiving duplicate copies of the dental appointment slip until after the individual's dental appointment was due. Maj. Armentrout requested that he be notified if this happens again, and he will contact the Base Dental Surgeon.

COMMANDER

Aircraft Accident. Col. Bleyer cited a recent B-47 accident that was a tragedy of errors from start to finish and resulted in four people being killed needlessly, after making three passes at the runway and landing short. GSA personnel, tower operators, the men in the cockpit, and supervisory personnel in the Control Room were all at fault. Maj. King will send copies of the accident report to all tactical squadrons and Col. Bleyer desires that it be gone over item by item at the Squadron Safety Meetings. We will be going into an area where we may experience the same atmospheric condition -- fog at one end of the runway and not at the other -- and this report is very pertinent.

Academy NCO's. A C-119 is departing the base today to return the NCO's to MacDill for the weekend. A C-119 from MacDill or Pinecastle will take them back to Barksdale.

Loose Talk. An OSI report will arrive in the wing shortly involving two 305th airmen who talked too much. These airmen were given a lift to town by a civilian who was leaving the base at the same time. The men talked freely about the alert, the impending TDY, etc., and the civilian was so perturbed over this breach of security that he notified the base. Col. Bleyer directed Squadron Commanders to impress upon the troops at every squadron gathering that security is a continuing process, that departure dates are classified, and that there must be no unnecessary talk.

Uniform at Officers' Club. Flying suits are permitted in the Snack Bar, but if officers continue to wear them into the dining room, flying suits will not be allowed anywhere in the club. Officers in flying clothes can go through the cafeteria line at noon, but must then retire to the Snack Bar. Flying jackets are not to be worn in the club. The Club Officer will check periodically throughout the day on these items.

Flying Suits. Col. Bleyer is aware that we are not short on the number, but on the sizes, of flying suits. He has been seeing torn, beat-up flying suits, and if properly fitting ones cannot be obtained, the ones in use should be neat and clean.

OJT. Some time ago Gen. Emrick received a letter on OJT that had originated with General LeMay, who is very interested in this subject. After discussing the letter with his staff and Commanders, Gen. Emrick answered the letter to Second Air Force, outlining what the base is doing and plans to do on the OJT program. This letter will be reproduced and forwarded to the squadrons and staff sections. To date, an initial inspection has been conducted to review the records, questionnaires were sent around to trainees, and a Base OJT

Assistance Team has visited every unit checking the Forms 623. An orientation course has been rescheduled from a monthly to a weekly basis. The Base OJT Assistance Team will make a follow-up inspection. The Wing Director of Personnel will have his OJT personnel checking on the accuracy of the forms in the squadrons and staff sections, insuring that personnel in the program have been indoctrinated in how the program will help them get upgraded, make them eligible for promotion, etc., and to insure that Squadron Commanders are well abreast of the program.

Because of the lack of skilled level personnel Air Force-wide, every command must substitute for the lack of spaces in the technical schools with a sound on-the-job training program.

364TH SQ

Changing Career Fields. Lt. Col. Johnson stated that when the SAC Assistance Team was visiting the station, they advised that Headquarters USAF had a plan whereby men could be relocated into career fields more suitable to their temperament and desires, and asked if there was any further word on this plan.

Col. Bleyer advised that no word has been received.

COMMANDER

Alert. The Wing Commander advised that Gen. Emrick has requested Second Air Force to permit us to revert to the one-third at home status. However, until Col. Bleyer puts out information to the contrary, the alert status remains the same.

Education. Col. Bleyer introduced Capt. Bailey, a qualified instructor who is offering his services as an additional duty, who outlined a plan Florida Southern University is offering to officers and airmen desirous of furthering their education in their off-duty time.

Capt. Bailey briefed on the credits that can be obtained by attending courses in "Social Thought" and Physical Education in secondary schools, which will start Saturday, 1 December, and continue while the wing is TDY. The courses are \$15 each, with the government paying \$22.50 toward each course. Capt. Bailey intends to work out intra-mural programs to augment physical education training overseas. He feels that perhaps Florida Southern will give some equipment, if the response is big enough. Anyone interested in one or both of these courses should enroll promptly.

Capt. Bailey is particularly interested in maximum participation by the airmen. Airmen must have a High School diploma or have passed a GED test. He advised that it is relatively easy for men to obtain official transcripts to have the work done in service schools, military schools, etc., evaluated. He distributed some literature to the Squadron Commanders, and urged that anyone desiring more information contact the Base Information and Education Office, Maj. Hayden, or Maj. Tolley.

DALE D. ARMENTROUT
Major, USAF
Adjutant

MACHINE STATISTICAL SUMMARY - PART I
STATION STRENGTH SHEET

Page 1 of 2 Pages

Period 1 - 30 Nov 56

(A) ORGANIZATION		(B) AMTR	(C) ASCD	(D) ACCD	(E) ASCD & ACCD & PFD & FWD	(F) AVG ASCD	(G) AVG PFD
Hq 6th Air Div	OFF	10	8		10	8	10
	ACF	7	10		8	10	8
	CIV	3	4				
Hq 809th AB Gp	OFF	75	69	5	62	68	60
	ACF	351	426	4	399	423	397
	CIV	20	87				
809th Supply Sq	OFF	15	17		14	17	14
	ACF	420	423	7	338	421	328
	CIV	146	104				
809th Trans Sq	OFF	5	4		4	4	3
	ACF	183	162		111	162	112
	CIV	23	23				
809th AB Sq	OFF	15	9		4	9	5
	ACF	431	373	9	229	373	234
	CIV	1	1				
809th Inetl Sq	OFF	7	6		6	6	6
	ACF	258	243		207	244	208
	CIV	167	164				
809th PA Sv Sq	OFF	4	3		3	3	3
	ACF	312	316		232	316	232
809th Cors Sq	OFF	24	14		11	14	11
	ACF	247	322	3	201	322	196
	CIV	31	30				
423rd USAF Hosp	OFF	31	35		36	35	31
	ACF	20	57		66	57	63
	CIV	70	70				
TOTAL	OFF	186	155	5	150	164	143
809th AB Gp & 6th Air Div	ACF	2229	2332	23	1791	2328	1778
	CIV	531	523				
Hq 305th Bm Wg	OFF	65	55		52	54	50
	ACF	142	151		143	151	140
	CIV	3	3				
364th Bm Sq	OFF	71	74		63	74	64
	ACF	93	79		76	80	75
365th Bm Sq	OFF	71	76		68	75	64
	ACF	82	81		80	81	79
366th Bm Sq	OFF	71	81		68	80	62
	ACF	93	80		76	80	74
305th L&E Sq	OFF	12	10		10	10	10
	ACF	325	353		344	355	336
305th FM Sq	OFF	8	6		6	6	6
	ACF	413	389		372	383	361
305th FM Sq	OFF	3	2		2	2	2
	ACF	106	97		93	98	92
305th ABS	OFF	99	111		110	110	91
	ACF	220	225	3	211	222	200
305th Tac Hosp	OFF	25	22		20	20	19
	ACF	82	83		79	83	79
TOTAL	OFF	425	437		399	431	368
305th Bomb Wing	ACF	1567	1538	3	1474	1533	1436
	CIV	3	3				

305TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT Page 1 of 9 Pages

Period: ending 30 Nov 56Last
SAC Statement

Current Period

RCS: 1-TAC-T35

	S.O. for Quarter	305 Wing Date	AUG	SEP	OCT	NOV	Average or Total
I. PERSONNEL							
a. Officers, MIRS % Score	60	60	80	100	100	100	
(1) Number Required			421	421	421	420	
(2) Number Assigned			407	421	423	432	
(3) Number IRS			387	396	396	397	
(4) % IRS			91.9	94.1	94.1	94.5	
b. Airmen MIRS, Direct, % Score	60	60	50	60	80	90	
(1) Number Required			1089	1091	1091	1061	
(2) Number Assigned			1046	1047	1059	1071	
(3) Number IRS			879	920	945	936	
(4) % IRS			80.7	84.3	86.6	88.2	
c. Airmen MIRS, Indirect, % Score	20	30	20	30	30	20	
(1) Number Required			475	480	480	490	
(2) Number Assigned			475	474	473	467	
(3) Number IRS			364	375	376	369	
(4) % IRS			76.6	78.1	78.3	75.3	

William E. Mitchell
Major USAF
Comptroller
305th B.W.

HEADQUARTERS
6TH AIR DIVISION
MacDill Air Force Base, Florida

BUFILE

21 Nov 56

SUBJECT: Special Subject for Commanders, Supervisors and Inspectors -
On-The-Job Training

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. This constitutes the final report in accordance with the provisions of paragraph 5d, Air Force Regulation 123-8, concerning SAC Letter Number 121-3, dated 3 May 1956, Subject: Special Subject for Commanders, Supervisors and Inspectors - On-The-Job Training.
2. The initial inspection was conducted to determine the adequacy of the overall On-The-Job Training Program of the 6th Air Division. This inspection revealed areas in which the need for additional emphasis was indicated. These areas were:
 - a. Preparation and maintenance of Formal On-The-Job Training Record, AF Form 623.
 - b. Adequacy of supervision and extent of knowledge of the program on the part of Squadron OJT personnel.
 - c. Extent of knowledge on part of supervisors and trainees as to the program and their part in it.
3. Following is record of status and action taken in each of the major areas of the program, as enumerated in paragraph 2b, SAC Letter Number 121-3, 3 May 1956:
 - a. Records (par 2b(1), SAC Letter 121-3). A continuing effort has been made and will continue, to insure the maximum of accuracy of statistical reports and AF Form 7, Airman Military Record, especially with regard to training. This is not a program with a terminal date. Discrepancies in this area were not numerous nor especially significant.
 - b. AF Forms 623, Formal On-The-Job Training Record (par 2b(2), SAC Letter 121-3). Maintenance of AF Form 623 was an area in which lack of knowledge was evident. An assistance team representing the Base OJT Officer has been at every unit and has made special effort to bring discrepancies on the AF Form 623 to the attention of each unit. Preparation of this form is one of the subjects taught at the Base OJT Orientation Course, which course has been increased in frequency of schedule.

BCJT, Rq 6AD, Subj: Special Subject for Commanders, Supervisors and Inspectors - On-The-Job Training

c. All three level airmen are not in training to the five level (Par 2b(3), SAC Letter 121-3). A special survey was made to insure that all three level airmen are in training to the five level. In the few cases noted where such training status was not, in fact, in existence, the administrative error was corrected. Periodic surveys will be made in future by the Base CJT Officer to insure against regression.

d. Squadron CJT personnel (Par 2b(4), SAC Letter 121-3). The Base CJT Orientation Course has been rescheduled from a monthly program to a weekly basis. This increase will provide formal twenty-hour training for the majority of CJT Officers, SGOs and supervisors and will result in increased knowledge of the program and of their responsibilities. This, in turn, will permit better supervision by graduates of such a school. This training program will continue, as the initial inspection revealed that this was one of the areas of weakness.

e. Supervisors and trainees not receiving information (Par 2b(5), SAC Letter 121-3). In addition to the increase in frequency of the CJT Orientation Course, better understanding will be attained by supervisors and trainees, in future, of their place in the scheme of things as a result of sample surveys conducted in the recent past by the Base CJT Section. These surveys revealed a weakness of knowledge, which was assessed and made available to each Squadron Commander. These surveys will be resumed on a periodic basis.

f. Lack of command and staff interest (Par 2b(6), SAC Letter 121-3). Command and staff interest in the subject of CJT has been and will continue to be high at Division and Base level. Recent surveys of knowledge of the CJT program on the part of supervisors and trainees has resulted in information which has provided a tool for squadron commanders. This has, in turn, resulted in increased interest and will be used as a device in the future. It is difficult, if not impossible, to accurately measure interest but it may be said that such interest will be sponsored by the major commanders and staff officers at every opportunity in the future.

g. Administration of the program requires improvement (Par 2b(7), SAC Letter 121-3). There is no question but that administration of the CJT program can always be improved, including maintenance of records and classification action after training is completed. This will be closely monitored by the Director of Personnel, in future as in the past.

SPCOT, HQ GAD, Subj: Special Subject for Commanders, Supervisors and Inspectors - On-The-Job Training

h. Supervisory visits are not made by Base COT staff personnel (Par 2b(8), SAC Letter 121-3). The schedule of supervisory visits by Base COT staff personnel has been accelerated. The schedule was adequate in the past but will serve to direct added attention to the program in its accelerated rate.

i. Supervisors and trainees do not understand and are not fully using the COT packaged programs (Par 2b(9), SAC Letter 121-3). This one of the subjects of the COT Orientation Course. The increase in frequency of this course will have favorable results in this area. In addition, this is a subject of special inquiry during supervisory visits. This program is handicapped to some extent by the non-availability of all the packaged programs needed but future improvement is expected with increased availability.

j. Maximum use of the mobile training detachments and technical representatives (Par 2b(10), SAC Letter 121-3). No mobile training detachment is available but technical representatives are being used to the maximum.

k. Condition of the program at the present time is considered improved by the measures listed above. When time has permitted graduation of several more classes, the favorable impact of the training given at the Base COT Orientation Course will result in increased efficiency in every aspect of the COT program.

5. No recommendation is made concerning action by higher headquarters. This command will continue to exert every effort to make the On-The-Job Training Program an effective tool in command training.

s/t PAUL S. ENRICH
Brigadier General, USAF
Commander

A TRUE COPY

DALE D. ARMSTRONG
Major, USAF
Adjutant

Wg HISTORIAN

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 212)

8 November 1956

1. PRIM & DAFSC of A/2C HENRY L CORMAY, AF 24602900, 366TH BOMBGRM, this WG, this STA are changed from 92250 to 92250. OJT-C is completed.
2. DY & DAFSC of A/1C JAMES E DAVIS, AF 14450698, 305TH BLD MAINTGRM, this WG, this STA, are changed from 47151 to 47250. AMN placed on OJT-D.
3. SSGT HERMAN D. WITT, AF 34601694, 365TH BOMBGRM, this WG, this STA, is awarded DAFSC 92250. AFSC's 92250, and 59150 are Deleted. AMN has completed OJT-C.
4. PRIM & DAFSC of SSGT DAVID W CHURCHILL, AF 16277457, 305TH A&E MAINTGRM, this WG, this STA, are changed from 30150B to 30170. OJT-C is completed.
5. MAJ ALBERT R BELTY, AO 801810, 364TH BOMBGRM, this WG, this STA, is awarded DAFSC 1245. AFSC 1245 is redesignated as (2) AFSC. Officer assigned DAFSC 1245.
6. MAJ ROBERT N CRAIG, AO 668316, 364TH BOMBGRM, this WG, this STA, is awarded DAFSC 1231B. AFSC 7016 is redesignated as AFSC. Officer assigned DAFSC 1231B. Duty Title: Pilot - Bomb, FUNCT ACCT 80020; EFF 7 NOV 56.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U RITKO
LT COL, USAF
Director of Personnel

Gilbert Bartman
GILBERT BARTMAN
2ND LT, USAF
Personnel Officer

DISTRIBUTION:

- 2 CYS WG ADJ
- 15 CYS 305TH BOMBGRM CDR/AF
- 2 CYS BASE DIR OF PERS
- 2 CYS BASE OJT
- 2 CYS BASE C&A
- 2 CYS EA OFF & AMN CONCERNED PLUS 1 FOR 201 FILE
- 2 CYS DIR OF CTS 305TH BOMBGRM
- 1 CY HQ 2LF ATTN: DFFCU
- 1 CY BASE STAT
- 4 CYS WG HISTORIAN

0883

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacLill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 211)

8 November 1956

1. IAW SAC Reg 60-7, FNO, 305TH AREFSM, this WG, this STA, are APT Instructor Pilots and Instrument Check Pilots for KC-97 type aircraft only. EFF 29 OCT 56. All previous orders published in conflict with this PERAM are rescinded.

MAJ	EDWARD M POTTER JR	17716A
MAJ	FRANK F JENKINSON	15536A
MAJ	WILLIAM F LANE SR	AO 1585753
CAPT	SEYMOUR S SOPKIN	AO 1691835
CAPT	QUENTIN W RAAZ	AO 676646
CAPT	WILLIAM G McDOWELL	AO 790476
CAPT	RAYMOND F CULLEY	AO 805582
CAPT	JOHN R GOWIN	AO 801680
CAPT	WARREN H STALEY	AO 689061

2. MSGT LEONARD N HOLLINGSWORTH, AF 6968177 (DAFSC 73170) 305TH AREFSM, this WG, this STA, is ASG Duty Sec: Unit Admin in DAFSC 73170 and awarded FUNCT ACCT 03000. EFF 1 NOV 56.

3. Overseas Deferment Category of A/1C BENNETT C DEAN, AF 12453132, 305TH A&E MAINTRONM, this WG, this STA, is changed from M to 4. AUTH: AFM 35-11.

4. A/3C RICHARD E TOOLEY, AF 19553420, (DAFSC 42131) 305TH FLD MAINTRONM, this WG, this STA, is ASG Duty Sec: Aft Prop Maint. AMN placed on CJT-C and awarded DAFSC 42151, FUNCT ACCT 80610. EFF 20 OCT 56.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U RIFKO
LT COL, USAF
Director of Personnel

Gilbert Bartolin
GILBERT BARTOLIN
2ND LT, USAF
Personnel Officer

DISTRIBUTION:

2 CYS WG ADJ
15 CYS 305TH BOMWGM CUPAF
2 CYS BASE DIR OF PERS
2 CYS BASE CJT
2 CYS BASE C&L
2 CYS EA OFF & AMN CONCERNED PLUS 1 FOR 201 FILE
2 CYS DIR OF OPS 305TH BOMWGM
4 CYS WG HISTORIAN
1 CY HQ CAF ATTN: DPTCU
1 CY BASE STAT

HEADQUARTERS
305TH BOMBARDMENT WING (BAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 240)

28 November 1956

1. The FTL, 305TH FLD MAINTRONM, this WG, this STA, are withdrawn from OJT-C and awarded DY & UT-UFSC's 90016, EFF 21 NOV 56.

A/B EUGENE H. R.E., AF 19532438
A/B DAVID L. McDONALD, AF 14562081
A/B CINCINN W. WILLIAMS, AF 13551730

2. A/IC CLAUDE B. COX, AF 1-481758, 305TH PER MAINTRONM, this WG, this STA, DCS is changed from 13 MAR 57 to 13 APR 57. AUTH: AFM 39-9.

3. A/IC JAMES A. PATTERSON, AF 17374303, 305TH FLD MAINTRONM, this WG, this STA, DCS is changed from 29 JAN 57 to 29 APR 57. AUTH: AFM 39-9.

4. SHOP 2, FORM 225, this HT, cs, which pertains to TSOT CARL CLINEFELTER, AF 4975083, 305TH A&B MAINTRONM, this WG, this STA, as reads: 402708 INTR 423702.

5. PRM & UAFSC of SSGT JACK W. DAVIS, AF 18374344, 365TH BOMBTRONM, this WG, this STA, are changed from 43151E to 43171E. OJT-C is completed.

6. A/IC WILLIAM H. KATZ, AF 24751804, (UAFSC 53450) 305TH FLD MAINTRONM, this WG, this STA, is ASG Duty Sec: Left Str Rep Shop. AFM awarded DAFSC 53450, UAFSC 53450, and FUNCT ACCT 80210. EFF 24 NOV 56.

7. CAPT FORREST F. BIEBLE, AO 798036, this HT, this STA, is ASG ADD BY as Wing TOP SECRET Control Officer, and Wing Custodian of Registered Documents, EFF 19 NOV 56, VICE, MAJ DALE D. R. BENTON, AO 479303, relieved.

8. MAJ DALE D. R. BENTON, AO 479303, this HT, this STA, is ASG ADD BY as Alternate Wing TOP SECRET Control Officer, EFF 19 NOV 56, VICE, CAPT FORREST F. BIEBLE, AO 798036, relieved.

9. FNO, are assigned ADD BY as Squadron Factory and Special Training Officer, ORGN IND. this WG, this STA.

MAJ	ATKINSON, THOMAS W.	AO 524541	364TH BOMBTRONM
MAJ	LESTER, RAYMOND M.	AO 494490	365TH BOMBTRONM
MAJ	SCHOOLCRAFT, R.M.	AO 579152	305TH FLD MAINTRONM
CAPT	ROCHELLE, JOSEPH B. JR.	AO 1897761	HEDRON, 305TH BOMBTRONM
1LT	DEADONE, ALAN S.	AO 3004118	305TH AREFSC
CWO, W-2	EVANS, EDISON A.	952598E	305TH PER MAINTRONM

10. A/IC FLORENTINO G. MARTINEZ, AF 14446033, (UAFSC 42152) 305TH FLD MAINTRONM, this WG, this STA, is ASG Duty Sec: Left Hyd In Lt Shop. AFM awarded DAFSC 42152, FUNCT ACCT 80-10. EFF 2 DEC 56.

PERMAN 240, HQ 305TH BOMWGN, SAC, MacDill AFB Florida, 28 November 1956

11. (2) AFSC 1054C, AFSC 7024, and AFSC 7744 of CAPT GEORGE R. RANSDELL, 23661A, 366TH BOMWGN, this WG, this STA, are Deleted.
(3) AFSC 1435 is redesignated as (2) AFSC.

12. 1ST LT JERROLD C. WESTHAFFER, AO 3021330, 365TH BOMWGN, this WG, this STA, is awarded AFSC 1234B, and assigned DAFC 1234B. AFSC 1231B is Deleted.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U. RIFRO
LT COL, USAF
Director of Personnel

Gilbert R. Bantlin
GILBERT BANTLIN
2ND LT, USAF
Personnel Officer

DISTRIBUTION:

2 CYS WG LJ
15 CYS 305TH BOMWGN CITE
2 CYS B. SE DIR OF TERS
2 CYS BASE OUT
2 CYS BASE C&A
2 CYS DIR OF CYS 305TH BOMWGN
2 CYS EA OFF & CONCERNED PLUS 1 FOR 201 FILE
1 CYS B. SE ST. T
1 CYS HQ 2. F. ATTN: DFCU
4 CYS WG HISTORIAN

HEADQUARTERS
6TH AIR DIVISION
MacDill Air Force Base, Florida

DP

30 October 1956

SUBJECT: Broken Dental Appointments

TO: Commander, 305th Bombardment Wing, Medium
Commander, 306th Bombardment Wing, Medium
Commander, 809th Air Base Group
MacDill Air Force Base, Florida

1. The problem of personnel breaking dental appointments without prior notification is reaching proportions which are unwarranted. In July the rate of broken appointments was 3.0, in August 4.5 and for September 5.1 for the entire Division. Indications are that it will be even higher for the month of October.

2. The Dental Surgeon advises that names of individuals breaking dental appointments by failure to report are listed by organization. This report is forwarded to your headquarters weekly.

3. For your information, a duplicate copy of the appointment form is made by the dental clinic clerk. This copy is forwarded through the message centers, addressed to each organizational commander. This could be used to remind the individual that an appointment has been made. It is realized that with appointments made approximately 10-15 days in advance that current requirements may prevent the individual from meeting his appointment. This is understandable. However, it is not understandable why the dental clinic personnel should not be shown the courtesy of calling in advance. This will give the Dental Surgeon's personnel an opportunity to treat some other patient in the released time.

4. In accordance with the current laws, dental care for dependents on a routine basis will be discontinued in the near future. Emergency cases will continue to be treated. This means that additional dental appointments will be available between the hours of 1700-2000, five nights a week. To realize the full potential of the dental care available to military personnel, the Dental Surgeon will begin making evening appointments about 1 December 1956. This may aggravate the broken dental appointment problem.

5. With an entire combat wing and selected personnel from the Air Base Group scheduled for an overseas TDY, it is suggested that full use be made of the fine dental facilities available to personnel assigned to the 6th Air Division. You are requested to establish the necessary monitoring procedures to immediately diminish the number of dental appointments broken without advance notice.

A TRUE COPY

s/t PAUL S. EMRICK
Brigadier General, USAF
Commander

DALE D. ARMENTROUT
Major, USAF
Adjutant

0887

DF, Hq 6th Air Div, MacDill AFB, Fla, 30 Oct 56, Subj: "Broken
Dental Appointments"

3050

1st Ind

Headquarters 305th Bombardment Wing Medium, MacDill Air Force Base,
Florida, 31 October 1956.

TO: Commander, Headquarters Squadron, 305th Bombardment Wing Medium
Commander, 364th Bombardment Squadron, 305th Bombardment Wing Medium
Commander, 365th Bombardment Squadron, 305th Bombardment Wing Medium
Commander, 305th Air Refueling Squadron, 305th Bombardment Wing Medium
Commander, 366th Bombardment Squadron, 305th Bombardment Wing Medium
Commander, 305th A&E Maintenance Squadron, 305th Bombardment Wing
Medium
Commander, 305th Field Maintenance Squadron, 305th Bombardment Wing
Medium
Commander, 305th Periodic Maintenance Squadron, 305th Bombardment
Wing Medium
MacDill Air Force Base, Florida

1. To have the subject of broken dental appointments become a matter
of command interest is a direct reflection of ability in squadron adminis-
trative detail.

2. The following is a comparison of broken appointments on this
station:

	<u>305th</u>	<u>306th</u>	<u>809th</u>
Jul	8	1	23
Aug	16	18	32
Sep	11	9	30
Oct	17	7	23

3. The high rate in this wing will not be condoned, and a First
Sergeant's basic interest in items of this nature should require no
further definition. I expect positive action in the future, since a
phone call is the solution to avoid broken appointments.

A TRUE COPY

s/t JULIAN M. BLEYER
Colonel, USAF
Commander

DALE D. ARMENTROUT
Major, USAF
Adjutant

STATISTICAL SUMMARY PART II - REPORT OF DELINQUENCIES
NOVEMBER 1956

Page 1 of 3 Pages

NOVEMBER 1958

Page 1 of 3 Pages

ORGANIZATION	STRENGTH	MORNING REPORTS			PUNISHED ART 15		COURTS MARTIAL		A W O L		V.D.		MILITARY OFFENSES		CIVIL OFFENSES		TRAFFIC VIOLATIONS				GROUND ACCIDENTS			
		LATE	EXCES	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	ON BASE	OFF BASE	TOTAL	RATE	NON-DISABLING	DISABLING	DISABLING RATE	
HQ 6AD	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
809 ABGRU	2474	0	0	0	15	.61	8	.31	4	.16	4	.16	15	.61	6	.24	14	14	28	1.03	6	5	6.74	
HQ SQ 809	491	0	0	0	5	1.02	2	.41	1	.20	0	0	5	1.02	0	0	4	5	9	1.83	1	0	0	
809 SUP SQ	438	0	0	0	4	.91	3	.68	2	.46	1	.23	1	.23	3	.68	6	0	6	1.37	2	1	7.61	
809 TRANS SQ	166	0	0	0	0	0	0	0	0	0	0	0	1	.60	1	.60	1	0	1	.60	0	0	0	
809 AP SQ	382	0	0	0	1	.25	0	0	0	0	0	0	0	0	1	.25	1	6	7	1.83	1	0	0	
809 INSTL SQ	250	0	0	0	5	2.0	2	.80	0	0	2	.80	7	2.80	0	0	1	0	1	.40	0	1	3.33	
809 FD SV SQ	319	0	0	0	0	0	1	.31	1	.31	1	.31	1	.31	1	.31	0	1	1	.31	2	1	10.44	
809 OFR SQ	336	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	.60	0	1	9.92	
4234 USAF HSP	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	.01	0	1	36.23	
305 BW WG	1964	0	0	0	4	.20	8	.41	1	.05	5	.25	1	.05	1	.05	17	12	29	1.48	7	3	5.09	
HQ SQ 305 BW	205	0	0	0	1	.49	0	0	0	0	0	0	0	0	0	0	1	0	1	.49	0	0	0	
364 BW SQ	154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	2.60	0	1	21.65	
365 BW SQ	156	0	0	0	0	0	0	0	0	0	1	.64	0	0	0	0	1	0	1	.64	1	0	0	
366 BW SQ	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	1.88	1	0	0	
305 A&E SQ	365	0	0	0	1	.17	1	.17	0	0	1	.17	0	0	0	0	2	2	4	1.10	2	0	0	
305 FM SQ	389	0	0	0	1	.26	7	1.79	0	0	3	.77	0	0	0	0	4	6	10	2.57	2	2	17.14	
305 PM SQ	100	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.0	0	0	0	0	0	0	0	

STATISTICAL SUMMARY PART II - REPORT OF DELINQUENCIES
NOVEMBER 1956

Page 2 of 3 Pages

ORGANIZATION	STRENGTH	MORNING REPORTS			PUNISHED ACT 15		COURTS MARTIAL		ARJOL		V. D.		MILITARY OFFENSES		CIVIL OFFENSES		TRAFFIC VIOLATIONS				GROUND ACCIDENTS		
		LATE	ERRORS	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	NR	RATE	ON BASE	OFF BASE	TOTAL	RATE	NON DISCHL-ING	DISCHL-ING	DISCHL-ING
305 ARS	332	0	0	0	0	0	0	0	1	.30	0	0	1	.30	0	0	5	1	6	1.81	1	0	0
305 TAC HCSF	103	0	0	0	1	.97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
306 FM WG	1966	0	0	0	Unk		1	.05	0	0	0	0	3	.15	1	.05	6	2	8	.41	28	4	6.78
HQ SQ 306FM	192	0	0	0	Unk		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
367 FM SQ	166	0	0	0	Unk		0	0	0	0	0	0	0	0	0	0	1	0	1	.60	0	0	0
368 FM SQ	163	0	0	0	Unk		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20.45
369 FM SQ	160	0	0	0	Unk		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
306 WAE SQ	354	0	0	0	Unk		0	0	0	0	0	0	0	0	1	.28	0	1	1	.28	0	0	0
306 FM SQ	404	0	0	0	Unk		0	0	0	0	0	0	3	.73	0	0	5	1	6	1.39	0	2	16.50
306 FM SQ	92	0	0	0	Unk		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
306 LWS	335	0	0	0	Unk		1	.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
306 TAC HCSF	100	0	0	0	Unk		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.95
DET 5,12 RBS	48	0	0	0	0	0	1	2.08	0	0	0	0	0	0	0	0	0	1	1	2.08	0	0	0
3908 SEG	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3942 SWS	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 ALT FLT	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL SAC	6626	0	0	0	19	.29	18	.27	5	7.55	0	13.48	19	.29	8	12.07	37	29	66	1.0	55	12	6.04

0890

305TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT Page 2 of 9 Pages

Period: ... Tr ending 30 Nov 56

Last
SAC Statement

Current Period

ROS: 1-44C-139

	SAC TOI Character	305 Wing Data	SEP	OCT	NOV	DEC	Average or Total
d. ATOE Rate, % Score	100	100	100	100	100	100	100
(1) Average Through			1926	1944	1954	1964	7708
(2) Number MTR			3	1	2	1	7
(3) Rate per MTR			1.55	.51	1.02	.509	.50
e. Reenlistment Rate, % Score	50	60	50	50	70	90	60
(1) MTR Eligible			27	35	23	20	114
(2) MTR Reenlisting			11	14	12	10	55
(3) MTR Reenlisting			40.7	40	52	62	44.2
2. MATERIAL:							
a. Flying Hrs Del, % of Required	100	100	96.1	97.2	91.1	96.3	
(1) Hours Required							
B-47 Home Station			1400	1478	1300	4178	
KC-97 Home Station			750	700	700	2150	
Total Required			2150	2178	2000	6328	
(2) Hours Flown							
B-47 Home Station			1304	1430	1121	3855	
KC-97 Home Station			682	699	733	2114	
Total Flown			2066	2129	1854	6049	

15

305TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT Page 5 of 9
 127 02735

Period: --- tr ending 30 Nov 56 Last SMO Statement Current Period RCS: ---

	S.O.	305	Wing	Current	Period	Period	Period	Period	Period
	TOC	Wing	Current	Period	Period	Period	Period	Period	Period
	TOC	Wing	Current	Period	Period	Period	Period	Period	Period
b. Flying Safety - A Score	100	100	100	100	100	100	100	100	100
(1) Number of Accidents	0	0	0	0	0	0	0	0	0
c. Ground Safety - B Score	100	100	55	90	100	90	90	90	90
(1) Ground Safety Index	6.7	5.14	3.3	5.1	5.05	5.05	5.05	5.05	5.05
(a) Military Injuries	4	3	2	3	12	12	12	12	12
(b) Military Days Exposure	59,706	50,320	60,574	57,928	237,520	237,520	237,520	237,520	237,520
(c) Government Veh Accidents	0	0	0	0	0	0	0	0	0
(d) Civilian Injuries	0	0	0	0	0	0	0	0	0
(2) Accident Cost Index	3.53	.178	.51	.178	1.45	1.45	1.45	1.45	1.45
(a) Total Cost	6000	347	1014	363	8530	8530	8530	8530	8530
(b) Mean Strength	1926	1944	1934	1964	7763	7763	7763	7763	7763

STATISTICAL SUMMARY PART III
OPERATIONS & MATERIEL
NOVEMBER 1956

Page 1 of 1 Page

Page 1 of 1 Page

ORGANIZATION	TYPE	NR OF ACFT		TOTAL HOURS ACFT ON HAND	TOTAL NR OF LANDINGS	TOTAL NR. HOURS FLOWN		TIME IN COMMISSION	PERCENT OF TIMES ACFT ON HAND						PERCENT OF TIMES PURPOSE OF FLIGHT						ACCIDENTS
		AVG NR POSS	ON HAND AT ECM			TOTAL	AVG HRS PER ACFT		IN COM	SUPPLY	TOC	OTHER	PER INOP	ADC	CC & M.L.	OPERATIONAL	COMBAT READY TNG				
																	TNG	DULL PUMP	SPL MSGN	OTHER	
305 BOMB WING	B-47	38.76	44	27906	333	1116	28.8	4.7	84.2	7.8	.4	0	.1	6.8	93.9	0	0	6.1	0	0	
	C-119	3.0	3	2160	32	94	31.3	7.3	59.6	1.2	4.4	1.9	22.8	10.1	0	4.3	93.6	0	2.1	0	
	KC-97	20.9	21	15045	241	783	37.5	5.9	88.5	2.1	1.1	0	4.6	3.7	96.4	0	0	.7	2.9	0	
	RE-47	1.0	1	720	0	0	0	0	0	0	0	0	100.	0	0	0	0	0	0	0	
306 BOMB WING	C-119	.96	1	692	35	48	50	14.0	49.4	31.9	0	3.2	2.6	12.9	0	10.4	85.4	0	4.2	0	
	KC-97	.23	0	169	0	0	0	0	100.	0	0	0	0	0	0	0	0	0	0	0	
	T-33	1.0	1	720	0	0	0	0	0	0	0	0	0	100.	0	0	0	0	0	0	
809 AIR BASE GROUP	C-45	4.30	4	3090	149	215	50	8.6	80.5	0	5.7	.8	5.7	7.3	0	32.5	67.0	0	.5	0	
	C-46	.08	1	56	0	0	0	0	69.6	0	0	0	0	27.4	0	0	0	0	0	0	
	H-19	1.0	1	720	51	22	22	3.1	99.6	0	0	0	0	.4	0	59.1	0	40.9	0	0	
	TR-24	1.63	1	1176	33	59	36.2	9.0	55.9	5.6	0	.5	28.1	9.9	0	22.0	76.3	0	1.7	0	

0893

305TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT Page 3 of 9

Period: Stranding 30 Nov 56Last
SAC Statement

Current Period

RCS: 1-8-8-835

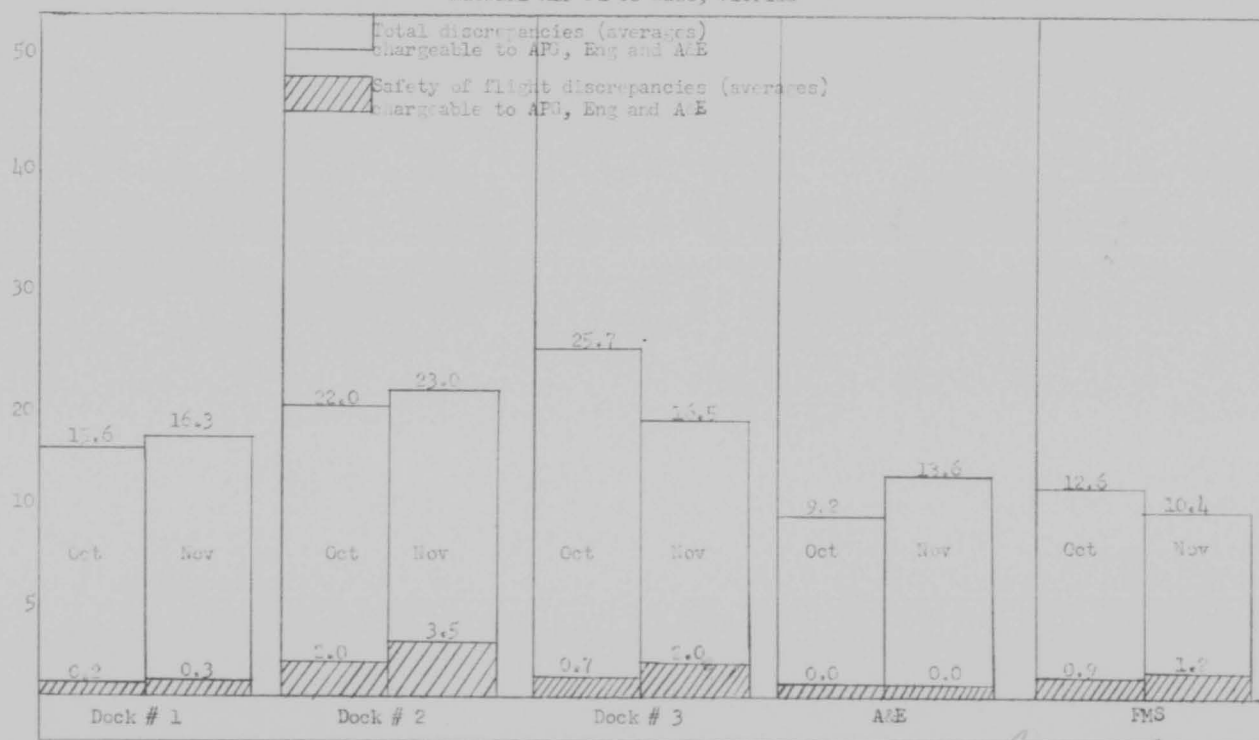
3. General Items

a. Cost per Flying Hour- 4 Score

- (1) Personnel 4-47
 (a) Total Costs
 (b) Total Flying Hours
 (c) Cost per Flying Hour
 (d) Standard Cost per Flying Hour
 (e) Standard as % of Actual
- (2) Personnel KC-97
 (a) Total Costs
 (b) Total Flying Hours
 (c) Cost per Flying Hour
 (d) Standard Cost per Flying Hour
 (e) Standard as % of Actual
- (3) Other Supplies 4-47
 (a) Total Costs
 (b) Total Flying Hours
 (c) Cost per Flying Hour
 (d) Standard Cost per Flying Hour
 (e) Standard as % of Actual
- (4) Other Supplies KC-97
 (a) Total Costs
 (b) Total Flying Hours
 (c) Cost per Flying Hour
 (d) Standard Cost per Flying Hour
 (e) Standard as % of Actual

SAC TCF Wing Current Data	305 Wing Data	Aug	Sept	Oct	Nov	Average or Total
83	82					73.75
A C C U M U L A T I V E						
		413,207	777,752	1,116,114	1,506,099	
		1446	2736	4279	5395	
		N/A	275	277	296	
		N/A	270	235	210	
			78%	75	71%	
		167,227	384,735	594,052	786,746	
		699	1379	2200	3062	
		N/A	276	260	257	
		N/A	235	210	180	
			85%	81%	70%	
		127,156	223,275	355,765	450,610	
		1446	2736	4279	5395	
		87.93	73.72	63.	84	
		31	31	31	31	
		35%	39%	37%	37%	
		30,164	40,476	62,627	82,160	
		699	1379	2200	3062	
		43.15	29.35	27.	27.	
		15	15	15	15	
		35%	52%	55%	55.7%	

OFFICE OF QUALITY CONTROL BRANCH
HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida



Av per B-47 dock Safety of Flight: Oct 0.8 Nov 1.4
Av per B-47 Dock Total Items: Oct 16.8 Nov 15.9

DISTR: Cy Comdr 305BW, 10 cys 364, 365th, 366th,
FMS, FMS, ARS: 1 cys Wing Historian

George L. Green
GEORGE L. GREEN
Major, USAF
Quality Control Officer

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida

MINUTES OF MAINTENANCE MEETING
1300 hours, 2 Nov 56

Major Radin presiding.

PRESENT:

364th	Major Atkinson	D/M	Colonel Perkins
365th	Major Lester	M/C	Capt Knowles, M/Sgt Williams
366th	Capt Harak	MSB	Capt Rochelle, M/Sgt Kendall
A&E	Maj Sundberg, Capt Coburn, M/Sgt Murray		
ARS	M/Sgt Creel		
FMS	Major Schoolcraft, CWO Blose		
FMS	CWO Evans, M/Sgt Richardson		

T.O. 1C-97(K)-529 (Rev of Wing Flap Warning Horn Limit Switch Setting). TOC on Aircraft #2183 was scheduled for 25 October. It was stalled off to the extent that the aircraft had a late take-off 1 Nov. ARS and FMS were directed to check with Major Radin after the meeting to discuss the reasons for the delay in complying with the T.O.

Action: ARS, FMS.

AN/APT-5A Radio Rack. Reference 305EW Emergency UR 56-1149 on the AN/APT-5A radio rack interfering with the K-38 camera installation, a TX from OCAMA advises that pending incorporation of depot level change, authorization is granted to remove the rack; however, the rack must remain with the aircraft for modification at time of next scheduled input to the modification modernization program. A copy of this message (OCMTAA3-10-278-E, 31 Oct) was furnished the A&E Squadron.

A&E will store these racks in their 263 room. An entry "removed, put in storage, A&E Squadron" will be made in the Form 780.

Action: A&E

Quality Control Discrepancies. An analysis of Quality Control discrepancies indicates a disturbing upward trend, which is indicative of a poorer quality of maintenance. The 364th had a fairly sharp increase; the 365th, a great increase; the 366th, a reduction in discrepancies. A&E and ARS are on the downward trend. A breakdown of the various shops and the docks shows improvement in some and regression in others. Safety of Flight discrepancies are increasing; this condition cannot be tolerated. Quality Control Branch has been directed to tighten up on their inspections. The old procedure is again in effect whereby the squadron possessing an aircraft with an unreasonable number of gigs will be given a letter and RBI, through the commander, as to corrective action taken. Supervisors will institute a drive to assure conscientious application of good maintenance principles by the men.

Action: All squadrons.

Torque Wrenches. It appears that torque wrenches are not being used in all cases where required. Several cases were found in ARS of spark plug installations too loose. Also, instances are noted of rocker box covers leaking due to improper torquing. Squadrons are guilty of sending the torque

Maint Meeting, 2 Nov 56

wrenches to FMS for calibration and leaving them indefinitely, thereby preventing them from being used. Personnel were reminded to use these torque wrenches where required and to keep them calibrated.

Maintenance Stand Branch will check this item.

Action: All squadrons.

POL. A recent conference with the Base POL people should result in an improvement in their servicing. Starting next week they have agreed to follow the weekly flying schedule and will automatically come out between five and two hours prior to take-off time and service with water alcohol. Squadrons will monitor this closely at the onset to insure there are no late take-offs and also will follow up if no improvement is shown.

Another item covered at the conference was a requirement for POL to provide maximum pit operator availability during the peak period at night; however, this has not been confirmed. POL is studying this problem and will try to assign personnel to avoid delays waiting for pit operators.

ARS reported that they service their aircraft the day after the flight. POL will be contacted and requested to come out the day after the flight to service KC's with ADI.

Specialists. Numerous complaints have been received the past week from squadrons as to the type of specialists on various jobs. People are sent out to repair a complicated piece of equipment and run into difficulty, resulting in a late take-off or cancellation. It is recognized that FMS and ASE have problems with inexperienced people and that they try to back up these inexperienced people with experienced supervisors; however, continuous follow-up is requested and where possible these people will be broken up into teams. Don't have a green mechanic out on a job by himself; where possible, have experienced people cover each job.

Action: FMS, ASE.

Project Board. Maintenance officers will check periodically the project board in the office of the Chief of Maintenance.

Black curtains are installed in all aircraft according to a report from CWO Lewis, FMS. The excess curtains manufactured have been turned into Supply. Whenever an aircraft needs curtains, the squadron will draw them out of Supply. They will then request on a SJR through Job Control to have them fitted.

Action: 364th, 365th, 366th.

Mullins Test. ARS and PMS were directed to coordinate this item and finalize this test on the KC's. Two KC's were reported to be completed and two aircraft will be scheduled every other day. Two complete sets of control surfaces are now possessed by the Wing.

Action: ARS, PMS, FMS.

Plymouth Rock Mission. The aircraft involved in this mission are indicated by a small "p" in the monthly tail number schedule. Two important items regarding

Maint Meeting, 2 Nov 56

this mission are stressed: (1) primarily, the ECM's, and (2) the mission is ordered by higher headquarters and should be treated as such. Each squadron maintenance officer will check with the squadron operations officer as to which aircraft are involved throughout the month. Squadrons will insure that the aircraft are in commission and make the flight and meet all requirements, primarily the ECM's. A&E requirements will go through Job Control.

Action: 364th, 365th, 366th, A&E.

Modification of Observers 824 Box. This modification involves switching of wires so the observer can transmit on command. A&E reported all but two aircraft having this modification complete.

SAC Form 320. WMIL 66-20 was published 15 October covering accomplishment of this form to assure fuel data is transcribed accurately to Block 26 of the DD Form 781-2. Follow-up inspections have revealed that squadrons are not complying with instructions covered in the MIL - the forms are not being filled out properly, not signed properly, and are poor in general. Instructions in this MIL are directed by 2AF (DM4E1 0071, 2 Oct). Upon completion of a 60-day test period, a report of results will be forwarded to 2AF.

Action: 364th, 365th, 366th, ARS.

Radio Contact - Running up Engines. Personnel have been briefed on maintaining radio contact when running up engines. However, it was reported that the tower is not interested in this radio contact. Major Radin will check with the D/O on this.

Action: C/M.

Alert. A practice alert can be expected at any time. Ops Order "Full Moon" covers the 40 Plan as far as ground rules are concerned and is designed to test our implementation of the 40 Plan. All personnel will become thoroughly familiar with this plan, and concentrate on the alert aircraft.

Action: All squadrons.

ARS

Parts. On every postflight ARS runs into cannon plugs broken, mainly ADI regulators which are Local Purchase items. Due to non-availability of funds, they cannot be ordered over the radio truck. As a result, several hours are lost every day trying to find this item.

A list of such items will be furnished the C/M for appropriate action.

Action: C/M, ARS.

PMS

Dock Aircraft. Squadrons are requested to have their aircraft in the dock area by 0630 every morning which will save PMS considerable time. It was also requested that the aircraft not be refueled prior to taking them to the docks.

Maint Meeting, 2 Nov 56

It was suggested and generally agreed that the aircraft would be taken down to the docks the night before.

Action: 364th, 365th, 366th, ARS

JOB CONTROL

Vehicles. Some squadrons are not taking over their second tractor. 306th radio vehicles have been distributed as follows: 2 to FMS, 2 to A&E, and 1 to Base Flight - a total of 5. A red tag priority is established for repairs on radio vehicles.

Action: All squadrons.

SAC Manual 66-13. Discrepancies have been noted on the use of the new Form 527, Aircraft Status/Job Follow-up Log. Job Control was not giving the specialists scheduling time. When a specialist is requested, the time he will be dispatched will also be requested. Correct maintenance of these forms will help everyone.

Action: Job Control, all squadrons.

FMS

Cleanliness of Tires and Power Units. The situation as to tires remains the same - they aren't cleaned or tagged before picked up by FMS (this item was discussed at the 19 Oct meeting). Also, on the C-21's and C-26's, squadrons continue to put trash on these units, and the cables are not coiled. The cooperation of all personnel is again requested on these two points.

Action: All squadrons.

365TH BOMB SQ

Doors, Ground Power Units. The doors on many of the ground power units should be checked by the Ground Power Section as they will not close properly.

Action: FMS.

FMS

T.O. 2J-J47-364. Inquiry was made as to the procedures established for accomplishment of this tech order.

Job Control forwarded a D/F to affected squadrons covering procedures and/or responsibilities and the personnel allocation levied against the squadrons to comprise the TOC team.

Action: 364th, 365th, 366th, FMS, FMS, QC.

William A. Utley
WILLIAM A. UTLEY
Lt Colonel, USAF
Chief of Maintenance

CONFIDENTIAL

305TH BOMBARDMENT WING MEDIUM

Wing Commander's Remarks
 Part IV of
 Air Training Report for the Month of November 1956

RCS: 5-FAC-T12

Wing Commander's Remarks.

a. Hours Flown Performing Missions Ordered by Higher Headquarters.

(1) Hours flown by 3942d SES in 305th Bomb Wing aircraft	69.45
(2) Hours flown by 305th crews undergoing evaluation in SES	98.05
(3) Ferry flights to and from IRAN	230.40
(4) Hours flown during Operation "Plymouth Rock"	<u>28.00</u>
Total	625.90

b. Weather or Local Conditions.

(1) Time lost due to weather	48.30
------------------------------	-------

c. Air Traffic Control Delays.

(1) Not applicable for this reporting period.	
---	--

d. Restrictive Directives.

(1) Top Secret ZAF Zippos 11-193, 15 Nov 56; 11-216, 16 Nov 56; 11-299, 20 Nov 56; and 11-380, 24 Nov 56. Time lost because of restrictions imposed by above Zippos was 264:00 hours.	
---	--

e. Combat Crew Members Gained and Lost.

(1) Combat crew members gained.

(a) 7 Aircraft Commanders
(b) 7 Co-pilots
(c) 4 Observers

(2) Combat crew members lost.

(a) 3 Aircraft Commanders - 1 to 3942d SES, 1 to Co-pilot status, 1 to Wing Staff.
--

(b) 4 Co-pilots - 3 upgraded to Aircraft Commander, 1 separated.
--

f. Crew Member Changes.

(1) 6 Aircraft Commanders
(2) 9 Co-pilots
(3) 3 Observers

g. New Crews Formed.

(1) Crew N-25 formed effective 1 September 1956.
(2) Crew N-27 formed effective 1 September 1956.

CONFIDENTIAL

0900

CONFIDENTIAL

305 H. W.
T-12
Page 2 of 2 pages

- (3) Crew N-08 formed effective 13 September 1956.
 - (4) Crew N-73 formed effective 17 September 1956.
 - (5) Crew N-93 formed effective 1 September 1956.
 - (6) Crew N-96 formed effective 4 September 1956.
 - (7) Crew N-31 formed effective 20 November 1956.
 - (8) Crew N-65 formed effective 20 November 1956.
- h. Crew Status Changes.
- (1) Crew N-19 disbanded effective 13 September 1956.
 - (2) Crew N-29 disbanded effective 1 September 1956.
 - (3) Crew N-63 disbanded effective 24 September 1956.
 - (4) Crew S-69 relieved as Standardization Crew effective 17 September 1956.
 - (5) Crew S-76 assigned as Standardization Crew effective 17 September 1956.
 - (6) L-74 to S-74 effective 27 September 1956.
 - (7) L-15 to S-15 effective 27 September 1956.
 - (8) S-44 relieved as Standardization Crew effective 3 October 1956.
 - (9) S-81 assigned as Standardization Crew effective 3 October 1956.
 - (10) N-13 upgraded to R-13 effective 19 November 1956.
 - (11) N-40 upgraded to R-40 effective 19 November 1956.
 - (12) N-52 upgraded to R-52 effective 19 November 1956.
 - (13) N-80 upgraded to R-80 effective 19 November 1956.
 - (14) L-70 downgraded to IN-70 effective 20 November 1956. (TUE R-52 Program)
 - (15) N-73 upgraded to R-73 effective 30 November 1956.
 - (16) N-77 upgraded to R-77 effective 30 November 1956.
- i. Standardization Crews.
- (1) Senior Standardization Crew S-76 - 3 October 1956.
 - (2) 364th Bombardment Squadron S-09 - 15 July 1955.
 - (3) 364th Bombardment Squadron S-17 - 1 May 1956.
 - (4) 365th Bombardment Squadron S-38 - 1 May 1956.
 - (5) 365th Bombardment Squadron S-54 - 19 July 1955.
 - (6) 366th Bombardment Squadron S-81 - 3 October 1956.

CONFIDENTIAL

0901

CONFIDENTIAL

305 E. W.
T-12
Page 3 of 7 pages

j. Additional Materiel and Personnel Problems.

- (1) Shortage of Radio Equipped Vehicles: Though authorized 18 VRC-19 radio equipped vehicles by Section VI, paragraph 16c(15)(b), SAC Manual 66-12, dated December 1955, sufficient VRC-19 radio equipped vehicles are not available to this wing to establish a B Net as directed. Direct control of dispatched specialists of both the Field Maintenance Squadron and the Armament and Electronics Squadron is precluded due to the non-availability of sufficient equipment for a B Net. B Net is presently being operated using 306th Bomb Wing vehicles. Upon return of 306th Bomb Wing, the B Net will again be dissolved. The value of the B Net has been exemplified by the increased capability and control of all maintenance. Request action to assure availability of required VRC-19 radio equipped vehicles.
- (2) A critical shortage of Supply Officers is seriously jeopardizing our supply effectiveness. Of 11 Supply Officers (6424) authorized, 7 are assigned, of which 2 are presently on orders for reassignment. Officers assigned carry the entire work load. Many supply areas receive inadequate attention, and delays are manifest in areas needing officer supervision because of shortage. It is requested action be taken toward obtaining qualified Supply Officers in an effort to increase supply effectiveness and insure adequate control.

k. Refueling Data.

(1) Number of refueling sorties scheduled and confirmed	271
(2) Number of sorties:	
(a) Airborne	200
(b) Effecting complete electronic rendezvous	159
(c) Transferring required fuel	197
(3) Number of aborts due to:	
(a) Adverse weather	10
(b) Aircraft malfunctions	19
(c) Electronic rendezvous equipment malfunction	2
(d) Refueling equipment malfunction	0
(e) Other causes	43
(4) Mass night call refueling:	
(a) Confirmed sorties	47
(b) Airborne sorties	38
(c) Sorties transferring required fuel	37

l. Comments or Recommendations of the Wing Commander.

- (1) Reference 2AF Message DOWC 1869, dated 9 November 1956, Subj: "Statement of Policy Governing the Accomplishment of SAC Regulation 50-8 Minimums by a Fourth Member on B-47 Crews". This policy proved highly satisfactory and reflects much more economical utilization of sorties and flying hours. Recommend this policy be continued and made a part of SAC Regulations 50-8 and 51-26 for utilization during the last month of every quarter.

CONFIDENTIAL

CONFIDENTIAL

105 B. W.
I-12
Page 4 of 7 pages

- (2) Crews qualified in "Hi-Jinks" training are as follows:
- (a) 42 combat-ready crews qualified in "Hi-Jinks" runs.
 - (b) Not applicable for this reporting period.
 - (c) Five non-combat ready crews will be qualified in "Hi-Jinks" runs and are scheduled for upgrading during December.
- (3) Downgrading of L-70, Joyce, on 20 November 1956, to IN-70, resulted from TDY to E-52 Program. Prior to departure, this crew accomplished more than a proportionate share of all training requirements.
- (4) Restrictions imposed by ZAF Top Secret Zipcode 11-193, 15 November 1956; 11-216, 16 Nov 56; 11-299, 20 Nov 56; and 11-380, 24 November 1956; caused upgrading dates of available non-ready crews to be retarded one month.
- (a) Non-combat crew training:
1. N-04 - Kasey - Estimated combat-ready date is December 1956. (Restriction imposed in November delayed upgrading)
 2. N-08 - Waldo - Estimated combat-ready date is December 1956. (Revised crew composition accelerated upgrading date)
 3. N-20 - Rackert - Estimated combat-ready date is March 1957. (Restriction imposed in November delayed upgrading)
 4. N-22 - Little - Estimated combat-ready date is December 1956. (Restriction imposed in November delayed upgrading)
 5. N-23 - Marshall - Estimated combat-ready date is April 1957.
 6. N-24 - Duval - Estimated combat-ready date is April 1957.
 7. N-25 - Johnson - Estimated combat-ready date is December 1956.
 8. N-27 - Hyde - Estimated combat-ready date is April 1957.
 9. N-31 - Cary - Estimated combat-ready date is July 1957.
 10. N-37 - Gillock - Estimated combat-ready date is April 1957.
 11. N-46 - Bartsch - Estimated combat-ready date is April 1957.
 12. N-49 - Almquist - Estimated combat-ready date is April 1957. (Restriction imposed in November delayed upgrading)
 13. N-51 - McLachlan - Estimated combat-ready date is March 1957.
 14. N-56 - Haggard - Estimated combat-ready date is December 1956.
 15. N-61 - Eligor - Estimated combat-ready date is April 1957. (Restriction imposed in November delayed upgrading)
 16. N-62 - Maloney - Estimated combat-ready date is April 1957. (Restriction imposed in November delayed upgrading)
 17. N-65 - Ludwig - Estimated combat-ready date is July 1957.
 18. N-82 - Williams - Estimated combat-ready date is April 1957.
 19. N-83 - Stoneking - Estimated combat-ready date is March 1957.
 20. N-84 - Gueyden - Estimated combat-ready date is March 1957.

CONFIDENTIAL

0903

CONFIDENTIAL

305 B. W.
T-12
Page 5 of 7 pages

21. N-85 - Cummings - Estimated combat-ready date is March 1957.
(Restriction imposed in November delayed upgrading)
 22. N-86 - Howard - TNY B-52 Program, EDOCA 2 December 1956.
 23. N-88 - Raley - Estimated combat-ready date is April 1957.
 24. N-92 - Remedell - Estimated combat-ready date is April 1957.
 25. N-93 - Hatcher - Estimated combat-ready date is April 1957.
(Restriction imposed in November delayed upgrading)
 26. N-96 - Kaska - Estimated combat-ready date is April 1957.
- (5) Maj. George L. Green is the only officer in the 305th Bomb Wing considered in category of an ICM crew member. Major Green is a B-47 Aircraft Commander, with a maintenance AFSC 4311. His last standardization check on 27 March 1956 was successful. Total time during the quarter September-November was 15:05 hours. Major Green was TDY to Maintenance Management Officer's Course for 62 days during reporting period. A crew with Major Green as Aircraft Commander will be formed on 5 December 1956, ICM 59.
- (6) Electronic rendezvous:
- (a) APS-64/APN-69 Rendezvous:

1. Attempted	16
2. Successful	15
3. Unsuccessful	1
 - (b) APN-12/APN-76 Rendezvous:

1. Attempted	53
2. Successful	48
3. Unsuccessful	5
 - (c) Four 12/76 rendezvous incomplete because of inoperative equipment (APN-76). One 12/76 rendezvous incomplete because equipment inoperative (APN-12). One rendezvous incomplete - cause unknown.
- (7) Request consideration for relief of SAC Regulation 51-26 minimums for the following crews:
- (a) L-30, Cox: Due to curtailed flying activity, successful completion of evaluation at SRS (duration of three weeks), and weather precluding visual RBS activity, this crew will become unreliable. An equipment malfunction (10° heading error) on a record visual RBS attack was cause for an out-of-tolerance bomb. This crew did not have adequate opportunity for improvement of its percent of reliability.
 - (b) L-99, Clark: This crew will become unreliable because of visual RBS activity. L-99 successfully completed evaluation during this quarter. Weather was the deterrent factor for minimum visual activity. Accomplishment of visual activity was made the last two days of the quarter. Unreliable scores were made and there was not sufficient time to improve percent of reliability.

CONFIDENTIAL

0904

CONFIDENTIAL

305 B. W.
I-12
Page 5 of 7 pages

- (8) Restrictive directives and a "No Notice" alert were two defining reasons for this wing's failure to complete the minimum training requirements of SAC Regulation 50-8. A total of 65 sorties was lost, and loss of flying hours totaling approximately 322 hours because of aforementioned reasons. Flying hours delivered as percent of required was impossible to complete as programmed because of restrictive flying directives. Request adjustment of this item on Management Control statistics, to include loss of 322 hours. If this time had been available, it is felt that the total requirements of SAC Regulation 50-8 could easily have been completed. Time available after restrictions were partially lifted was primarily devoted to non-ready crew upgrading.
- (9) During the period 1 August through 30 November 1956, the 305th Bombardment Wing upgraded a total of 8 crews to combat-ready status.

Julian M. Bleyer
JULIAN M. BLEYER
Colonel, USAF
Commander

CONFIDENTIAL

0905

SECRET

DIRECTORATE OF COMBAT
305th Bombardment Wing (W)
MacDill Air Force Base, Florida

ANALYSIS OF NON-COMBAT STAFF CREW UPGRADING AND NON-COMBAT CREW
FLYING TIME FOR TESTS - NOVEMBER 1956 TRAINING QUARTER

1. Command emphasis was placed on these subjects in April 1956. At that time, it was anticipated that additional combat ready crews would be needed to man newly formed wings, staff positions would have to be filled, crews would be needed to enter the P-52 and the KC-135 training program and that SAC would continue to meet its TWP requirements during this training period.

2. Emphasis on crew formation and upgrading was continued to date, especially during this training quarter. On 1 August 1956 crew assignment by category was as follows:

P-47

Combat Ready -----35

Non-Combat Ready -----21

KC-97

Combat Ready -----21

Non-Combat Ready ----- 4

3. Input of crew members was increased during this training quarter and as each crew member was assigned to the Wing he was also assigned to a crew. Crew formation was monitored on a daily basis, reviewed weekly with the submission of the Unit Capability Report, UCR: SAC-VI and again reviewed as to progress of monthly training accomplishments during the preparation of the monthly Air Training Report, ICR: SAC-T12.

4. Formation of crews in this wing was based on the following priorities:

- a. Assignment of one 1245 or 1241 to each crew.
- b. Preservation of maximum number of combat ready crews.
- c. Preservation of integrity of select crews when spot promotions were involved.

5. The formation of combat ready crews was hindered by the following:

- a. Transfer of staff personnel which necessitated breaking up crews for replacements.
- b. Transfer of complete crews.
- c. Requirements for the Wing to remain combat ready.

SECRET

0906

SECRET

d. Transferring experienced co-pilots from lead and select crews to aircraft commander status has been continuously hampered by the requirement for replacement co-pilots to be capable of completing standard check and evaluation by CFS.

e. Qualifying newly assigned co-pilots for replacement of co-pilots on lead and select crews. These replacements became involved in time consuming check out delays due to lack of attendance at advanced survival, APC and especially TT schools.

f. Availability of crew members for air training as an integral crew.

g. Crew integrity was affected by the staggered input of crew members and the necessity of these individual crew members to attend required schools.

6. As of 30 November 1956, crew assignments by category were as follows:

F-47

Combat Ready -----12

Non-Combat Ready -----27

KC-97

Combat Ready -----25

Non-Combat Ready ----- 3

7. Non combat ready crew upgrading received first priority in training this quarter. All training was scheduled to secure crew upgrading to ready status within a period of 4 months after the integral crew became available for training. The schedule was not met in many instances because crew personnel arrived without having the required training, especially APC and TT school. Approximately 60 days were required to secure school quotas, travel time to and from school and the length of schools. Crews to which these individuals were assigned required an additional two months to be upgraded to ready status.

8. Crew upgrading in the Air Refueling Squadron was hampered by the staggered input of crew personnel which prohibited forming integral crews available for flying. The 6 week restriction on the number of personnel allowed aboard KC-97 aircraft during flight affected crew upgrading missions except for transition flights. Crew training was also curtailed due to the increased number of refueling sorties the squadron was required to fly. Furthermore, the increased number of required heavy-weight refueling sorties, while operating under a weight restriction of 165,000 lbs. reduced the range of the aircraft and severely limited training accomplishments.

9. The maintenance of possessed aircraft was a continuous problem throughout the training quarter. Lack of a sufficient number of qualified maintenance personnel was a major problem. This problem

SECRET

0907

SECRET

was aggravated by the necessity to order aircraft for transfer to IAF and the additional workload imposed by the requirement to continue the WING test program.

10. Each flying time for non-cockpit ready crews presented no problem to this wing. Monthly flying schedules were prepared after considering the requirements of A.C. Regulation 50-8 for cockpit ready crews and the availability of non-cockpit ready crews. On each flight, cockpit ready crews were scheduled to complete the maximum number of required items of training in order to ensure that the non-cockpit crew training program would have sufficient flying time available for training. Owing to this schedule having a major problem each month of the training quarter. A "No Notice" alert conducted by Second Air Force from 18 through 21 September 1956 resulted in no air training being accomplished this period. The October schedule was interrupted due to the late arrival of aircraft returning from IAF. This caused a constant shuffling of the flying schedule and the forced cancellation of many sorties. The November flying schedule was disrupted by the stand down ordered by A.C. However, during each of the training months the non-cockpit ready crews received a comparison to share of flying time based on the availability of aircraft and crews.

11. Although the Wing upgraded 8 B-47 crews and 3 KC-97 crews to cockpit ready status, the training quarter is not considered a good quarter as far as crew training is concerned. Each of the disturbances in training reduced the possibility of completing the required training for cockpit ready crews and the time available for non-cockpit crew flying and upgrading. It resulted in the B-47 Squadron of the Wing being unable to utilize 235 hours of its authorized flying hours for flying training.

12. Upgrading of Non-ready crews will again present a problem in the next training quarter. The wing will be forced to secure personnel to run the Operations Section in accordance with A.C. Regulation 20-10 from the presently assigned cockpit ready crews. Crew training will be slow because of the lack of experienced, qualified crews which can be broken up and utilized as a nucleus in the formation of additional crews.

13. To ensure continued progress in the crew upgrading program the following changes in the training program are recommended:

a. Reduce all lead and select crew training requirements to those outlined in A.C. Regulation 51-26. This would permit additional flying time to be made available for the crew upgrading program. The lead and select crews would be used as instructors for the non-ready crew upgrading program.

b. Assign crew personnel to the wing as integral crews.

c. Ensure that all integral crews or individual crew members assigned to the wing have completed all required formal schools prior to reporting to the wing for air training.

SECRET

William E. Mitchell
Major, USAF
Director of Comptroller

0908

SECRET

 g No. of CR Crews Asgd 21.4
 g No. of NCR Crews Avail 3

 KC-97
 50-8 Recap

As of 30 Nov 56

Item of Training (1)	Non-Combat Idv.			Combat Ready			Total		
	Ind Total			Ind Total			%		
	2	3	4	5	6	7	8	9	10
	Met	or Dry							
1. Refueling - Day	50	150	115	3	64	136	214	251	100
2. Night - Wet	5	15	14	3	64	113	79	127	100
3. Radio Silence	0	0	23	3	64	163	64	186	100
4. Rendezvous - Total	6	18	12	6	128	212	146	224	100
5. Multiple Pattern	1	3	1	1	21	21	24	82	100
6. An/APN-12/76 Primary	2	6	8	2	43	130	48	138	100
7. Nav - Day Col Log	1	3	2	1	21	55	24	57	100
8. Night Col Log	3	9	1	3	64	80	73	81	100
9. Radar Log	2	6	5	2	43	68	49	73	100
10. Pressure Pattern Log	1	3	2	1	21	41	24	43	100
11. Loran Log (if Equipped)	2	6	3	2	43	55	49	58	100
12. Celestial Grid Log	2	6	3	2	43	48	49	51	100
13. Pilot Proficiency Msn	1	3	0	1	21	24	24	24	100
14. Take-Offs - A/C	7	21	106	7	150	264	171	370	100
15. Co-Pilot	5	15	54	5	107	160	122	214	100
16. Landings- A/C	7	21	101	7	150	258	171	359	100
17. Co-Pilot	5	15	57	5	107	168	122	225	100
18. ILS or GCA-A/C	4	12	36	3	64	135	76	171	100
19. Co-Pilot	2	6	20	1	21	90	27	110	100
20. FPI Approach-A/C	2	6	4	1	21	34	27	38	100
21. Co-Pilot	1	3	0	1	21	36	24	36	100
22. Gyro-Out Approach -A/C	2	6	5	1	21	33	27	38	100
23. Co-Pilot	1	3	3	1	21	29	24	32	100

An average of the percentages obtained in Items 14 through 23
 will be used in computing Total Training Accomplishments.

0909

SECRET

KC-97
50-8 Recap

Item of Training (1)	Non-Combat Vdy			Combat Ready			Total		
	Ind	Total		Ind	Total				%
	Eqnt	Eqnt	Accom	Eqnt	Eqnt	Accom	Eqnt	Eqnt	Accom
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
24. Cruise Control Man	1	3	4	1	21	54	24	58	100
25. EWP Load & Unload	1	3	0	1	21	33	24	33	100
26. Freedom of Max Load	6	12	18	6	128	149	146	167	100
27. Emer Free Drill- Sim Bail Out	3	9	22	3	64	111	73	133	100
28. Sim Ditching	3	9	18	3	64	96	73	114	100
29. Sim Crash Land (Air Crews)	3	9	16	3	64	98	73	114	100
30. Sim Crash Land (Max Passgr)	1	3	10	1	21	66	24	76	100
31. Passgr Emer Free Brief	3	9	15	3	64	117	73	132	100

An average of the percentages obtained in Items 27 through 31
will be used in computing Total Training Accomplishments.

32. Coll Flying - Day Mens	1	3	2	0	0	29	3	31	100
33. Night Missions	1	3	0	2	43	49	46	49	100
34. Airborne Radar Directed Approach	3	9	10	3	64	115	73	125	100

Average percent of Training Accomplished (Sum of Column 10
divided by the number of items.)

SECRET

SECRET

As of 30 Nov 56

Avg No. of CR Crews Asgd 31.5
 Avg No. of NCR Crews Avail 9.2

F-47

50-8 Recap

Item of Training (1)	Non-Combat Rdy			Combat Ready			Total		
	Ind	Total		Ind	Total				
	Pgmt	Pgmt	Accom	Pgmt	Pgmt	Accom	Pgmt	Accom	Accom
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
							378	447	94.3
1. Radar RDS-Total	17	156	164	9	283	391	439	555	100
2. Direct Aiming	5	46	41	2	63	57	109	98	89.9
3. Offset-III A Tgts	5	46	41	2	63	78	109	119	100
4. Fixed Angle	1	9	7	1	31	35	40	42	100
5. GPI	0	0	0	2	63	60	63	68	100
6. Mach .81	6	55	48	2	63	72	118	118	100
7. Evasive Action	3	28	20	2	63	62	91	82	90.1
8. IBDA	0	0	12	2	63	65	63	77	100
9. RDS Visual Attacks	5	46	25	2	63	125	109	150	100
10. Radar Atk, Camera	2	18	36	2	63	76	81	112	100
11. IBDA@ Mach .81	1	9	14	1	31	41	40	55	100
12. Fixed Angle	1	9	22	1	31	35	40	57	100
13. Visual Atk, Camera	2	18	16	1	31	38	49	54	100
14. Visual Release	4	37	22	2	63	63	100	85	85
15. Mav - Nite Cel Leg	4	37	32	2	63	65	100	97	97
16. Day Cel Leg	2	18	26	1	31	51	50	76	100
17. Cel Grid Leg	2	18	30	2	63	89	81	119	100
18. Radar Grid Leg	1	9	9	1	31	33	40	42	100
19. Pressure Pat Leg	1	9	4	1	31	42	40	46	100
20. Refueling - Total	3	28	39	3	95	121	123	160	100
21. Mass Nite Rflg	0	0	0	1	31	33	31	33	100
22. Max Gross Wt - Nite	0	0	0	1	31	30	31	30	96.8
23. Opt Gr Wt- 20 min.	2	18	24	1	31	47	49	71	100

SECRET

0911

SECRET

E-47
50-8 Recap

Item of Training (1)	Non-Combat Edy			Combat Ready			Total		
	Ind Total			Ind Total			%		
	Fgmt (2)	Fgmt (3)	Accomp (4)	Fgmt (5)	Fgmt (6)	Accomp (7)	Fgmt (8)	Accomp (9)	Accomp (10)
							346	167	513
24. Max Gr Wt-Day or Nite	1	9	15	0	0	0	9	15	100
25. Dry Contacts	6	55	72	6	189	200	244	272	100
26. Rendezvous - Total	4	37	50	3	95	108	132	158	100
27. Night	1	9	14	2	63	61	72	75	100
28. AN/APN-12/76 Primary	1	9	22	1	31	38	40	60	100
29. Gunnery - Max Load	2	18	27	1	31	51	49	78	100
30. Ftr Attack Mission	1	9	7	1	31	57	40	64	100
31. Big Snow Run	2	18	-	2	63	-	-	-	-
32. Little Snow Run	2	18	-	2	63	-	-	-	-
33. Little River Run	1	9	-	1	31	-	-	-	-
34. Big Photo Chatter Run	1	9	-	1	31	-	-	-	-
35. Max Chaff Dispense Out	1	9	-	1	31	-	-	-	-
36. Formation Fly-Tot Hrs	3	28	5	3	95	133	123	138	100
37. Hrs @ 30,000 ft or above	2	18	3	2	63	96	81	99	100
38. Hrs @ 10,000 ft or below	1	9	2	1	31	37	40	39	97.5

An average of the percentages obtained in Items 36, 37, 38, will be used in computing Total Training Accomplishments.

39. Pilot Prof Men	2	18	14	1	31	35	49	49	100
40. Take-Offs - A/C	6	55	157	3	95	340	150	497	100
41. Co-Pilot	3	28	37	2	63	154	91	191	100
42. Landings - A/C	6	55	158	3	95	344	150	502	100
43. Co-Pilot	3	28	37	2	63	148	91	185	100
44. ILS or GCA - A/C	4	37	76	3	95	159	132	235	100
45. Co-Pilot	2	18	25	2	63	82	81	107	100

SECRET

0912

SECRET

B-47
50-8 Recap

Item of Training (1)	Non-Combat Edv			Combat Ready			Total		
	Ind	Total		Ind	Total		Ind	Total	
	Flgnt	Flgnt	Accom	Flgnt	Flgnt	Accom	Flgnt	Accom	Accom
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
46. PFI Approach - A/C	2	18	15	1	31	40	49	55	100
47. Co-Pilot	1	9	10	1	31	44	40	54	100
48. Gyro-Out Approach-A/C	2	18	15	1	31	57	49	72	100
49. Co-Pilot	1	9	6	1	31	49	40	55	100

An average of the percentages obtained in Items 40 through 49
will be used in computing total Training Accomplishments

50. Airborne Radar Directed approach	3	28	58	3	95	163	123	221	100
51. Pressurized Flt-Combat position-hrs	4	37	50	3	95	117	132	167	100
52. Emergency Procedure Dr	4	37	53	1	31	70	68	123	100
53. Simulated Strike Repts	0	0	13	4	126	132	139	145	100
54. Night Cell Mission	0	0	1	2	63	66	64	67	100
55. Air Wpns Mission	0	0	0	1	31	31	31	31	100
56. Water Inject Take-Off	0	0	89	1	31	210	31	299	100

Average percent of Training Accomplished (Sum of Column
10 divided by the number of items)

SECRET

SECRET

305TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT Page 6 of 9 Pages

Period: 6/1/56 - 30 Nov 56

Last

RCS: 1-SAC-T35

SAC State

Current Period

4. Operations

a. Training Accomplishments

(1) Bombardment - B-47

Percent Score

- (a) Average Number of NCR Crews 9.2
 (b) Average Number of CR Crews 31.5
 (c) Number of Standboard Crews Auth 6
 (d) Training Accomplishments --- See Attachment #1

99%

(2) Tanker - KC-97

Percent Score

- (a) Average Number NCR Crews 3
 (b) Average Number CR Crews 21.4
 (c) Number of Standboard Crews Auth 3
 (d) Training Accomplishments --- See Attachment # 2

100

b. Wing Reliability B-47 Aircraft

(1) Radar RFS Bombing - Percent Score

- (a) Number Accomplished 341
 (b) Number acceptable 325

95.3

(2) Visual RFS Bombing - Percent Score

- (a) Number Accomplished 137
 (b) Number Acceptable 123

89.8

(3) Night Celestial Navigation - Percent Score

- (a) Number Accomplished 75
 (b) Number Acceptable 75

100

(4) Grid Celestial Navigation - Percent Score

- (a) Number Accomplished 104
 (b) Number Acceptable 100

96.2

SECRET

0914

SECRET

305TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT Page 7 of 9 Pages

Period: ending 30 Nov 56

Last
SAC Statement

Current Period

RCS: 1-75C-T35

	SAC TOP Wing Curtis	305 Wing	Sep	Oct	Nov	Average or Total
(5) Gunnery	Percent Score					86.2
(a) Number of crews which successfully completed fire-out as stated in 50-8 (75%)						
1 Number Required					58	
2 Number Acceptable					50	
(6) Rendezvous	Percent Score					100
(a) Number Attempted					119	
(b) Number Acceptable					119	
(7) Refueling	Percent Score					98.6
(a) Wet Hook Ups						
1 Number Attempted					144	
2 Number Successful					122	
(b) Mass Night Refuelings	Percent Score					97.4
1 Number Airborne					38	
2 Number Successful					37	
c. Wing Reliability -- KC-97	Percent Score					100
(1) Night Celestial						
(a) Number Accomplished					80	
(b) Number Acceptable					80	
(2) Grid Celestial	Percent Score					91.8
(a) Number Accomplished					49	
(b) Number Acceptable					45	
(3) Cruise Control	Percent Score					100
(a) Number Accomplished					55	
(b) Number Acceptable						

0915

SECRET

305TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT Page 8 of 9

Period: Qtr ending 30 Nov 56

Last

SAC Statement

Current Period

RCS: 1-SAC-T35

		Quarter	Month	Sep	Oct	Nov	Average or Total
(4) Rendezvous		Percent Score					
(a)	Number Attempted					218	100
(b)	Number Successful					218	
(5) Refueling		Percent Score					
(a)	Wet Hookups	Percent Score					98.2
1	Number Attempted					257	
2	Number Successful					255	
(b)	Mass Night Refueling	Percent Score					98
1	Number Airborne					50	
2	Number Successful					49	
d. Non-Combat Ready Crew Upgrading:		Percent Score					
(1)	Bombardment -- E-47	Percent Score					100
(a)	Number of NCR Crews Upgraded to Combat Ready					8	
(b)	Number of Points for Upgrading Crews					200	
(c)	Number of Combat Ready Crews Assigned (Average)					37.5	
(d)	Number of Points for Combat Ready Crews Assigned					60.0	
(2)	Tanker KC-97	Percent Score					100
(a)	No of NCR Crews upgraded to CR					3	
(b)	No of points for upgrading Crews					75	
(c)	Average No of C/R Crews Assigned					23	
(d)	No of points for C/R Crews Assigned					150	
e. Non Combat Ready Crew Flying Time		Percent Score					
(1)	Bombardment E-47	Percent Score					100
(a)	Average No NCR Crews Available					9.2	
(b)	Total NCR Flying Hours Required					690	

0916

SECRET

305TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT Page 9 of 9 Pages

Period: air ending 30 Nov 56

Last

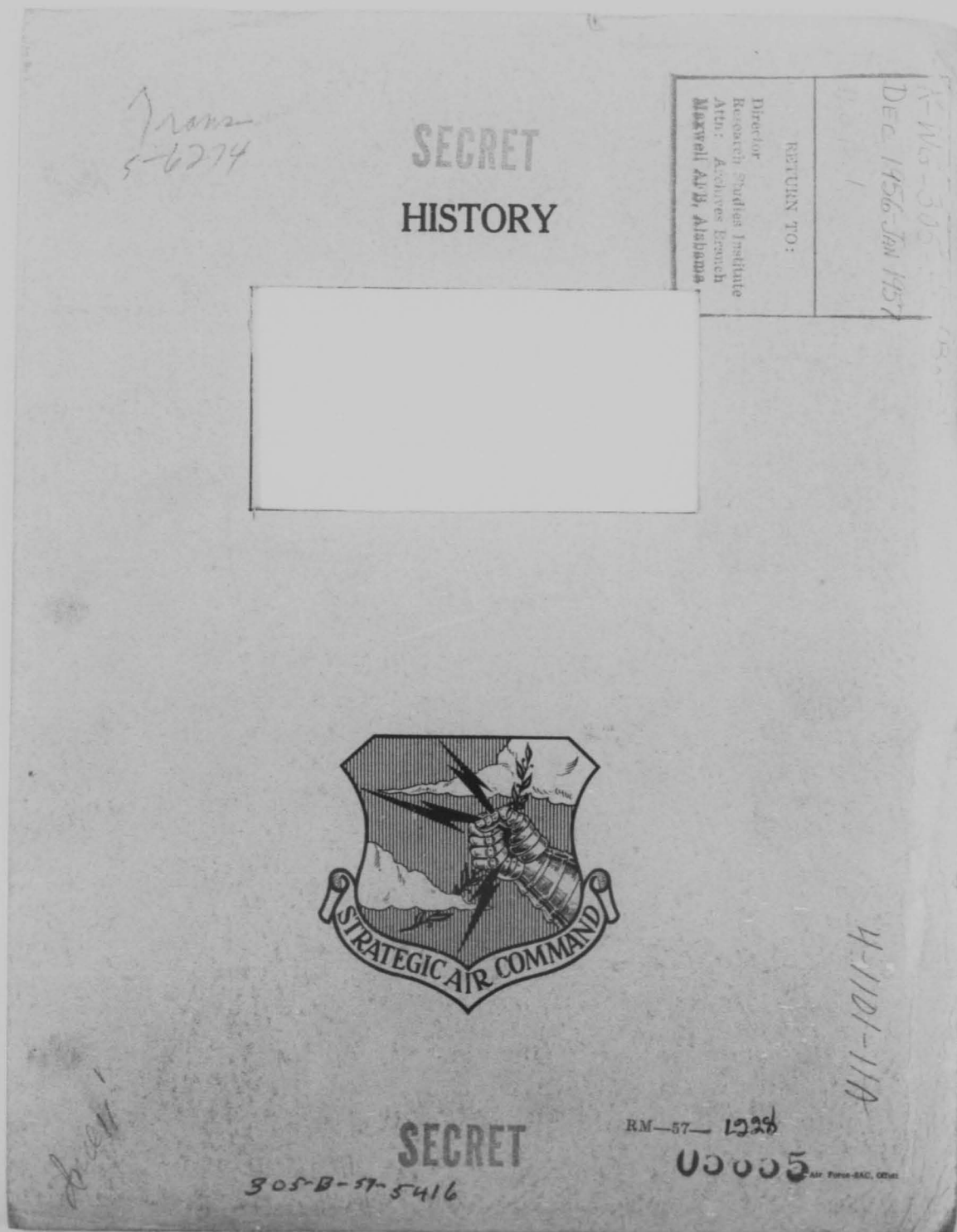
RCS: 1-620-735

SAC Statement

Current Period

	SAC ICB Wing Quarter Date	Percent Score	Sep	Oct	Nov	Average or Total
(c) Total NCR Hours Flown					959	
(2) Tanker - KC-97						100
(a) Average No NCR Crews Available					3	
(b) Total NCR Flying hours Assigned					270	
(c) Total NCR Hours Flown					284	
f. UCM Effectiveness	P-47 KC-97					100 98
g. Probation Status	Not applicable					
h. Evaluation						
(1) Number of Evaluations or Re-evaluations Attempted					30	70.5
(2) Number of Evaluations or Re-evaluations successfully completed					31	

0917



HISTORY
of
305TH BOMBARDMENT WING (M)
1 December 1956 - 31 January 1957
(Unclassified Title)
MacDill Air Force Base
Florida
(6th Air Division)
(Second Air Force)
(Strategic Air Command)

PREPARED BY:

LEONARD H. SPEARS, SSGT, USAF

RCS: AU-D5

Julian M. Bleyer
JULIAN M BLEYER
Colonel, USAF
Commander

SECRET

BCKS-01845

AM-87-1329

0923

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE</u>
I	MISSION, ORGANIZATION AND ADMINISTRATION	1
	Key Personnel Changes	2
	Organization of Detachment 1	2
	Late Reports	4
	Second Air Force Annual Inspection	4
	Dependents Assistance Program	5
II	PERSONNEL	6
	Strength	6
	Personnel Shortage By AFSC	7
	Manning In Required Specialties	7
	Reenlistment Rates	8
	Reenlistment Policy Changes	8
	Traffic Violations	10
III	MATERIEL	11
	B-47 & KC-97 AOCF Rates	11
	B-47 & KC-97 ANFE Rates	11
	Shortage Of Radio Parts	12
	Supply Shortages	13
IV	OPERATIONS AND TRAINING	15
	Operation "Tall Timber"	15
	Operation "Bear Hug"	17
	Operation "Fast Count"	17
	Air Training Program	18
	Ground Training Program	19
	Air Weapons Accomplishments	19
	Communications Problems	20
	Weather Problems	21
	Flying Accomplishments	23
	Operation "Power House"	24
	Crew Upgrading	25

SECRET

0924

INTRODUCTION

In the event of war and aggressive action against the United States or its allies, the 305th Bombardment Wing Medium must be ready to retaliate without delay and able to deliver a lethal blow to the aggressor in any part of the world. In order to maintain a combat-ready status, the 305th Bombardment Wing is constantly performing training to improve their Emergency War Plan capability. In maintaining this state of readiness, the 305th Bombardment Wing and support personnel of the 6th Air Division were deployed on temporary duty during this reporting historical period for approximately 60 days to Ben Guerir Air Base, Morocco. (Secret)

SECRET

0925

CHAPTER I

MISSION, ORGANIZATION AND ADMINISTRATION

The mission of the 305th Bombardment Wing Medium (BOMWM) during December 1956 and January 1957 was as follows: ^{1/} (Uncl)

Conducting strategic bombardment operations on a global scale, either independently or in cooperation with land and sea forces.

Maintaining assigned units in a state of readiness to permit immediate operations against enemies of the United States.

Being prepared to perform tasks assigned in current emergency plans and related operations orders.

Training bombardment crews, air refueling crews, and units for the performance of global bombardment operations.

Equipping units for accomplishment of the assigned mission.

Supporting the Air Reserve and National Guard programs in accordance with instructions received from Second Air Force or higher headquarters.

Performing special missions directed by the Commander, Second Air Force. ^{2/} (Uncl)

Colonel Julian M. Bleyer continued to command the 305th BOMWM during December 1956 and January 1957, and Colonel Frederick R. Ramputi

-
1. 2AF Reg 23-6, 1 Nov 55, filed Wg Adjutant's Section.
 2. Ibid.

SECRET

MISSION, ORGANIZATION AND ADMINISTRATION

2

continued as Deputy Wing Commander. 3/ (Uncl)

Only one change in staff personnel was recorded during this historical period, that of Lieutenant Colonel Joseph U. Ripke, Director of Personnel, being assigned additional duties as Wing Adjutant effective 6 January 1957, vice Major Dale D. Armentrout. 4/ (Uncl)

With the beginning of the new year, the 305th BOMWGM was deployed on temporary duty (TDY) to Ben Guerir Air Base, Morocco, for a period of approximately 80 days, pursuant to instructions contained in Second Air Force Operations Order 99-56. 5/ (Secret)

For the purposes of Operational Control, Administration and Command Jurisdiction of personnel who did not accompany the 305th BOMWGM on TDY, publication of General Order number 30 by Headquarters 6th Air Division on 28 December 1956 6/ established organization of Detachment 1, 305th Bombardment Wing Medium (Det 1, 305th BOMWGM). Personnel and equipment for Det 1, 305th BOMWGM were furnished from sources under the control of the Commander, 305th BOMWGM. 7/ (Uncl)

Under the provisions of Air Force Regulation 35-54, as amended, Major Wayne Smith was appointed Commander of Det 1, 305th BOMWGM effective 6 January 1957. 8/ (Uncl)

3. Roster of Key Personnel, Hq 305th BOMWGM, Dec 56. EXHIBIT 1.
4. GO 1, Hq 305th BOMWGM, 2 Jan 57. EXHIBIT 2.
5. GO 29, Hq 6AD, 28 Dec 56. EXHIBIT 3.
6. GO 30, Hq 6AD, 28 Dec 56. EXHIBIT 4.
7. Ibid.
8. GO 1, Det 1, 305th BOMWGM, 6 Jan 57. EXHIBIT 5.

SECRET

0927

MISSION, ORGANIZATION AND ADMINISTRATION

3

Other staff duties assigned in the organization of Det 1, 305th BOMWGM included Major Dale D. Armentrout, Detachment Adjutant; Captain Forrest F. Kienzle, Detachment Director of Personnel; Lieutenant Stanley E. Thomas Jr., Detachment Director of Comptroller; Major Walter A. Carter Jr., Detachment Director of Operations and Training Officer; Captain Albert K. Everingham, Detachment Director of Materiel; Captain Nick J. Caste, OIC 305th Air Refueling Squadron; Lieutenant John R. Stocker, OIC 365th Bomb Squadron, and Captain George R. Van Dyke, OIC 366th Bomb Squadron. ^{9/} (Uncl)

During the reporting historical period, a total of seven staff members had their primary and duty Air Force Speciality Code (PAFSC and DAFSC) converted from AFSC 1245, Pilot, Air Observer (AOB), to AFSC 1245A, Pilot, AOB, B-47. ^{10/} Personnel affected were Lieutenant Colonel Lawrence H. Johnson, Commander 364th Bomb Squadron, and Majors Albert R. Beaty, 364th Bomb Squadron Operations Officer; Walter A. Carter Jr., Wing Training Officer; Nathan W. Miller, 366th Bomb Squadron Operations Officer; John H. Pulley Jr., Deputy Director of Operations; Kave B. King, Director of Safety, and George E. Porter, 365th Bomb Squadron Operations Officer. ^{11/} (Uncl)

Members of the commander's staff were informed by Colonel Bleyer

9. Roster of Key Personnel, Det 1, 305th BOMWGM, Jan 1957. EXHIBIT 6.
10. PERAM 245, Hq 305th BOMWGM, 3 Dec 1956. EXHIBIT 7.
11. PERAM 245, Hq 305th BOMWGM, par 4, 3 Dec 1956. EXHIBIT 7.

SECRET

0928

MISSION, ORGANIZATION AND ADMINISTRATION

4

in their regular meeting on 14 December, ^{12/} of a letter from higher headquarters on late reports received by Brigadier General Paul S. Sarick, Commander 6th Air Division, stating of all the Air Forces within the Strategic Air Command, the Second Air Force was the greatest offender and that MacDill Air Force Base had made a poor showing. ^{13/} The commander reminded his staff that all reports are consolidated at Base Statistical Services and if a 305th report reaches higher headquarters late, the wing is charged with it even though it was hand-carried to Statistical Services on time. Colonel Bleyer cautioned the staff to be very sure that reports are submitted to Statistical Services on time. ^{14/} (Uncl)

In the 14 December Staff Meeting, the commander announced that the Second Air Force Annual Inspection would start on 14 March 1957 and that the wing could expect a 55 plan to be executed in conjunction with the inspection. ^{15/} (Uncl)

Colonel Bleyer also briefed the staff on Operation "Big Boot," which would deal primarily with the 809th Air Base Group. He informed the staff that it was a test of the maintenance capability of Air Refueling Squadrons in so far as the 55 plan was concerned and that a refueling squadron would move into MacDill Air Force Base, temporary, for the exercise. ^{16/} (Uncl)

12. Minutes of Staff Meeting, p. 3, Hq 305th BOMWGM, 14 Dec 56. EXHIBIT 8.
13. Ibid.
14. Ibid.
15. Minutes of Staff Meeting, p. 4, Hq 305th BOMWGM, 14 Dec 56. EXHIBIT 8.
16. Ibid.

SECRET

0929

MISSION, ORGANIZATION AND ADMINISTRATION

5

The commander also reminded his staff at the 14 December meeting that the Dependents Assistance personnel had contacted all the Squadron Commanders' and First Sergeants' wives asking them to attend a planning meeting with reference to the wing TDY deployment. The purpose of the meeting, the commander pointed out, was to explain what would be going on while the wing was TDY and how to get information as to who could be contacted within the respective squadrons to keep the dependents informed and to assist dependents where and when necessary. ^{17/} (Uncl)

Colonel Bleyer expressed his desire for more emphasis to be placed on the Dependents Assistance Program. He pointed out that if the Commanders' or First Sergeants' wives would not be in the area while the wing is TDY, they should ask someone else to be contact for the squadron. ^{18/} (Uncl)

17. Minutes of Staff Meeting, p. 5, Hq 305th BOMWGM, 14 Dec 56.

EXHIBIT 8.

18. Ibid.

SECRET

0930

CHAPTER II

PERSONNEL

During January 1957, the strength of the 309th BOMWG varied only slightly from that recorded during the month of December 1956. In the airmen category, for December, 1547 personnel were authorized versus 1501 assigned. This represented a shortage of 46 airmen for the entire wing during December. In January, the wing gained nine airmen to make 1510 assigned versus 1547 authorized. This represented a shortage of 37 airmen during January. ^{1/} In the officer category during December 1956, 424 officer personnel were authorized compared with 437 assigned revealing an overage of only 13 officers throughout the wing. During January 1957, the wing gained a total of 10 officers for a strength of 447 assigned officers versus 424 officers authorized. This revealed an overage of 23 officer personnel throughout the wing during the month. ^{2/} (Uncl)

When an analysis of the personnel status was made, it was found that a severe shortage still prevailed in the Aircraft Mechanic Career field. The following two charts give a more concise analysis of the shortages within the Aircraft Mechanic Career field for the wing at the termination of this historical period. ^{3/} (Uncl)

1. Reports, "MacDill Stat Summary - Part 1," Dec 56, Jan 57, prep by and on file at Base Stat Services.
2. Ibid.
3. Report, "Enlisted Pers. Data by AFSC, RCS: SAC P-21," 31 Dec 56, 31 Jan 57, filed B/Comptroller, Directorate.

PERSONNEL

7

DECEMBER 1956

<u>AFSC</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>SHORT</u>	<u>OVER</u>
43131E	28	42	-	14
43151E	196	71	125	-
43171E	94	99	-	5
TOTAL	318	212	125	19

JANUARY 1957

43131E	56	80	-	24
43151E	392	257	135	-
43171E	188	214	-	26
TOTAL	636	551	135	50

The above table for December depicted a shortage of 125 airmen in the 43151E Air Force Specialty as 196 airmen were authorized against 71 assigned. In January a shortage of 135 airmen was evident in the 43151E career field as 392 were authorized compared with 257 airmen assigned. ^{4/} (Uncl)

At the close of this historical period, manning in the required specialties for the 305th BOMWGM reached 94.5 percent for officer personnel. The number of 305th officers required totaled 420 versus 397 assigned. The actual manning percentage for officers assigned to the 305th BOMWGM was 105.2 percent. For the airmen in the 305th, the manning in required specialties was 82.1 percent. This percentage was

4. Ibid.

SECRET

0932

PERSONNEL

8

based on 1551 required airmen versus 1274 airmen assigned. The actual manning of the wing was 97.4 percent. ^{5/} (Uncl)

The reenlistment rate for the 305th BOMWGM made a sharp decline in its trend from 1 December 1956 to 31 January 1957. Dropping its lead of reenlistment rate for all organizations on MacDill Air Force Base in November 1956, the wing recorded a 19.8 percent reenlistment during the month of December 1956, as compared to .0 percent reenlistment for the month of January 1957. ^{6/} (Uncl)

The adverse affect of personnel being placed on TDY with the 305th BOMWGM must be considered in relation with the low reenlistment rates recorded in December 1956 and January 1957. This was the second year the 305th was TDY over Christmas, and the wing secured extensions to take personnel TDY. The wing, however, left 40 men behind who declared no intent to reenlist. ^{7/} (Uncl)

Effective 1 January 1957, reenlistment policies were altered. Previously, waivers to permit airmen in the grade of airman basic (A/B) and airman third class (A/3C) could be approved by the Base Commander. Under the new policy, no waivers will be granted. However, if an airman in the grade of A/B or A/3C has progressed to the grade of airman second class (A/2C) or higher and then was reduced to one of the lower two

-
5. Reports, "Officers Authorized and Assigned by Duty and Primary AFSC, SAC P-38" as of 31 Jan 57; "Enlisted Personnel Data by AFSC, SAC P-21" as of 31 Jan 57; filed Base Comptroller.
 6. Reports, "Discharge and Reenlistment Rates," Dec 56, Jan 57, filed in Base Reenlistment Office.
 7. "Analysis of Exit Interviews" filed in Base Reenlistment Office.

SECRET

0933

PERSONNEL

9

grades, he may reenlist provided he can prove he actually attained the grade of A/2C or higher. ^{8/} (Uncl)

The policy further established new mental requirements for personnel reenlisting. Airmen in the grade of A/2C and those airmen in the grade of airman first class (A/1C), not qualified at the five skill level, must achieve a score of four or higher on the technical specialty plus a score of four or higher in either the mechanical or clerical index. No waivers of this requirement will be granted. Airmen in the grade of A/1C who are qualified at the five skill level must achieve a score of three or higher on the technical specialty plus a score of three or higher on either the mechanical or clerical index. No waivers will be granted for this requirement. ^{9/} (Uncl)

Provisions remained unchanged for airmen reenlisting within 90 days in the grade of Staff Sergeant through Master Sergeant provided their primary Air Force Specialty is either at the five or seven level. However, the requirement to achieve the percentile scores of 25 is reduced to attainment of a score of 20 for airmen separated in the grade of A/1C and possessing an Air Force Specialty at the five skill level. ^{10/} (Uncl)

As a part of the overall reenlistment program, records custodians must identify airmen who will not meet the new mental requirements. Such airmen should be notified through their immediate commanders

-
8. Ltr, Hq 6AD to all units, "Reenlistment of Airmen after 1 Jan 57," 27 Dec 56. Filed Base Reenlistment Office.
 9. Ibid.
 10. Ibid.

SECRET

0934

PERSONNEL

10

and advised of the provisions which authorize retesting. Those air-
men whose scores make them ineligible for reenlistment who desire re-
reenlistment to fill their own vacancies, will be required to be suc-
cessfully retested prior to separation. Airmen not desiring to reenlist
upon discharge can, if they later decide to reenlist, avail themselves
of the one authorized retesting through the USAF Recruiting Service. ^{11/}

(Uncl)

In the 14 December Staff Meeting, the Wing Comptroller in
informing the staff of the state of discipline, pointed out that
the wing was charged with 14 traffic violations during the week,
11 as the result of an electronic speed trap set-up two days before
at the back entrance to the flight line. Colonel Rieyer then advised
the staff members of a new regulation on offenses for traffic viola-
tions was being prepared by the base and that he would pass on the
information as soon as it was obtained. ^{12/} (Uncl)

11. Ibid.

12. Minutes of Staff Meeting, Hq 305th BOMWGM, 14 Dec 56. EXHIBIT 8.

SECRET

0935

CHAPTER III

MATERIEL

During December 1956 the average B-47 Aircraft Out of Commission for Parts (AOCF) for the 305th Bombardment Wing Medium was 1.52 percent, exceeding the Second Air Force goal of 1.4 percent by only a fraction of a percent. ^{1/} (Uncl)

The KC-97 AOCF rate for the 305th was very satisfactory during this historical period. The AOCF rate for this type of aircraft was only .81 percent, far below the three percent established by Second Air Force. During the previous months of October and November, the KC-97 AOCF rates for the wing has been consistently below the Second Air Force goal. The rates for October and November were 2.02 and 2.39 percent respectively. ^{2/} (Uncl)

In December the average Aircraft Not Fully Equipped (ANFE) rate for the 305th's B-47 aircraft increased slightly. The rate recorded for December was 5.25 percent. The ANFE rate recorded for the previous month was 4.9 percent. The wing's B-47 ANFE rates have been low for the past three months when compared with the Second Air Force goal of 10 percent. ^{3/} (Uncl)

The 305th's ANFE rate for KC-97 aircraft declined slightly during

-
1. Charts, Hq 6th AD, "B-47 & KC-97 AOCF Rates," Dec 56, prep by and filed 6th AD D/M.
 2. Ibid.
 3. Charts, Hq 6th AD, "B-47 & KC-97 ANFE Rates," 31 Dec 56 prep by and filed 6th AD D/M.

SECRET

0936

MATERIAL

12

December. The KC-97 ANFE rate was 14.3 percent for the month. The rate for November was 19.7 percent. These rates exceeded the desired Second Air Force goal of 10 percent, but are attributed to the low number of cannibalizations recorded during the two months. When the number of cannibalizations are low, the ANFE rate invariably goes up. To compare, there were nine cannibalizations recorded in November, and five cannibalizations recorded for December, all time lows for the past year. Another factor contributing to the high ANFE rate for December was the deployment planned for the wing in January. ⁴ (Uncl)

The 305th B-47 In-Commission Rate for the month of December was 83.7 percent. This was a slight decline in the trend when compared with November's figure of 84.9 percent. The wing's KC-97 In-Commission Rate also declined during the month. To compare, the In-Commission Rate recorded for November was 88.5 percent, while in December the wing registered a rate of 87.9 percent for its KC-97 aircraft. ⁵ (Uncl)

In January a shortage of radio equipped vehicles existed when the wing was on TDY to Ben Guerir Air Base, Morocco. There was no aircraft maintenance expediter radio "B" net available for the Armament and Electronics, or, Field Maintenance dispatch and pick up specialists. This activity was authorized 18 vehicles and radios in

4. Charts, Hq 6th AD, "KC-97 ANFE Rate for Dec" and "Number of Cannibalizations as of 31 Dec 1956," prep by and filed 6AD D/M.
5. Report, Hq 809th ABGru, "Statistical Summary, Part III," Dec 56, filed Base Statistical Services.

SECRET

0937

MATERIAL

13

accordance with SAC Manual 66-12, and the value of the "B" net has been exemplified by the increased capability and control of all maintenance. It was recommended that every effort be made to obtain the equipment. ⁶ (Conf)

A shortage of spare parts for the Job Control Maintenance Expediter Master Radio set was also evident in the month of January while the 305th was at Ben Guerir. There were no spare components available for the FRC-27 radio maintenance expediter set, used in operation of the "A" net. It was obvious that the shortage of spare components could seriously hamper the overall control of maintenance in an exercise of the Emergency War Plan maintenance effort, for when the set goes out of commission, only telephone communication with the tactical squadron's engineering offices would be available. To alleviate the problem it was recommended that a "back-up" radio set be immediately provided and a supply of spare parts be obtained. ⁷ (Conf)

While the 305th BOMWGM was on TDY to Ben Guerir Air Base, Morocco, in January, the 305th Maintenance Supply Officer experienced difficulties in performing his duties under the concept of SAC Manual 65-2, Supply Support of Specialized Aircraft Maintenance.

-
6. Wg CO's Remarks, Part IV, Air Training Report for the Month of January. EXHIBIT 9.
7. Ibid.

SECRET

0938

MATERIEL

14

He offered the following suggestions: Base Supply review their warehouse, open storage and stock record cards pertaining to support of aircraft maintenance and have their research section post to the stock record cards the latest stock catalog number, all substitutes and correct location of the items. A system be established between Ben Guerir, Nouasseur and Sidi Slimane whereby critical parts (AMFE and AOCF) could be researched from stock records, warehouse, bench stocks and pre-issue on a 24-hour-seven-days-a-week basis by trained personnel, and that these parts be given priority transportation to the using organization. And, finally, that delivery of aircraft parts, under "Big Tin," be reviewed because the time lag between ordering parts and delivery to the using organization exceeds the time set forth in Air Force Manual 67-1, which is seven days. ^{8/}(Conf)

8. Ibid.

SECRET

0939

CHAPTER IV OPERATIONS AND TRAINING

During the month of December 1956 and January 1957 the 305th Air Refueling Squadron and the 305th BOMWGM deployed TDY to Ben Guerir Air Base, Morocco, for a period of approximately 60 days, pursuant to instructions issued in Headquarters, 305th BOMWGM, Operations Order 99-56, "Tall Timber."^{1/} (Secret)

Purpose of this rotational TDY was that of providing an Emergency War Plan capability in North Africa, continuing routine training of combat ready and non-combat ready crews, and supporting any special missions required by Headquarters 5th Air Division.^{2/} (Secret)

Operation "Tall Timber" deployed the 305th Air Refueling Squadron on 12-13 December 1956, and the 364th, 365th and 366th Bombardment Squadrons and support squadrons on 7 January 1957. "Tall Timber" further required the 305th Air Refueling Squadron to support, on a standby basis, the sister wing, the 306th Bombardment Wing Medium on their redeployment.^{3/} (Secret)

Special missions accomplished by the 305th on TDY during this reporting historical period included a Radar Bomb Scoring (RBS) evaluation of all combat ready crews, "Bear Hug," which was out-

1. OO 99-56, "Tall Timber," Hq 305th BOMWGM, 4 Dec 56. EXHIBIT 10.
2. Report, M-27, Hq 305th BOMWGM, Jan-Feb 57. EXHIBIT 11.
3. Ibid.

SECRET

0940

OPERATIONS AND TRAINING

16

lined in Operations Order 400-57, Headquarters 305th BOMWGM, dated 28 December 1956; ^{4/} the support of the global B-52 flight, "Power Flight," and "Fast Count," which tested the Air Defense capabilities in North Africa, as outlined in Operations Order 414-57, Headquarters 305th BOMWGM, dated 17 January 1957. ^{5/} All objectives of the wing's TDY during this historical period were considered successfully completed. ^{6/} (Secret)

Being the first unit of the wing to deploy under instructions contained in "Tall Timber," the 305th Air Refueling Squadron successfully deployed 25 combat ready crews and 19 combat equipped KC-97 aircraft. No delays were experienced on departure from MacDill Air Force Base, or from the staging base at Kindley Air Force Base, Bermuda. One aircraft was diverted to Lajes due to engine failure and completed deployment six days late. ^{7/} (Secret)

B-47 operations for the 305th BOMWGM TDY deployment was outlined in Annex "B" of Operations Order 99-56, "Tall Timber." The wing deployed 47 B-47 aircraft, launching in three waves with a 12-hour separation between each wave. Waves were divided into four cells with four aircraft in each cell, except the last cell which consisted of only three aircraft. The primary route for the B-47s was non-stop from MacDill Air Force Base, Florida, to Ben Guerir Air Base,

4. OO 400-57, "Bear Hug," Hq 305th BOMWGM, 28 Dec 56. EXHIBIT 12.
5. OO 414-57, "Fast Count," Hq 305th BOMWGM, 17 Jan 57. EXHIBIT 13.
6. Report, M-27, Hq 305th BOMWGM, Jan-Feb 57. EXHIBIT 11
7. Ibid.

SECRET

0941

OPERATIONS AND TRAINING

17

Morocco, with air refueling in the "Lapover" area which was Kindley Air Force Base, Bermuda. ^{8/} (Secret)

Operation "Bear Hug" was conducted by the 305th BOMWGM on 10, 11 and 12 January 1957 with the outlined mission of conducting a simulated radar bombing evaluation mission against Marrakech, Morocco, on the Radar Bomb Scoring Site. Objectives of the mission were: to determine the current radarbombing capability of the 305th BOMWGM; to exercise and appraise the Wing Staff and air crew capability to plan and execute this mission; and, to exercise and appraise the Wing Photo Interpreter capability to score bomb impact points from radar scope photography. ^{9/} (Secret)

Operations Order 414-57, entitled "Fast Count," and dated 17 January 1957, directed the 364th, 365th and 366th Bombardment Squadrons to furnish 10 B-47s on 21 January 1957 and 10 B-47s on 22 January 1957 for a penetration exercise against the North African Air Defense Network. Clearances for the mission were hand-carried to the Casablanca Air Traffic Control and indicated in the remarks section "DO NOT PASS TO AIR DEFENSE." This was accomplished in order to insure the objective of the mission: to successfully accomplish a penetration of the enemy's air defense network. For purposes of the

-
8. Annex "B", OO 99-56, "Tall Timber," Hq 305th BOMWGM, 1 Dec 56. EXHIBIT 14.
 9. OO 400-57, "Bear Hug," Hq 305th BOMWGM, 28 Dec 56. EXHIBIT 12.

SECRET

0942

OPERATIONS AND TRAINING

18

mission the enemy consisted of the 310th Air Division (Defense) with fighter units located at Nouasseur, Sidi Slimane and Boulhaut Air Bases in North Africa, and French fighter units located at Khouribga, and a jet aircraft training school at Meknes. ^{10/}(Secret)

The Air Training Program for the 305th BOMWGM during its TDY during this historical period was considered successful, although excessive formal training was lost due to a lack of advanced information on the numerous commitments placed on the wing. For the three missions, "Tall Timber," "Power Flight," and "Fast Count," a total of 21 B-47 sorties were lost and a total of 42 lost sorties were recorded for the KC-97 aircraft. While these sortie losses cannot be considered 100 percent, insufficient planning information, plus numerous changes, required scheduling only the most highly trained personnel for safe completion of the missions. A requirement for a detailed outline of TDY commitments was obtained prior to deployment, but fewer additions and changes would assure adequate planning and scheduling time, and aid in better utilization of the time flown in sorties. ^{11/}(Secret)

Construction work which was in progress on the only runway available on or about 1 February 1957 presented a distinct operational safety hazard. It was recommended that future construction be

-
10. OO 414-57, "Fast Count," Hq305th BOMWGM, 17 Jan 57. EXHIBIT 13.
11. Report, M-27, Hq 305th BOMWGM, Jan-Feb 57. EXHIBIT 11.

SECRET

0943

OPERATIONS AND TRAINING

19

coordinated with the forecast of base activities whenever possible.^{12/} (Secret)

The accelerated ground training program for the 305th BOMWGM at Ben Guerir, caused by upgrading commitments, placed a greater than normal work load on the Air Base Group, and support was excellent. The C-11 Trainer was maintained and operated to provide the 305th with not only normally scheduled utilization, but was operated overtime on numerous occasions in order to provide badly needed additional training time.^{13/} (Secret)

Air weapons accomplishments and operations while at Ben Guerir Air Base involving the 10th Aviation Depot Squadron (ADS) were accomplished without difficulty. Complete harmony was realized between the Wing Maintenance Control, A & E Weapons Release Sections, and the 10th ADS. One factor that aided ADS and the wing capability was accomplished through official augmentation of each ADS loading team with the wing A & E monitor working under assigned ADS loading teams with the ADS Loading Team Chief in charge. The 305th A & E weapons release and gunnery personnel also augmented ADS personnel with personnel for use at the weapons control point to process ammunition in Operation "Briar Rabbit," and similar type

12. Report, M-27, Hq 305th BOMWGM, Jan-Feb 57. EXHIBIT 11.

13. Ibid.

SECRET

0944

OPERATIONS AND TRAINING

20

operations.^{14/} (Secret)

10th AFS support of air weapons training requirements and standardization activities was excellent throughout. 90 percent of all air weapons training requirements for this reporting historical period were accomplished while at Ben Guerir Air Base. Air Base Group support of air weapons training requirements was excellent throughout this historical period.^{15/} (Secret)

During the early part of the 305th Bomb Wing's TDY at Ben Guerir Air Base, a communications problem made itself apparent that seriously affected the timely receipt and transmission of all message traffic to or from Ben Guerir, and was particularly hampering the "Big Tin" project traffic. Messages having to do with supplies, as a part of this project, were arriving at Tinker Air Force Base, Oklahoma, six to eight days late. In addition, the messages were often garbled to such an extent that they were valueless. Service on these garbles was not effective for purposes of expeditious handling of supplies requisitioned as a part of this procedure. The delays were primarily the result of outages on the circuits between Ben Guerir and Sidi Slimane, aggravated by the necessity of servicing a large number of messages because of garbled transmissions. During the month of January 1957, a total of 237 "Big Tin" messages were originated. 116 of these were delayed over

14. Ibid.

15. Ibid.

SECRET

0945

OPERATIONS AND TRAINING

21

two hours in the local Base Communications Center because of outages on all circuits to Sidi Slimane. The delays ran from just over two hours to better than 18 hours on some messages. Garbled transmission posed an additional problem. On one occasion, a series of messages was sent and received between Oklahoma City Air Materiel Area (OCAMA) and Ben Guerir and more than a week was spent attempting to correct one message.¹⁶ (Secret)

The matter was made the subject of a special letter to the Commander, 5th Air Division, Sidi Slimane AB, dated 15 February 1957, Subject: "Delays in Project 'Big Tin' Requisitions." The letter covered extracts from Base Communications Center logs, and included time delays by message number, outage times by circuit number, and other aspects of the problems.¹⁷ (Secret)

The Weather Detachment was operating under a severe communications handicap during this historical period. Current communications circuits are joined with Sidi Slimane by either microwave or radio teletype. Microwave controls two teletype circuits and the facsimile circuit, and has been inoperational approximately 75 percent of the time. The radio teletype circuit is considerably better, but still is in operative approximately 25 percent of the time. The only remaining

16. Ibid.

17. Ibid.

SECRET

0946

OPERATIONS AND TRAINING

22

means of obtaining information is by telephone. There are two telephone circuits available at Ben Guerir during this reporting period; one a land line and the other a microwave. The microwave was inoperative over 50 percent of the time, and the land line was very difficult to obtain during normal duty hours due to the large volume of telephone traffic between Ben Guerir and Sidi Slimane. The condition of the communications circuits reduced the effectiveness of the weather station at Ben Guerir by approximately 60 percent of its potential.^{18/}

(Secret)

Plans of the Sidi Slimane Forecast Center are to transmit twice daily EWP forecasts on the facsimile circuit when it becomes reliable.^{19/}

(Secret)

In the event of a complete communications breakdown, the Sidi Slimane forecast center procedure is to place the EWP forecasts on a courier aircraft for delivery to Ben Guerir. If this ever becomes necessary, EWP weather information would be received at the Ben Guerir weather station at approximately the same time as the briefings are scheduled under a 55 plan. This would mean that air crews would not receive the weather information at the time it would be needed, but must wait approximately one hour, and as a consequence the observer will be severely handicapped in completing his flight plan and the

18. Ibid.

19. Ibid.

SECRET

0947

OPERATIONS AND TRAINING

23

pilot would be delayed in completing his fuel log. ^{20/}(Secret)

the following chart is statistical data showing the percent of outages of the various weather circuits for the months of November 1956 through February 1957:

<u>CIRCUIT NO</u>	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>
2FL Radio Teletype	15%	25%	35%	22%
2W6 Microwave	92%	42%	48%	28%
Facsimile (Microwave)	63%	71%	95%	70%
2W7 Microwave	100%	100%	95%	94%

A forward scatter system is being tested at the present time. When these tests are completed and the system operational, it will replace the present microwave system. This is expected to be a vast improvement over the present system, but no estimated completion date is available. ^{21/}(Secret)

During the months of December and January the 305th BOMBING flew a total of 803:05 hours in performing missions ordered by higher headquarters. Broken down into missions the hours were as follows: "Tall Timber," 408:25; "Bear Hug," 293:45; "Fast Count," 85:40 "Power Flight," 11:15, and Air Show, 4:00. ^{22/}(Conf)

During December the 305th B-47 aircraft flew a total of 1176 hours making a total of 26 hours per aircraft flown for the month. In December the wing possessed an average of 45.2 B-47 type aircraft with

20. Ibid.

21. Ibid.

22. Wg CO's Remarks, Part IV, Air Training Report, Jan 57. EXHIBIT 9.

SECRET

0948

OPERATIONS AND TRAINING

24

a number of 47 aircraft on hand at the end of the month. ^{23/}(Uncl)

At the end of December the 305th possessed an average number of 10.5 KC-97 aircraft. However, at the end of the month there were no KC-97 aircraft on hand due to the temporary duty deployment. The KC-97 aircraft for the wing flew 131 hours averaging 12.5 hours flown per aircraft. The unit also possessed three C-119 aircraft with three of this type of aircraft on hand at the end of the month. The three C-119 aircraft flew 86 hours averaging 28.7 hours flown per aircraft. ^{24/}(Uncl)

During January the 305th Air Refueling Squadron had a total of 61 refueling sorties scheduled and confirmed. There were 32 airborne sorties recorded. Others included 31 sorties effecting complete electronic rendezvous, and 31 sorties transferring required fuel. ^{25/}(Conf)

A total of 30 aborts were recorded for the Air Refueling Squadron for January, nine were attributed to aircraft malfunction: one was caused by refueling equipment malfunction, and 20 others were recorded from other causes. A total of 15 Mass Night refueling sorties were cancelled due to Operation "Power Flight." ^{26/}(Conf)

On 7 December 1956 the 305th BOMGM participated in a Unit Simulated Combat Mission as outlined in Headquarters, 305th BOMGM, Operations Order 112-56, "Power House." Friendly forces for this

23. Report, "Statistical Summary, Part III," Dec 56, filed B/Comptroller.

24. Ibid.

25. Wg CO's Remarks, Part IV, Air Training Report, Jan 57. EXHIBIT 9.

26. Ibid.

SECRET

0949

OPERATIONS AND TRAINING

25

operation were the Northeast Air Command and the Military Air Transport Service, the 6th Air Division, the 809th Air Base Group, Detachment 1, 26th Weather Squadron, 70th Air Refueling Squadron, and the 384th Bombardment Wing. The mission of "Power House" for the 305th BOMWG was to launch 36 B-47E aircraft in three waves with each wave to have a 12 hour separation, consist of three cells, four aircraft to each cell. The force would refuel with an onload of 40,000 pounds and attack designated target in San Antonio, Texas, Post-Striking at MacDill Air Force Base, Florida. ^{27/} (Secret)

The month of January recorded a total of 10 combat crew members gained by the wing compared with a total of four combat crew members lost. ^{28/} (Conf)

Because of school quota requirements for non-combat ready crews, non-combat ready crew personnel were left at MacDill when the wing went on TDY. The wing has also been unable to upgrade some non-combat ready crews due to non-availability of assigned non-combat personnel for Air Training. As these personnel become available for training, crew changes will be made which will accelerate the upgrading of non-combat ready crews. ^{29/} (Conf)

In his 14 December Staff Meeting, the commander informed his staff members that General Curtis E. LeMay, Commander in Chief,

27. OO 112-56, "Power House," Hq 305th BOMWG, 30 Nov 56. EXHIBIT 14.
28. Wg CO's Remarks, Part IV, Air Training Report, Jan 57. EXHIBIT 9.
29. Ibid.

SECRET

0950

OPERATIONS AND TRAINING

26

Strategic Air Command, sent a letter to Major General George W. Mundy, Commander, Second Air Force, which was endorsed to Brigadier General Paul S. Barick, Commander, 6th Air Division, stating that KC-97 aircraft crews would go into the KC-135 aircraft program. Some refueling squadrons will be trained as entire squadrons. Largely, however, the best KC-97 crews will be selected, sent through training at Castle Air Force Base, and then reassigned to various units. Although there is nothing definite yet, Colonel Eleyer estimated that about 1 April 1957 the wing may have to nominate two or three crews, and he reemphasized the importance of pushing the upgrading program within the Air Refueling Squadron. ³⁰ (Uncl)

30. Minutes of Staff Meeting, p. 5, Hq 305th BOMBGRM, 14 Dec 56.
EXHIBIT 8.

SECRET

0951

INDEX OF EXHIBITS

<u>EXHIBIT</u>	<u>TITLE OF EXHIBIT</u>
1.	Roster of Key Personnel, Hq 305th BOMWGM, Dec 56.
2.	GO 1, Hq 305th BOMWGM, 2 Jan 57.
3.	GO 29, Hq 6AD, 28 Dec 56.
4.	GO 30, Hq 6AD, 28 Dec 56.
5.	GO 1, Det 1, 305th BOMWGM, 6 Jan 57.
6.	Roster of Key Personnel, Det 1, 305th BOMWGM, Jan 57.
7.	PERAM 245, Hq 305th BOMWGM, 3 Dec 56.
8.	Minutes of Staff Meeting, Hq 305th BOMWGM, 14 Dec 56.
9.	Wg CO's Remarks, Part IV, Air Training Report for the Month of January.
10.	OO 99-56, "Tall Timber," Hq 305th BOMWGM, 4 Dec 56.
11.	Report, M-27, Hq 305th BOMWGM, Jan-Feb 57.
12.	OO 400-57, "Bear Hug," Hq 305th BOMWGM, 28 Dec 56.
13.	OO 414-57, "Fast Count," Hq 305th BOMWGM, 17 Jan 57.
14.	Annex "B", OO 99-56, "Tall Timber," Hq 305th BOMWGM, 1 Dec 56.
15.	OO 112-56, "Power House," Hq 305th BOMWGM, 30 Nov 56.

E
X
H
I
B
I
T
S

SECRET

0952

HEADQUARTERS 30TH BOMBARDMENT WING, MEDIUM
MacDill Air Force Base, Florida

ROSTER OF KEY PERSONNEL
(1 December 1956)

<u>NAME</u>	<u>HOME ADDRESS</u>	<u>DUTY PHONE</u>	<u>HOME PHONE</u>
COLONEL JULIAN M. BLEYER Wing Commander	404 Staff Loop MacDill AFB	23-051	34-221
COLONEL FREDERICK R. HAMPTI Deputy Wing Commander	37 Second Drive MacDill AFB	33-051	8-3872
MAJOR DALE D. ARMENTROUT Wing Adjutant	1023 Bay Blvd Indian Rocks Beach	33-051	Clearwater 91-4750
LT COL JOSEPH U. RIFRO Director of Personnel	4312 South Lois Ave Tampa	21-061	64-8622
MAJOR WILLIAM E. MITCHELL Director of Comptroller	3701 Tacon St Tampa	37-331	62-5771
LT COL STANLEY J. JOHNSON Director of Operations	30 Garden Drive MacDill AFB	35-321	8-2201
MAJOR JOHN H. PULLEY Deputy Director of Operations	1 Hillsborough Loop MacDill AFB	35-321	8-2064
MAJOR LON B. BERRY Chief of Intelligence	6103 Bayshore Dr MacDill AFB	23-831	8-2391
MAJOR FRANCIS M. STONE Chief of Plans	6603 Bayshore Dr Tampa	30-861	65-6732
MAJOR WALTER A. CARTER JR. Wing Training Officer	4208 Fair Oaks Ave Tampa	37-351	64-0764
MAJOR KAVE B. KING Director of Safety Flying Safety Officer	32 Second Drive MacDill AFB	36-461	8-3863
MAJOR PAUL H. EDWARDS Wing Ground Safety Officer Wing Security Officer	6213 Sanders Drive Tampa	36-461	63-5872
COLONEL CHARLES L. PERKINS Director of Material	2303 South Hale Ave Tampa	32-561	81-0754
LT COL WILLIAM A. UTLEY Chief of Maintenance	7 Bridges Loop MacDill AFB	32-561	8-2651

NAME	HOME ADDRESS	DUTY PHONE	HOME PHONE
MAJOR JOHN E BEANLAND Wing Logistics Officer	8 Bridges Loop MacDill AFB	25-151	8-2754
LT COL RAYMOND W RENNIE Wing Surgeon	MOO 394 (Waldorf) Rm #11, MacDill AFB	24-161	28-211
CAPT JAMES R SCORRY Wing Chaplain	55 Bridges Loop Tampa	32-181	
CAPT DAVID J O'CONNELL Commander, Hq Sq Section	4604 So Rencell Dr Tampa	28-051	65-3981
MAJOR R. A. SCHOOLCRAFT Comdr, 305th Fld Maint Sq	4010 Rogers Ave Tampa	23-931	64-262
MAJOR DEAN E HAYDEN Comdr, 305th Per Maint Sq	4411 Ballast Pt Tampa	38-311	61-5441
MAJOR ROBERT V SUNOBERG Comdr, 305th A & E Sq	4 Second Drive MacDill AFB	21-361	8-3554
LT COL JOHN M CHAPMAN Commander, 305th AREFSM	618 Riveria Dr Davis Island, Tampa	38-081	86-2443
MAJOR EDWARD M POTTER JR 305th AREFSM Ops Officer	4526 Vasconia St Tampa	29-321	65-5022
LT COL LAWRENCE H JOHNSON Comdr, 364th Bomb Sq	4604 Trask St Tampa	32-101	65-6781
MAJOR ALBERT R BEATY 364th Bomb Sq Ops Officer	4305 Knights Ave Tampa	26-051	61-5501
LT COL JAMIE M PHILPOTT Comdr, 365th Bomb Sq	4016 Zelar St Tampa	27-381	72-6521
MAJOR GEORGE E PORTER 365th Bomb Sq Ops Officer	10 Second Drive MacDill AFB	36-801	8-3641
LT COL JOHN F SWOFFORD Comdr, 366th Bomb Sq	702 Bella Vista Tampa	33-791	73-2281
MAJOR NATHAN W MILLER 366th Bomb Sq Ops Officer	3920 Estrella St Tampa	38-021	89-1714

NOTE: Call Ext 26-361 or 25-561 for location of above named officers after duty hours.

A TRUE COPY:

Allen D Porter
ALLEN D PORTER
Major, USAF
Adjutant

/s/ DALE D ARMENTROUT
/t/ DALE D ARMENTROUT
Major, USAF
Adjutant

GO 15, Hq 305th BW, is the last of the series for 1956

HEADQUARTERS
305TH BOMBARDMENT WING MEDIUM (SAC)
MacDill Air Force Base, Florida

GENERAL ORDERS)
NUMBER 1)

2 January 1957

STAFF ASSIGNMENT-----LIEUTENANT COLONEL JOSEPH U RIZKO 90444,
this Headquarters, is assigned as Adjutant, effective 8 January 1957,
vice MAJOR DALE D ARMENTROUT 40479303, this headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DALE D ARMENTROUT
Major, USAF
Adjutant

Dale D ArmentROUT

DALE D ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION:
USAF, plus

5 Wg Historian
2 Wg Adjutant
6 Hq 2nd
4 Wg Personnel
1 Comdr, 1st
1 Base Personnel Officer

MEMORANDUM
 2ND AIR DIVISION (SAC)
 MacDill Air Force Base, Florida

20 December 1956

SUBJECT: (SAC)
 (SAC)

3

1. PLACEMENT OF 305TH BOMBARDMENT WING TO APO 113, USA - 1. Pursuant to instructions contained in Second Air Force Operations Order 99-56, the 305th Bombardment Wing (Medium) Less Detachment 1 and the 305th Tactical Hospital will move from MacDill Air Force Base, Florida, to APO 113, New York, New York for a period of approximately 90 days temporary duty, effective 0001 hours, 4 January 1957. Upon completion of temporary duty, organization will return to MacDill Air Force Base, Florida.

2. Appropriate remark will be entered in the organizational status table of the morning report in accordance with Air Force Manual 171-6, as amended.

3. Personnel of assigned or attached units that do not accompany wing on temporary duty movement will be attached to Detachment 1, 305th Bombardment Wing (Medium) for operational control, administration and command jurisdiction, effective upon departure of unit to which assigned or attached.

4. AUTHORITY: Second Air Force Operations Order 99-56, and paragraph 26 Strategic Air Command Regulation 20-15, dated 4 August 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

/s/ F A WILLIAMS
 MAJOR, USAF
 Adjutant

/s/ LESLIE J. WALKER
 /t/ LESLIE J. WALKER
 CWO, USAF
 Asst Adjutant

A TRUE COPY:

Allen D. Porter
 ALLEN D. PORTER
 Major, USAF
 Adjutant

HEADQUARTERS
30th Air Division (ACT)
MacMill Air Force Base, Florida

FEDERAL ORDER)
100000 30)

28 December 1956

COMBINATION OF BOMBARDMENT 1, 305th Bombardment Wing, (ABW) - 1. Detachment 1, 305th Bombardment Wing (Medium) is organized at MacMill Air Force Base, Florida, effective 0001 hours, 6 January 1957.

2. The 305th Tactical Hospital and personnel assigned the 305th Air Refueling Squadron who are presently attached to the Headquarters 305th Bombardment Wing and will not accompany the Wing on Temporary Duty Movement will be attached to Detachment 1, 305th Bombardment Wing (Medium) for operational control, administration and command jurisdiction, effective 0001 hours, 6 January 1957.

3. Appropriate remark will be entered in the organizational status table of the morning report in accordance with Air Force Manual 171-6, as amended.

4. Personnel and equipment will be furnished from sources under the control of the Commander, 305th Bombardment Wing, (Medium).

5. AUTHORITY: Air Force Regulation 20-27 and Strategic Air Command Supplement 1 to Air Force Regulation 20-27.

BY ORDER OF THE COMMANDER:

OFFICIAL:

/s/ F A MILLER
Major, USAF
Adjutant

/s/ LESLIE J. WATSON
/s/ LESLIE J. WATSON
CWO, USAF
Asst Adjutant

A TRUE COPY:

Allen D. Porter
ALLEN D. PORTER
Major, USAF
Adjutant

DETACHMENT I
305TH BOMBARDMENT WING (MEDIUM) (S/C)
MacDill Air Force Base, Florida

GENERAL ORDERS)
NUMBER 1)

6 January 1957

ASSUMPTION OF COMMAND. - Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of Detachment I, 305th Bombardment Wing (Medium), SAC, effective this date.

DISTRIBUTION:
S, Plus

WYATT SMITH
Major, USAF
Commander

2 - Morning Report Section
2 - Wg Adjutant
4 - Wg Historian
6 - Hq 21F

DETACHMENT I
305TH BOMBARDMENT WING MEDIUM (S C)
MacDill Air Force Base, Florida

ROSTER OF KEY PERSONNEL
(6 January 1957)

NAME	HOME ADDRESS	DUTY PHONE	HOME PHONE
MAJOR WAYNE SMITH Detachment Commander OIC, 364th Bomb Sq OIC, Hq Sq Section	Lot 3, Hillsborough Ip MacDill AFB	23-051 39-511 25-901	8-2063
MAJOR DALE D. ARMENTROUT Detachment Adjutant	1023 Bay Blvd Indian Rocks Beach	33-051	Clearwater 91-4750
CAPT FORREST F. KINNELL Detachment D/Personnel	3316 Pearl Ave Tampa	21-061	62-5983
LT STANLEY E. THOMAS JR Detachment D/Comptroller	3311 Cherokee Ave Tampa	37-331	62-8534
MAJOR WALTER E. CARTER JR Detachment D/Operations Detachment Training Officer	4208 Fair Oaks Ave Tampa	37-351	64-0764
CAPT BLAINE K. EVERINGHAM Detachment D/Material	Box 394 MacDill AFB	32-561 37-521	28-211
CAPT NICK J. CASTE OIC, 305th Squadron	20 Second Drive MacDill AFB	38-081	8-3433
LT JOHN P. STOCKER OIC, 365th Bomb Sq	4511 Gaines Rd Tampa	27-361	65-8073
CAPT GEORGE F. VAN DYKE OIC, 366th Bomb Sq	4418 Ohio St Tampa	33-791	None

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

DISTRIBUTION: S, plus 10 Comdr 60D; 10 Comdr 809th ABG; 2 Base Postal Directory; 5 Base ISO; 3 Resident Auditor; 3 Chief Switchboard Operator; 5 Provost Marshall; 3 Base Billeting Office; 5- 305th D/Pers; 6 - 305th BW D/Ops; 3 Base Chaplain; 3 Wg Surgeon; TOTAL: 112 copies

Wg Historian

HEADQUARTERS
305TH BGI BORDENWORTH FIELD (SAC)
MacDill Air Force Base, Florida

PERSONNEL ACTIONS (IN ORDINANCE)
NUMBER 245)

3 December 1956

1. PAFSC & DAFSC of the FNO, ORGN IND, this IG, this STA, are converted from AFSC 1241, Pilot AOB to AFSC 1241A, Pilot, AOB B-47.
AUTH: AFM 36-1A dtd 1 Mar 56.

364TH BGI RCN
MAJ DON W. DUVAL 19960A CAPT CHARLES A. HAIR AC18557085
MAJ ALFRED F. WHEE AC221821 CAPT ELORY L. COFFORD AC765379
MAJ CHARLES W. WHEELER AC8278073

365TH BGI RCN
MAJ ROBERT D. FLIGOR 14227A CAPT SYSTAF E. JOHNSON AC682483
CAPT ADRIAN S. LILQUIST 27689A CAPT ROBERT A. HILLOREY 15078A
CAPT NEIL S. COLBY AC813328 CAPT ALBERT POLYAK 15275A
CAPT JOHN D. HANSON AC736192 1/LT WILTON R. SHLOCK AC2218252
CAPT CONRAD HARTSCH AC1831049 2/LT WILLIS C. PEAK AC3056929

366TH BGI RCN
LTC EARL W. CUNNINGHAM 8299A CAPT DEXTER E. TIEFFENTHAL AC532946
MAJ THEODORE P. RANNEY 19200A CAPT TECH E. R. VAN DYKE AC683350
MAJ JOHN I. SERAFIN 13193A 1/LT LAWRENCE DUVAL JR AC2221668
MAJ MONROE H. STONIS 15040A 1/LT WILLIAM W. GEMIN AC2226459
CAPT WILLIAM E. KRAVE AC283255 1/LT LESTER W. ZIELINSKI AC2722770
CAPT GEORGE R. RUSSELL 23661A 2/LT CHARLES W. COLLINS AC3056694
CAPT CARL L. STORCKING 21562A

2. PAFSC & DAFSC of the FNO, ORGN IND, this IG, this STA, are converted from AFSC 1245, Pilot, AOB to AFSC 1245A, Pilot, AOB, B-47.
AUTH: AFM 36-1A dtd 1 Mar 56.

364TH BGI RCN
LTC RICHARD F. HELMER JR 19089A CAPT CHARLES V. CREECH JR AC753045
MAJ WALTER L. BATES 13946A CAPT DAVID F. GULSS 19579A
MAJ RANDOLPH H. DAHL AC774561 CAPT FREDERICK J. HAMPTON 22197A
MAJ HOWARD P. DUE 18643A CAPT WALLACE G. HYNES JR 16792A
MAJ WILLIAM J. HUNTER AC682825 CAPT THOMAS A. HETLER AC823868
MAJ ROBERT J. MACAULLEY 13040A CAPT FREDERICK G. NICHOLS AC722516
MAJ LESTER R. PRUITT JR AC828006 CAPT JOHN D. HELVES AC87778A
MAJ THEODORE W. TEDROL 13049A CAPT JOHN D. SHOPSTALL AC739350
MAJ PERRY P. WELLS AC748364 1/LT GEORGE W. GUTH 26075A
CAPT WILLIAM F. BAKER 25837A 2/LT PHILIP H. KEMIN AC3056717

365TH BGI RCN
LTC PHILIP B. WEGGLE AC803023 CAPT MARSHALL G. FOOTE AC2086381
MAJ GEORGE A. WATKINS 15103A CAPT RICHARD A. KOWR AC2071207
MAJ WESLEY E. WINGLEY 14331A CAPT TOM M. RUST AC2069584
MAJ JAMES D. WELER AC700518 CAPT JAMES P. VITKO 19880A
MAJ FRED J. WELER AC815272 CAPT FURSHING G. ZIMMERMAN 14434A
MAJ WENDELL R. TERRY 15701A

0960

IERA 245, HQ 305TH BOMG, SAC, MacDill AFB Florida, 3 December 1956

365TH BOMB			
LTC	CLAUDE C. WOOTEN	122404	144J DONALD A. CROWE 1466.
LTC	ROY CUD J. WILSON	124534	144J GEORGE C. JOYCE .0665921
LTC	WERNER E. ENCK	92451	144J JAMES D. KLEINE JR 13301.
LTC	WILLIAM D. COCKE	123374	CMIT RODGERS L. CROWDER JR 264764
LTC	HARRY B. ROBERTSON JR	12408329	CMIT RICHARD L. KILMER 19678.
LTC	JOHN E. WILSON	124742	CMIT RICHARD L. COLUMBY .0827880

3. AFSC of the FPO, CMW WD, this WG, this STN, is converted from AFSC 1241, Pilot, AOB to AFSC 1241, Pilot AOB, P-47. AUTH: AF 36-1 dtd 1 Mar 56.

144J DONALD V. KILMER .0665921

144J DONALD V. KILMER .0665921

4. AFSC of the FPO, CMW WD, this WG, this STN, is converted from AFSC 1241, Pilot, AOB to AFSC 1241, Pilot, AOB, P-47. AUTH: AF 36-8 dtd 1 Mar 56.

LTC LAWRENCE F. WILSON 122404 144J ALBERT R. BEATY .0800810

144J GEORGE E. FORTER 129044

144J PATRICK L. MILLER 125114

144J WILLIAM A. CARTER JR 120064 CMIT CHARLES J. VOYCE .0684917
 144J RALPH B. KING JR 120064
 144J JOHN H. TUTTLE JR 122894

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH U. RIVKO
 LT COL, USAF
 Director of Personnel

John H. Tuttle
 COLONEL, USAF
 2ND Lt, USAF
 Personnel Officer

DISTRIBUTION:

2 CYS HQ 305TH BOMG CUIAF, 2 CYS BASE DIR OF IERS,
 2 CYS BASE DIR, 2 CYS BASE CMA, 2 CYS DIR OF CTS 305TH BOMG, 2 CYS BA
 CTS & A. S. DISTRICT PLUS 1 FOR 201 FILE, 1CY HQ 2AF ATTN: DMCU, 1 CY
 B. S. S. 1 CYS LG HISTORIAN

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

MINUTES OF STAFF MEETING
0900 hours, 14 December 1956

Presiding: Colonel Bleyer

COMPTROLLER

State of Discipline: (As of 13 Dec) The wing has had 2 military offenses on base, 1 civilian offense off base, 22 major traffic violations on base, 1 minor traffic violation on base, 5 major traffic violations off base, 4 AW 15's, 2 VD cases, 2 disabling injuries, and 3 First-Aid cases.

The wing was charged with 14 traffic violations this week, 11 as the result of the speed trap set up two days ago at the back entrance to the flight line.

Broken Dental Appointments: (As of 13 Dec) The 355th, 356th, and A&E Squadrons have each been charged with 2, and the ARS and FMS have each been charged with 1 broken dental appointment.

Maintenance Manhour Time Cards: (6 thru 12 December) Of the 4,711 cards submitted by the wing, 19 errors were recorded, for an error rate of 4.03 per 1,000.

Delinquent Reports. These reports are still taking from 4-7 days to reach the squadrons from the Provost Marshal.

Reports. Coordination has been effected with Base Stat and the wing staff sections and Lt. Thomas advised that the problem of who will prepare the reports and who will submit them during the TDY has been squared away.

OPERATIONS

ARS Deployment. The Director of Operations commended the Air Refueling Squadron for its very fine deployment. All aircraft took off on time.

PERSONNEL

Demotion of Airmen. Lt. Col. Ripko invited attention to a letter from SAC on the administrative demotion of airmen. Commanders are encouraged to use their demotion authority instead of trying to eliminate airmen under 39-16 and -17. During the period 1 July 1955-1 July 1956, SAC allocated in excess of 77,000 promotion quotas, but during that period there were less than 100 demotion actions. Copies of the correspondence will be forwarded to all squadrons.

Signing Out. The Director of Personnel complimented the Squadron Commanders for the way all personnel in ARS and deploying with ARS signed out. Everyone has been accounted for. He requested that Squadron Commanders insure that all personnel sign out on the forthcoming wing deployment.

Currency. The serial number of any bill over \$5 denomination must be copied down upon arrival at the forward base. This will delay the processing of anyone with a \$5 bill or higher in his possession. Squadron Commanders were requested to pass this information on to their people.

MATERIEL

Local Purchase Funds. Col. Perkins advised that local purchase funds are very limited. The wing has been allocated \$2,200 for the balance of December. Materiel will divide it among the squadrons on the basis of past requirements.

Local Purchase Equipment. The Base has authorized \$40,000 for the local purchase of equipment. Requirements amount to \$103,000. The Director of Materiel requested squadrons to screen their requirements and advise Wing Supply by 17 December in what priority they want their requirements purchased.

Petty Cash. During the months of January and February, rear echelon personnel will require \$1,000 a month in petty cash purchase funds to expend for paint, etc., for work to be done while the wing is TDY. The Budget Review Panel has agreed to consider our requirements for this period.

Clothing Allowance. As a matter of information, Col. Perkins advised that he knows of surveys made by the Comptroller at two bases which utilized sales figures for the Clothing Sales Store and the Post Exchange, plus "guesstimates" obtained from talking to uniform dealers downtown. The Comptrollers found that only 20% of the authorized clothing allowance was being used to purchase uniform clothing.

364TH SQ

Aluminum Ladders. Lt. Col. Johnson asked if these ladders would be received prior to deployment.

Col. Perkins advised that if the 364th places a higher priority on the ladders than on their other equipment requirements, he feels reasonably certain the ladders will be here in time for TDY.

CHIEF OF MAINTENANCE

Flyaway Kits. As of 15 December, the 364th was 92.4% complete, the 365th was 91.5% complete, the 366th was 90.3% complete, and the ARS was 96.0% complete. Lt. Col. Utley advised that as of 1 January 1957 the flyaway kits will be 97% completed, as required.

ARS Deployment. The Chief of Maintenance thanked the squadrons for the excellent support furnished during the ARS deployment. The entire operation went smoothly, and he believes that we may have set some sort of record in getting all aircraft off as scheduled and on time.

SAFETY

Safety Plaque. Maj. King extended his appreciation to the Squadron Commanders for their help in winning the Ground Safety Plaque for November.

Speed Trap. Maj. King reemphasized that we can expect the speed trap to be continually rotated around the base. Those personnel caught speeding to date have been traveling considerably above the speed limits.

Maj. King advised that a survey will be made within the next few months and will result in some of the speed limits on the base being changed.

Flight Line. The Director of Safety requested that continued emphasis be placed on keeping the flight line free of debris between now and deployment.

366TH SQ

"Open House." Lt. Col. Swofford invited the wing staff to attend the 366th "Open House" tomorrow, Saturday, 1400-1600. Two B-47's and equipment will be on display.

DEPUTY COMMANDER

Work Orders. Col. Ramputi requested that units submit Work Orders for items they desire accomplished while the wing is TDY to the Director of Materiel for an early consolidation.

Advon. Col. Perkins will be Team Commander of the Advance Party. Staff members who have initial requirements for reception at the forward base are to contact him. Col. Ramputi will review the requirements.

COMMANDER

Late Reports. Gen. Emrick has received a letter on this subject from higher headquarters. Of the Air Forces in SAC, Second Air Force is the greatest offender, and MacDill has made a poor showing. Col. Shearer will check with Base Stat to see whether organizations are meeting deadlines for turning reports in to Base Stat. The Comptroller has been monitoring this program carefully. All reports are consolidated at Base Stat, and if a 305th report reaches higher headquarters late, the wing is charged with it even though it was hand-carried to Base Stat on time. Col. Bleyer cautioned the staff to be very sure that our reports are submitted to Base Stat on time.

Traffic Violations. A new regulation on offenses for traffic violations is being prepared by Base. Col. Bleyer advised that he will try to get some definite information on what it will include before the Wing Traffic Review Board meets this afternoon.

Rear Echelon. The Rear Echelon Commander will be decided this afternoon. Squadron Commanders were requested to submit to Col. Ramputi, in Memo form, not later than 21 December, a list of the items they want the rear echelon commander to attend to while the wing is TDY. Capt. Nick Caste will be Commander of the ARS rear echelon.

Maintenance Stands. Col. Bleyer noticed that last night at 2330, in the 364th area, some stands were sitting around between the aircraft. They were not locked, and there was no one around. He directed that aircraft be buckled up at night and that stands be returned to their designated areas.

Control Room/Details. Col. Bleyer briefed on the date the 305th Wing will be relieved of all details and the effective date of the transfer of the primary Control Room to the 306th Wing.

Second Air Force Inspection. The Annual Inspection will start on 14 March. We can expect a 55 Plan to be executed in conjunction with the inspection.

The Personnel records will be back here and will need a lot of work while the wing is TDY. Operational and maintenance records will be worked on overseas. The supply records will be at MacDill where the Squadron Commanders won't have control over them. Col. Bleyer desires that Squadron Commanders review the previous Second Air Force Inspection Reports, particularly with regards to supply.

Capt. Everingham will be with the rear echelon for a while before departing for PCS to the UK. He will control supplies and supply personnel and see that supply records are brought up to date. 263 equipment will be one of the items the inspectors will surely check. When Captain Everingham leaves, there will be no immediate replacement because Capt. Daniell will be TDY with the wing. Col. Tyler will stay on top of supply for us between the time Capt. Everingham leaves and the time the wing returns.

'Big Boot'. Col. Bleyer briefed on this operation, which will deal primarily with the Air Base Group (housing, messing and refueling). This is a test of the maintenance capability of Air Refueling Squadrons in so far as the 55 Plan is concerned. A refueling squadron will temporarily move into MacDill for this exercise.

Inspection of Private Vehicles. A USAF pamphlet requires an extensive Air Force-wide inspection of all private vehicles. Instructions will be forthcoming. Col. Bleyer suggested that the wives be advised because the program may start while the men are TDY.

364TH SQ

Keeping Current. Lt. Col. Johnson suggested mailing issues of "The Airman" to the wives who will be away from this area while the wing is TDY, so they will be informed of what is going on at MacDill.

COMMANDER

TV Shows. "This is Your Life", "Today", (the Dave Garroway show), and "The Big Payoff", will be telecast directly from Hangar 4 during the period 2-4 January. This will be the kick-off for the annual March of Dimes drive. The 305th may be called upon to provide a B-47 JATO water/alcohol take-off and a B-47-tanker hook-up. Col. Bleyer desires that our military courtesy, dress, and security consciousness be "tops". There will be many VIP's on the base during that period, and we want them to have a good impression of MacDill. Col. Bleyer will discuss this more fully at Commander's Call.

Uniform Clothing. Evidently, TDY bases have been complaining that personnel are failing to take sufficient uniform clothing when they deploy, and as a result are depleting the Clothing Sales Stores stocks overseas. Base Commanders of overseas bases will report units who do not bring all the proper clothing with them.

KC-135 Jet Tanker Program. Gen. Lemay sent a letter to Gen. Mundy, which was indorsed to Gen. Emrick, stating that KC-97 crews will go into the KC-135 program. Some refueling squadrons will be trained as entire squadrons. Largely, however, the best KC-97 crews will be selected, sent through training at Castle Air Force Base, and then reassigned to various units. Although there is nothing definite yet, Col. Bleyer estimated that about 1 April we may have to nominate 2-3 crews, and reemphasized the importance of pushing the upgrading program in ARS.

Proper Wearing of Uniform. It is permissible to wear the flight jacket on the line and to and from home over khakis during cold weather, but it is not to be worn in the Officers' Club. If an officer is in complete flying uniform, he can eat in the Snack Bar at the club. Otherwise, the flight jacket will not be worn off the line.

Also, Col. Bleyer desires that the uniform be worn as properly overseas as it is at MacDill. There is no excuse for not having the proper uniform and plenty of clothing in clean, wearable condition.

Christmas Present for CLIFAC. The wing is 3 short of its goal of two reenlistments per squadron by Christmas. To date 13 men have reenlisted.

Dependents Assistance Program. The D/A people contacted all the Squadron Commanders' and First Sergeants' wives to ask that they attend a planning meeting with reference to the forthcoming deployment. The purpose of the meeting was to explain what would be going on while the wing was TDY and to get information as to who could be contacted within the respective squadrons to keep dependents informed and to assist dependents where necessary. The wing had a very poor representation. In fact, in two squadrons neither of the wives was present.

Col. Bleyer desires that more emphasis be placed on this program. Our men do a good job for us and we should show more interest in their welfare and in the welfare of their families. If the Commanders' wives or First Sergeants' wives will not be in this area while the unit is TDY, they should ask somebody else to be the contacts in the squadrons.

Attached for Flying. 305th ARS personnel will fly with the 306th ARS and Base Flight. They will be attached to the 809th Air Base Group for flying, but the 306th will let qualified people fly on their tankers. Col. Bleyer instructed Capt. Caste to be sure that all rated personnel entering the organization while the main body is TDY get their 60-2 requirements, and to give the Wing Director of Operations a list of all rated personnel so orders can be cut attaching them to the Base for flying.

DALE D. ARMENTROUT
DALE D. ARMENTROUT
Major, USAF
Adjutant

CONFIDENTIAL

300th COMBATTANT WING MEDIUM

Wing Commander's Remarks
Part IV of

Air Training Report for the Month of January 1957

AOS: 5-340-712

6. Wing Commander's Remarks:

a. Hours flown performing missions ordered by higher headquarters:

(1) Hours flown on "Tall Timber"	400:25
(2) Hours flown on "Bear Hug"	293:45
(3) Hours flown on "Fast Count"	05:40
(4) Hours flown on "Lower Flyte"	11:15
(5) Hours flown on Air Show	4:00
TOTAL:	003:05

b. Weather or Local Conditions:

(1) Hours lost due to weather: none

c. Air Traffic Control Delays:

(1) Not applicable for this reporting period.

d. Restrictive Directives:

(1) Not applicable for this reporting period.

e. Combat Crew Members Gained and Lost:

(1) Combat Crew Members Gained:

(a) Aircraft Commanders: 6

(b) Co-pilots: 2

(c) Observers: 2

(2) Combat Crew Members Lost:

(a) Aircraft Commanders: 3

(b) Co-pilots: 1

f. Crew Member Changes:

(1) Aircraft Commanders: 7

(2) Co-pilots: 6

(3) Observers: 5

g. New Crews Formed:

(1) Crew N-05 formed 1 January 1957.

(2) Crew N-10 formed 1 January 1957.

(3) Crew N-32 formed 6 January 1957.

(4) Crew N-41 formed 1 January 1957.

CONFIDENTIAL

0967

CONFIDENTIAL

3051.W.
1-12
Page 2 of 6 pages

- (5) Crew N-42 formed 8 January 1957.
- (6) Crew N-45 formed 1 January 1957.
- (7) Crew N-64 formed 2 January 1957.
- (8) Crew N-72 formed 22 January 1957.

h. Crew Status Changes:

- (1) S-31 downgraded IN-01 3 January 1957.
- (2) L-03 downgraded IN-03 3 January 1957.
- (3) N-04 upgraded to N-04 1 January 1957.
- (4) N-22 upgraded to N-22 25 January 1957.
- (5) N-25 upgraded to N-25 1 January 1957.
- (6) L-26 disbanded 3 January 1957. Aircraft Commander to Wing Staff. Observer to L-02. Co-pilot to IN-10.
- (7) N-39 to L-39 1 January 1957.
- (8) N-41 upgraded to N-41 16 January 1957.
- (9) N-47 upgraded to L-47 1 January 1957.
- (10) N-49 disbanded 1 January 1957. Aircraft Commander to Co-pilot L-35. Observer to N-42. Co-pilot to N-45.
- (11) N-51 disbanded 1 January 1957. Aircraft Commander transferred to 306th B.N. Observer to N-64. Co-pilot to L-39.
- (12) N-53 disbanded 1 January 1957. Aircraft Commander to L-40. Observer to N-41. Co-pilot to N-41.
- (13) S-54 relieved from Standboard 26 January 1957.
- (14) N-56 upgraded to N-56 1 January 1957.
- (15) L-57 assigned to Standboard 26 January 1957.
- (16) N-65 disbanded 8 January 1957. Aircraft Commander to N-42. Observer to N-46. Co-pilot to Aircraft Commander on N-37.
- (17) L-79 downgraded to IN-79 3 January 1957.

i. Standardization Crews:

- (1) Senior Standardization Crew - S-76, 3 October 1956.
- (2) 364th Bombardment Squadron - S-09, 15 July 1955.
- (3) 364th Bombardment Squadron - S-17, 1 May 1956.
- (4) 365th Bombardment Squadron - S-38, 1 May 1956.
- (5) 365th Bombardment Squadron - S-54, relieved 26 January 1957.
- (6) 365th Bombardment Squadron - L-57, assigned 23 January 1957.
- (7) 366th Bombardment Squadron - S-01, 3 October 1956.

CONFIDENTIAL

0968

CONFIDENTIAL

305 E.W.
T-12
Page 3 of 6 Pages

J. Additional Materiel and Personnel Problems:

- (1) Shortage of Radio Equipped Vehicles: There is no aircraft maintenance expediter radio "F" net available at Ben Guerir for A&E and Field Maintenance dispatch and pick up of specialists. This activity is authorized eighteen (18) Vehicles and radios in accordance with Section VI, paragraph 16D (15), SAC Manual 66-12 dated December 1955. The value of the "F" net has been exemplified by the increased capability and control of all maintenance. It is recommended that every effort be made to obtain this equipment.
- (2) Shortage of Spare Parts for the Job Control Maintenance Expediter Master Radio Set: There are no spare components available for the RAC-27 radio maintenance expediter set, used in operation of the "A" net. The shortage of spare components could seriously hamper the overall control of maintenance in an exercise of the JCM maintenance effort. When the set goes out of commission, only telephone communication with the tactical squadrons' engineering offices is available. It is recommended that a "back-up" radio set be immediately provided and a supply of spare parts be obtained for this set.
- (3) Supply Support of Specialized Aircraft Maintenance at Ben Guerir: Under the concept of SAC Manual 65-2, Supply Support of Specialized Aircraft Maintenance, the 305th Maintenance Supply Officer has experienced difficulties performing his duties and offers the following suggestions:
 - (a) That Base Supply review their warehouse, open storage and stock record cards pertaining to support of aircraft maintenance and have their research section post to the stock record cards the latest stock catalog number, all substitutes and correct location of the items.
 - (b) That a system be established between Ben Guerir, Monasseur, Sidi Slimane whereby critical parts (ANFE, AOCF) could be researched (Stock Records Warehouse, Bench Stocks, Pre-issue) on a twenty four (24) hour, seven (7) days a week basis by trained personnel, and that these parts be given priority transportation to the using organization.
 - (c) That delivery of aircraft parts, under Big Tin, be reviewed; the time lag between ordering parts and delivery to the using organization exceeds the time set forth in AFM 67-1, Volume 16, Section I, paragraph 2, (7 days).

CONFIDENTIAL

0969

CONFIDENTIAL

305 H.W.
112
Page 4 of 6 Pages

K. Refueling Data:

(1) Number of refueling sorties scheduled and confirmed:	61
(2) Number of Sorties:	
(a) Airborne	32
(b) Effecting complete electronic rendezvous	31
(c) Transferring required fuel	31
(3) Number of aborts due to:	
(a) Adverse Weather	0
(b) Aircraft Malfunction	9
(c) Electronic Rendezvous Equipment Malfunction	0
(d) Refueling Equipment Malfunction	1
(e) Other Causes	20
(4) Mass Night Cell Refuelings:	
(a) Confirmed Sorties	0
(b) Airborne Sorties	0
(c) Sorties transferring required fuel	0

NOTE: 15 MASS/NIGHT refueling sorties cancelled due to "Power Flyte"

L. Comments or Recommendations of the Wing Commander.

- (1) Crews qualified in "Hi-Jinks" training are as follows:
 - (a) 42 combat ready crews qualified in "Hi-Jinks" runs.
 - (b) Not applicable for this reporting period.
 - (c) One (1) non-combat ready crew will be qualified in "Hi-Jinks" runs and is scheduled for upgrading during February 1957.
- (2) Non-Combat ready Crew Upgrading Schedule. School quota requirements necessitated leaving Non-Combat Crew personnel at MacDill. Other personnel will report to the Wing at MacDill during this TDY. This Wing has been unable to upgrade some Non-Combat ready Crews due to non-availability of assigned non-combat ready personnel for Air Training. As these personnel become available for training, crew changes will be made which will accelerate the upgrading of non-combat ready crews.
 - (a) IN-01 - Dye - (TDY B-52 Program).
 - (b) IN-03 - MacMullin - (TDY B-52 Program).

CONFIDENTIAL

0970

CONFIDENTIAL

305 S.W.
 T12
 Page 5 of 6 Pages

- (c) IN-05 - Saunders - Estimated combat-ready date is May 57.
- (d) IN-10 - Crain - Estimated combat-ready date is June 57.
- (e) N-20 - Waldo - Estimated combat-ready date is 1 Feb 57. Delayed by abort on 51-4 Standardization Check, rescheduled on 1 Feb 57 for check.
- (f) IN-23 - Marshall - Estimated combat-ready date is May 57. Date revised due inability of assigned Co-pilot to join TDY Unit.
- (g) IN-24 - Duval - Estimated combat-ready date is May 57. Original programmed date revised due INIF of Co-pilot and slippage in assignment date of Aircraft Commander.
- (h) IN-27 - Hyde - Estimated combat-ready date is Jun 57. Date revised due late quota assignment for Observer who will be available for flight 1 Mar 57.
- (i) IN-31 - Bellefeuille - Estimated combat-ready date is Jun 57. Original programmed date changed because of Aircraft Commander accelerated upgrading by one month.
- (j) IN-32 - Smith - Estimated combat-ready date is Jun 57.
- (k) IN-33 - Neckart - Estimated combat-ready date is Apr 57. Date of upgrading changed because the proficiency level of the Observer dictates additional training necessary.
- (l) IN-37 - Gordon - Estimated combat-ready date is Jun 57. Date of upgrading is changed based on pending crew change to utilize more effectively the experienced personnel for crew formation and upgrading at an earlier date.
- (m) IN-42 - Ludwig - Estimated combat-ready date is May 57.
- (n) IN-45 - Gillock - Estimated combat-ready date is Jun 57.
- (o) IN-46 - Hartsch - Estimated combat-ready date is Jun 57. Date of upgrading changed because the Observer was sent to Squadron Officers Course and the date of return precludes earlier accomplishment of upgrading.
- (p) IN-61 - Fligor - Estimated combat-ready date is May 57. Upgrading date realigned to conform with the overall Wing program.
- (q) IN-62 - Maloney - Estimated combat-ready date is unknown. Former Co-Pilot removed and upgraded to combat-ready, and the replacement has not joined the organization. Unable to predict combat-ready date until a record review is accomplished upon completion of TDY.
- (r) IN-64 - Lloyd - Estimated combat-ready date is Apr 57.
- (s) IN-70 - Joyce - (TDY B-52 Program).
- (t) IN-72 - Briggs - Estimated combat-ready date is Jun 57.
- (u) IN-79 - Kleine - (TDY B-52 Program).
- (v) IN-82 - Williams - Estimated combat-ready date is Apr 57.
- (w) IN-83 - Stoneking - Estimated combat-ready date is May 57. Original date revised due to training losses generated by TDY and Higher Headquarters missions.

CONFIDENTIAL

0971

CONFIDENTIAL

305 S.W.
T12
Page 6 of 6 Pages

- (x) R-31 - Burgess - Estimated combat-ready date is Apr 57. Scheduled date revised one month due to excessive ROK training losses.
 - (y) R-35 - Cummings - Estimated combat-ready date is Apr 57. Scheduled date revised one month due excessive ROK training losses.
 - (z) R-38 - Wiley - Estimated combat-ready date is Jun 57. Personnel remained in States to meet required school quotas.
 - (aa) R-90 - Mansuett - Estimated combat-ready date is Jun 57. Personnel remained in States to meet required school quotas.
 - (bb) R-93 - Batroel - Estimated combat-ready date is Mar 57. Date accelerated one month due superior crew progress.
 - (cc) R-94 - Haake - Estimated combat ready date is Jun 57. Personnel remained in States to meet required school quotas.
- (3) Electronic Landers:
- (a) ARN-64/ARN-69 Landers:
 - (1) Attempted 5
 - (2) Successful 5
 - (3) Unsuccessful 0
 - (b) ARN-42/ARN-76 Landers:
 - (1) Attempted 15
 - (2) Successful 15
 - (3) Unsuccessful 0
 - (c) Malfunctions - None.

Julian M. Bleyer
JULIAN M. BLEYER
Colonel, USAF
Commander

CONFIDENTIAL

0972

(When Filled In)

SAC : FORM OCT 86 184b PREVIOUS EDITION IS OBSOLETE. FC: 2720.

Air Force - SAC, Offutt

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																				UNIT		MONTH		PAGE NR	NR OF PAGES	REPORTS COM.	DL SYMBOL																		
																				305th Bombardment Wing Medium		Jan 1957		4	5	5-SAC-T12																			
L. GENERAL	M.	PILOT PROFICIENCY										N. ATO	KADAM PRESS	EMERG	SIM. STR.	NIGHT	T. AIR WEAPONS	MISCELLANEOUS																											
CREW NUMBER	NUMBER OF MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORE RADAR TAKE-OFFS	NR OF RADAR TAKE-OFFS	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF AIRCRAFT (Missions)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED	53	54	55	56	57	58	59	60																
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP											43	44	45	46	47	48	49	50	51	52														
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27																									
N10	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-																								
N20	001	05	01	04	02	04	02	-	-	-	-	-	002	003	004	005	001	001	-	-	-																								
N33	-	02	-	02	-	-	-	-	-	-	-	-	-	-	001	001	-	-	-	-	-																								
N64	-	01	-	01	-	01	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-																								
N84	-	07	-	07	-	05	-	-	-	-	-	-	-	-	-	001	001	001	-	-	-																								
N85	-	03	-	02	-	01	-	-	-	-	-	-	-	001	-	001	-	-	-	-	-																								
N92	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-																								
N93	-	03	-	03	-	02	-	-	-	-	-	-	001	001	002	003	001	001	-	-	-																								
NCR																																													
Totals	001	25	01	23	02	14	03	-	04	-	-	-	005	007	010	014	003	004	-	-	-																								
Wing																																													
Totals	021	195	60	201	51	155	71	14	23	16	20	-	059	114	145	095	110	046	003	-	-																								
XXXXX	-	34	15	33	19	20	19	-	03	-	-	-	005	001	005	004	-	005	-	-	-																								
NCR																																													
Prac	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																								
Crews reported on - 17 Select; 11 Lead; 13 Combat Ready; 29 Non-Ready.																																													

SAC 1 OCT 56 184b PREVIOUS EDITION IS OBSOLETE. FC: 2720.

Air Force - SAC, Odet

(When Filled In)

CONFIDENTIAL

0974

SAC : FORM 184b PREVIOUS EDITION IS OBSOLETE. FC: 2720.

Air Force - SAC, Offutt

(When Filled In)

CONFIDENTIAL

(When Filled In)

SAC : FORM 154b PREVIOUS EDITION IS OBSOLETE. FC: 2720.

Air Force - SAC, Offutt

(When Filled In)

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																		UNIT		MONTH		PAGE NR	NR OF PAGES	REPORT	VTROL SYMBGL							
																		305th Bombardment Wing Medium		Jan 1957		2	5	5-510-T12								
L. GENERAL	M.	PILOT PROFICIENCY										N.	ATO	RADAR PRESS O APPR. FLT	EMERG O DRILL	SIM. STR. R. REPT	NIGHT S. CELL	T. AIR WEAPONS	STDB UCHECK V.	MISCELLANEOUS												
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INDICATOR TAKE-OFFS	NR OF AIR BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLIGHT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED SITING REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIR/WT)	NUMBER OF SIMULATOR MISSIONS	MONTHLY STANDARDIZATION CHECK COMPLETED	53	54	55	56	57	58	59	6			
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP											53	54	55	56	57	58	59	6			
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27												
R04	001	03	-	03	-	03	-	01	01	-	01	-	001	001	002	002	001	001	-	-	Dec											
R07	001	04	01	05	-	04	01	-	-	01	-	-	001	002	003	004	002	001	-	-	Jan											
R13	-	04	01	05	-	03	01	-	-	-	-	-	001	-	003	004	-	001	-	-	Nov											
R25	-	03	01	04	-	03	-	02	02	01	-	-	001	-	003	002	001	001	-	-	Nov											
R40	-	03	02	03	02	01	-	01	-	-	02	-	001	002	002	001	002	002	-	-	Nov											
R52	-	04	-	04	-	04	-	-	-	-	-	-	001	004	004	003	004	001	-	-	Nov											
R56	-	05	02	05	02	06	03	01	01	02	01	-	002	005	005	003	003	001	-	-	Nov											
R73	001	05	02	06	01	04	-	01	02	01	-	-	001	003	005	002	002	001	-	-	Nov											
R77	001	05	-	05	-	05	-	-	-	01	-	-	001	002	004	001	001	001	-	-	Nov											
R80	-	02	-	02	-	01	04	-	-	-	-	-	001	001	003	001	002	001	-	-	Nov											
R94	-	04	05	05	04	02	06	-	-	-	-	-	003	004	003	001	003	001	-	-	Jan											
R22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Jan											
R41	001	01	03	01	03	03	02	-	01	01	01	-	001	002	001	001	-	-	-	-	Jul											
CR																																
Totals	005	43	17	48	12	37	17	06	07	07	05	-	015	026	038	025	021	012	-	-	-											
N22	-	04	-	04	-	01	01	-	-	-	-	-	001	002	003	003	-	001	-	-	Jan											
N41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Jul											

FORM 1 OCT 56 1845 PREVIOUS EDITION IS OBSOLETE. FC: 2726.

AIR FORCE - SAC, OFFICE

(When Filled In)

CONFIDENTIAL

0977

SAC : FORM 184b PREVIOUS EDITION IS OBSOLETE. FC: 2720

Air Force - SAC, Offutt

When Filled In

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III														UNIT		MONTH		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL										
														305th Bombardment Wing Medium		Jan 1957		5	5	5-SAC-T12										
PILOT PROFICIENCY														ATO		RADAR PRESS		ENERG		SIM. STR.		NIGHT		T. AIR WEAPONS		STANDARDIZATION		MISCELLANEOUS		
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPH APPROACHES		GYRO-DUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER TAKE-OFFS	NR OF AIRBORNE RATED DIRECTED APPROACHES	NR OF HOURS PRESSURIZED FLIGHT POSITION	NR OF CREW BOMBING PROCEDURE DRILLS	NUMBER OF SIMULATED SYNTAXED REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRMAIL)	NUMBER OF SIMULATOR MISSIONS	MONTHLY STANDARDIZATION CHECK COMPLETED	52	54	55	56	57	58	59	60	
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																			
0-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27										
Average number Combat Ready crews assigned: 40.67																														
Average number Combat Ready crews available: 39.67																														
Average number Non-Combat Ready crews assigned: 29.40																														
Average number Non-Combat Ready crews available: 5.80																														
5 Select and 1 Lead Crew assigned as Standardization Crews.																														
Percentage of 50-8 Requirements completed: Bombing - 32.93; Navigation - 72.10; Refueling - 31.96; Gunnery - 60.00; Pilot Proficiency - 35.41;																														
Air Weapons - 29.16; Miscellaneous - 81.43.																														

SAC 1 OCT 56 1845 PREVIOUS EDITION IS OBSOLETE. FC. 2720.

Air Force - SAC, Other

(When Filled In)

CONFIDENTIAL

0979

SECRET

HEADQUARTERS
305 TH BOMB WING (M)

OPERATIONS ORDER

99-56

"TALL TIMBER"

10



4 DEC 56



305-B-1971

SECRET

0980

CLASS SECRET
AUTH CONDR 305 BW
DATE 1 December 1956
NAME *J. H. ...*

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

305DO

1 December 1956

SUBJECT: 305th Bombardment Wing Operations Order, Serial Number 99-56
/UNCL/

TO: See Distribution

1. Inclosed is 305th Bombardment Wing Operations Order 99-56, dated 1 December 1956. Annex "B" and appendi: thereto to be forwarded at a later date.

FOR THE COMMANDER:

Dale E. Ascentrout
DALE E. ASCENTROUT
Major, USAF
Adjutant

1 Incl
305th BW O/O 99-56
dtd 1 December 1956

SECRET

0981

Secret

HEADQUARTERS, 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
1 December 1956

TABLE OF CONTENTS

Operations Order 99-56	Basic Plan
Annex A	Intelligence
Annex B	B-47 Operations
Appendix 1	Route Overlay
Appendix 2	Recap Sheet
Appendix 3	Flight Plan
Annex C	KC-97 Operations
Appendix 1	Recap Sheet
Appendix 2	Navigator's Flight Plan
Appendix 3	Engineer's Flight Plan
Annex D	Communications
Appendix 1	KC-95 Communications
Tab 1	UHF Channelization
Tab 2	UHF/HF Position Reporting
Appendix 2	B-47 Communications
Annex E	Reports

Secret

SECRET

SECRET
 AUTH: CDR 305 BW
 NAME: Johnson
 DATE: 1 Dec 56

Headquarters, 305th Bombardment Wing (M)
 MacDill Air Force Base, Florida
 1 December 1956

Operations Order

Order 99-56

REFERENCES: As required

ASSIGNMENTS:

304th Bomb Squadron	Lt Col L.H. Johnson
305th Bomb Squadron	Lt Col J.M. Philpott
366th Bomb Squadron	Lt Col J.F. Swafford
305th Air Refueling	Lt Col J.M. Chapman
305th Field Maintenance	Major R.A. Schoelkopf
305th Armament & Electronics	Major R.V. Sundberg
305th Periodic Maintenance	Major D.B. Hayden
305th Headquarters Squadron	Captain D.J. O'Connell

1. GENERAL SITUATION: The requirement exists for the rotation of the 305th Bombardment Wing (Medium) to Morocco.

a. INTELLIGENCE: See Annex A

b. FRIENDLY FORCES:

(1) MATS, USAFE and 3rd Weather Wing will provide airlift support, base facilities, search/rescue, communications and weather support as applicable.

(2) 303rd Air Refueling Squadron. Provide air refueling sorties in Kindley area for 305th Bombardment Wing B-47s deploying to Morocco.

2. MISSION: To deploy 305th Bombardment Wing (Medium) and 305th Air Refueling Squadron to Ben Guerir Air Force Base, Morocco, for approximately sixty (60) days TDY.

SECRET

305 BW
 C/Order 99-56
 1 Dec 56

0983

SECRET

3. BASES FOR SQUADRONS

a. 364th, 365th and 366th Independent Squadrons.

- (1) Schedule and launch aircraft as indicated in appendix 1, Annex B.
- (2) Schedule participating crew members for briefing and critiques as indicated in Annex B.
- (3) Issue necessary flight orders and mission reports.
- (4) Deploy other personnel and equipment in accordance with 6th Air Division Administrative Plan 99-56, dated 1 December 1956.
- (5) Coordinate with 800th Food Service Squadron for messing requirements.

b. 365th Air Refueling Squadron:

- (1) Schedule and launch aircraft as indicated in appendix 1, Annex C.
- (2) Schedule participating crew members for briefing and critiques as indicated in Annex C.
- (3) Issue necessary flight orders and mission reports.
- (4) Deploy other personnel and equipment in accordance with 6th Air Division Administrative Plan 99-56, dated 1 December 1956.
- (5) Coordinate with 800th Food Service Squadron for messing requirements.

c. Headquarters Squadron, 365th Field Maintenance Squadron, 365th Armament and Electronics Squadron and 365th Periodic Maintenance Squadron:

- (1) Provide moral support.
- (2) Deploy personnel and equipment in accordance with 6th Air Division Administrative Plan, 99-56, dated 1 December 1956.

305 SW
C/Order 99-56
1 Dec 56

(2)

SECRET

0984

SECRET

A. General Information:

- a. Unidentified aircraft for this operation is "Fall Tiger".
- b. X-Day is 15 December 1956.
- c. All times are Zulu.
- d. General briefing for 305th Air Refueling Squadron will be conducted in the 305th Post Wing Briefing room at 2100Z (1400 EST), 15 December 1956.
- e. General briefing for B-47 crews will be conducted in the 305th Post Wing Briefing room at 1230Z (1230 EST), 2 January 1957.
- f. Pre-take off briefings will be conducted in the 305th Post Wing Briefing room. Reference is made to Appendix 1, Annex B, for B-47 crews and Appendix 1, Annex C, for KC-97 crews.
- g. Critique time and date will be announced later.
- h. Sector Rules:
 - (1) B-47 overseas landing bases: In accordance with AFR 60-16.
 - (2) B-47 alternate: As established by local regulation or AFR 60-16, whichever is more restrictive.
 - (3) Missed air refueling alternates must have alternate landing field rules as prescribed by AFR 60-16.
 - (4) KC-97: In accordance with AFR 60-16.
- i. Fuel Reserve Rules:
 - (1) B-47: Arrive over destination or alternate with 11,000 pounds reserve.
 - (2) B-47 aircraft that miss air refueling will land at Kindley Air Base and will be refueled and launched non-stop Kindley Air Base to Ben Guerir Air Base.

305 BW
 Order 99-56
 Dec 56

(3)

SECRET

0985

SECRET

(3) KC-97: In accordance with AFR 60-16.

j. If weather in both primary and alternate refueling areas cause deployment delay and the predicted winds are acceptable, B-47 aircraft may be launched for a non-stop to Ben Guerir. The cell composition timing and routes will be the same as indicated in Appendix 1 and 2, Annex B.

k. All crews will be briefed on let down procedures at enroute bases, destinations and alternates, prior to departing from MacDill AFB.

l. Wing Operations and Training will provide one tower officer for take-offs if marginal weather conditions exist at MacDill AFB.

m. B-47 aircraft will be deployed with E bomb-bay configuration.

n. ATC clearances will not be cancelled for VFR let downs, except in emergencies. In order to maintain good traffic control, B-47 aircraft will be required to make the published let down and a GOV at Ben Guerir, except in emergencies.

o. Flying Safety takes precedence over all objectives of this operation.

4. ADMINISTRATIVE AND LOGISTICS MATTERS: See 6th Air Division Administrative Plan 99-56, dated 1 Dec 56.

a. KC-97 aircraft, personnel and equipment.

(1) The KC-97 transit maintenance team will depart A-6 by support aircraft, consisting of sixteen (16) persons and 12.8 tons of material.

(2) Movement of main body (KC-97) will be on X-4, consisting of approximately 573 persons and 11.1 tons of material by unit KC-97 aircraft.

305 BW
C/Order 99-56
1 Dec 56

SECRET

(4)

0986

SECRET

(3) Movement by support aircraft on X-5 through X-3: Ten (10) persons and 52.2 tons of material.

b. B-47 aircraft, personnel and equipment.

(1) The advance party consisting of 55 persons will depart on support aircraft on X # 13.

(2) The transit maintenance team consisting of 31 persons and 10.5 tons of material will depart by support aircraft on X # 16.

(3) Phase I: Personnel to be in place prior to the arrival of B-47 aircraft

(a) On X # 16 and X # 17 a total of 234 persons and 31 tons of material will depart on support aircraft.

(b) Movement of the main body (B-47) will be on X # 19, consisting of 180 persons and 45 tons of material.

(4) Phase II and III: Movement by support aircraft on X # 18 through X # 25 consisting of approximately 1003 persons and 91.3 tons of material.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

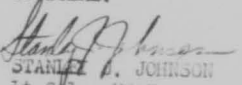
b. Operational Responsibility:

(1) 2AF retains overall operational responsibility for all aircraft movements.

(2) 5th Air Division exercises operational responsibility for aircraft movement east of 35°W.

c. Communication: See Annex D.

OFFICIAL:


STANLEY A. JOHNSON
Lt Col., USAF
Director of Operations

ELEYER
Colonel
Commander

SECRET

305 IW
O/Order 99-56
1 DEC 56

5. Annexes
 A. Intelligence
 B. E-47 Operations
 C. KC-97 Operations
 D. Communications
 E. Reports

SECRET

DISTRIBUTION:

CMDR SAC	2	
CMDR 2AF	2	
CMDR 6AD	2	
CMDR 5AD	2	
CMDR 306 BW	2	
CMDR 303 AREFS	2	
CMDR DEL 1 26 WX SQ	1	
CMDR 4234 USAF HCSP	1	
CMDR 305 BW	1	
D/CMDR 305 BW	1	
D/CPN 305 BW	1	
DEP D/CPN 305 BW	1	
D/INT	1	
D/M 305 BW	3	
PLANS DIV	1	
C & T	1	
CONTROL ROOM	5	
FLYING SAFETY	1	
ECMB NAV	1	
COMMUNICATIONS	1	
305 BW HISTORIAN	4	
CMDR 364 BS	50	(Minus Annex C + App 2 Ann D)
CMDR 365 BS	50	(Minus Annex C + App 2 Ann D)
CMDR 366 BS	50	(Minus Annex C + App 2 Ann D)
CMDR 305 AREFS	50	(Minus Annex B + App 1 Ann D)
CMDR 305 PMS	1	
CMDR 305 FM	1	
CMDR 305 AEE	1	
CMDR Hq Sq	1	
COMADG	1	
COMADG	1	
TOTAL	242	

SECRET

305BW
 O/Order 99-56
 1 Dec 56

(6)

0988

HEADQUARTERS, 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida
1 December 1956

SECRET

ANNEX "A"

OPERATIONS ORDER

SERIAL NR 99-56

"TALL TIMBER"

INTELLIGENCE

Annex A
305BW O/Order 99-56
1 Dec 56

SECRET

0989

Headquarters, 305th Bombardment Wing (M)
MacDill Air Force Base, Florida
1 December 1956

ANNEX A

OPERATION ORDER

SERIAL NR 99-56

"TALL TIMBER"

SECRET

INTELLIGENCE

1. NAVIGATION MAPS AND CHARTS: Each aircraft crew will be issued a sixty day supply of maps and charts and will be issued these materials prior to their departure on this mission.

2. BWP COMBAT MISSION FOLDERS:

a. BWP assigned crews will carry mission folders for assigned BWP targets. The Wing BWP Study Officer will assure that combat mission folders are reviewed and that normal BWP target materials are included for assigned rotational targets. Attention is directed to Section I, paragraph 9 (i), Subject: Emergency Destruction, AFR 205-1. Crew members will be responsible for safeguarding and for destruction of all classified materials aboard the aircraft in case of emergencies such as crash landing, bail-out, stranded in foreign areas, ditching, etc.

b. Precautions will be exercised at all times to preclude the compromise of target and other classified material.

3. SURVIVAL INTELLIGENCE:

a. Equipment sustenance kit, type E-1 or E-2, when available will be issued to combat crew members prior to their departure on this mission.

305BW ANNEX A
C/Order 99-56
1 Dec 56

SECRET

0990

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
1 December 1956

SECRET

ANNEX "C"

OPERATIONS ORDER

SERIAL NR 99-56

"TALL TIMBER"

KC-97 OPERATIONS

Annex C
305BW O/Order 99-56
1 Dec 56

SECRET

0991

HEADQUARTERS, 305TH BOMBARDMENT WING (STRATEGIC)
MacDill Air Force Base, Florida
1 December 1956

ANNEX C

OPERATIONS ORDER

SERIAL NR 99-56

"TALL TIMER"

KC-97 OPERATIONS

SECRET

1. GENERAL:

- a. The 305th Air Refueling Squadron will deploy all available aircraft and crews to Ben Guerir AB, Morocco for approximately sixty (60) days TDY.
- b. Aircraft will depart MacDill AFB, Florida and land Kindley. Crews will depart Kindley for Ben Guerir, Morocco, after approximately fifteen (15) hours of crew rest. See timing recap Appendix 1, Annex C.
- c. Pre-take off briefings will be conducted in the Wing Briefing Room at the times indicated in Appendix 1, Annex C.
- d. Fuel reserves and weather minima are in accordance with AFR 60-16, as amended.
- e. Participating pilots will be thoroughly briefed on all letdown and approach procedures for enroute bases and alternates prior to departing MacDill AFB.

2. SCHEDULE: Pre-take off briefings, start engines, taxi and take off times are as shown on the timing recap. See Appendix 1, Annex C.

Annex C
305BW O/Order 99-56
1 December 1956

SECRET

3. ATC CLEARANCE:

SECRET

a. Aircraft Commanders will submit completed Form 175' (Section C will indicate "Tall Timber Route" as briefed), Form F's and loading lists to the briefing officer following the General Briefing.

b. Duplicate Form 175's and ATC Clearance will be distributed at the Pre-take off Briefing.

c. Approved ATC altitudes will be observed.

d. All danger areas will be avoided.

4. NAVIGATION: Route will be flown as indicated in the Navigator's Flight Plan. See Appendix 2, Annex C.

5. FLIGHT PERFORMANCE: Fuel load, planned reserve, etc., are as indicated on the Engineer's Logs. See Appendix 3, Annex C.

6. TRAINING: Maximum 50-9 training will be accomplished.

7. EMERGENCY BASES:

Pinecastle AFB, Fla.

Hunter AFB, Ga.

Kindley AB, Bermuda

Lajes AB, Azores

Santa Maria AB, Azores

Sidi Slimane AB, Morocco

Nouasseur AB, Morocco

Annex C
305BW O/Order 99-56
1 December 1956

-2-

SECRET

0993

HEADQUARTERS, 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base, Florida
1 December 1956

APPENDIX 1

SECRET

ANNEX C

OPERATIONS ORDER

SERIAL NR 99-56

"TALL TIMBER"

RECAP SHEET

Aircraft Commander	Acft No	Call Sign	Pre-take off brief	Eng Start	Taxi	Take off	Pre-take off brief	Eng Start	Taxi	Take off
Raaz	7270	10	13/ 2145	13/ 2320	13/ 2330	14/ 0000	14/ 1845	14/ 2020	14/ 2030	14/ 2100
Sanders	7263	22		2335	2345	0015		2035	2045	2115
Jane	1205	13		2350	0000	0030		2050	2100	2130
Freeman	7271	11		14/ 0005	0015	0045		2105	2115	2145
Jenkinson	7261	26	2245	0020	0030	0100	1945	2120	2130	2200
Swarts	2642	31		0035	0045	0115		2135	2145	2215
Staley	1203	23		0050	0100	0130		2150	2200	2230
Beerman	2839	24		0105	0115	0145		2205	2215	2245
Richards	1184	16	2345	0120	0130	0200	2045	2220	2230	2300
McKay	2838	17		0135	0145	0215		2235	2245	2315
Hartley	2843	25		0150	0200	0230		2250	2300	2330
Stamatis	1197	15		0205	0215	0245		2305	2315	2345
Godwin	1231	27	14/ 0045	0220	0230	0300	2145	2320	2330	15/ 0000
Sopkin	2837	19		0235	0245	0315		2335	2345	0015
Culley	1242	18		0250	0300	0330		2350	0000	0030
McDowell	2841	30		0305	0315	0345		15/ 0005	0015	0045
Jones	1199	21	0145	0320	0330	0400	2245	0020	0030	0100

App 1, Annex C
305BW O/Order 99-56, 1 Dec 56

SECRET

0994

SECRET

Aircraft Commander	Acft No	Call Sign	Pre-take off brief	Eng Start	Taxi	Take Off	Pre-take off brief	Eng Start	Taxi	e Off
Beveridge	1183	28	14/ 0145	14/ 0335	14/ 0345	14/ 0415	14/ 2245	15/ 0035	15/ 0045	15/ 0115
				0350	0400	0430		0050	0100	0130
				0405	0415	0445		0105	0115	0145
				0420	0430	0500		0120	0130	0200

NOTE: All Times are ZULU.

Appendix 1
Annex C
305EW O/Order 99-56
1 Dec 56

-2-

SECRET

0995

NAVIGATOR'S LOG										
PILOT		NAVIGATOR		ORGANIZATION		TYPE		DATE		
FORMATION POSITION		DEPARTURE		DESTINATION						
TALL TIMBER		MacDill AFB, Florida		Kindley AFB, Bermuda						
FLIGHT PLAN										
FROM- TO-	TRUE COURSE	WIND USED D V	VAR.	TEMP °C	IAS ALT.	G.S. (K)	DISTANCE THIS LEG	TIME :02	ELAPSED TIME	
Orlando, Florida	056	270/019	-1	Climb	188	203	75	:22	:24	
Daytona Beach, Florida	013		-1	13,000	214	217	38	:11	:35	
Jacksonville Radio	344		-1		214	208	84	:24	:59	
Gateway Intersection	092	267/037	0		214	250	130	:31	1:30	
Trout Intersection	093		42		214	250	58	:14	1:44	
F-2	080		44		212	249	171	:41	2:25	
F-1	080		47		212	249	196	:47	3:12	
150 NM Bermuda	079		410		212	249	176	:43	3:55	
Kindley	080		413		210	247	150	:37	4:32	
Total							1078			
Appendix 2										
Annex C										
305BW O/Order 99-56										
1 December 1956										
TOTAL							1078	TOTAL	4:32	

2AF FORM 26 APR 55 71 TEMP

SECRET

FOR FORMS - 107 BARRACKS - APR 56

0996

NAVIGATOR'S LOG											
PILOT		NAVIGATOR		ORGANIZATION		TYPE		DATE			
				305 Air Refueling		KC-97		15 Dec 56			
FORMATION POSITION			DEPARTURE			DESTINATION					
TALL TIMBER			KINDLEY AFB			BEN GUERIR AFB					
FLIGHT PLAN											
FROM- TO-	TRUE COURSE	WIND USED D V	VAR.	TEMP °C	IAS ALT.	TAS(K)	G.S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	
KINDLEY AFB BERMUDA LEVEL OFF	069	267 37	+ 14	"	192	226	226	113	02:30	02:32	
3355N/6000W	069	267 37	+ 14	13 M	221	256	256	139	03:33	1:05	
3520N/5500W	071	263 33	+ 16	"	221	254	254	261	1:03	2:07	
3630N/5000W	075	"	+ 21	"	215	248	248	253	1:01	3:08	
3723N/4500W	078	"	+ 22	"	215	248	248	245	05:59	4:07	
3820N/4000W	080	"	+ 23	"	214	247	247	240	05:59	5:06	
3830N/3500W	084	272 29	+ 23	"	212	240	240	240	1:00	6:06	
3840N/2920W Enter Santa Maria ACE ROOFTOP	087	"	+ 22	"	212	240	240	264	1:06	7:12	
LAJES	089	"	+ 19	"	210	239	239	107	02:27	7:39	
3747N/2320W Depart boundary	108	"	+ 18	"	210	238	238	191	04:48	8:27	
3628N/1800W	108	"	+ 16	"	206	234	234	246	1:03	9:30	
3508N/1330W	108	290 22	+ 14	"	206	228	228	260	1:08	10:38	
CASABLANCA CONTROL	108	"	+ 12	"	204	226	226	265	1:10	11:48	
Casablanca Radio	108	"	+ 11	"	204	226	226	40	01:11	11:59	
Ben Guerir	186	"	+ 11	"	204	208	208	85	02:25	12:24	
Appendix 2											
Annex C											
305BW O/Order 99-56											
1 December 1956											
Critical Wind Component -- E Model -- 3 knot G Model -- 22 knot/s							TOTAL	2949			
							TOTAL	TOTAL			

2AF FORM 26 APR 55 71 TEMP

-2-

SECRET

AIR FORCE - 1 AF BANGSALL - 400 20

0997

2AF FORM 26 APR 55 83 TEMP

2AF FORM 26 APR 55 83 TEMP

-3-

~~SECRET~~

SAS FIGURES - SAS JOURNAL - APRIL 1991

ENGINEER'S FLIGHT PLAN				TYPE(S) OF MISSION	
305th BOMB WING				305th AREFSM	
1ST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)	
WING				SQUADRON	
305th BOMB WING				305th AREFSM	
TYPE-MODEL-SERIES				COMPLETE SERIAL NO.	
KC-97G				SECRET	
1. WEIGHT COMPUTATIONS				2. DENSITY (Lbs)	
a. ACFT BASIC WT				5.8 per Gal	
b. OIL, ENG (On Ldg)				c. TOTAL LOAD (Lbs)	
c. OIL, JET				53197	
d. CREW				e. REQUIRED (Lbs)	
e. AMMO (50%)				40940	
f. PASSENGERS				g. RESERVE (Lbs)	
g. MISC				12257	
h. FUEL RESERVE				i. ON-LOAD (Lbs)	
i. MIN LANDING WT				T. O. -R&T fuel --- 155000#	
j. OFF-LOAD FUEL				4. REMARKS	
k. AMMO (50%)				Passenger Wt @ 300 # each	
l. BOMBS				Based on predicted temps and winds	
m. CHAFF					
n. OIL USED					
o. FUEL EXPENDABLE					
p. TAKE-OFF GROSS WT					
NO WIND PLAN					
A		B		C	
CONDITION		M _P		BHP	
JAT %		OAT		RPM	
TTO		V _E		ENG F/F	
		411		3280	
		21		2700	
		1.0178		SOP T 30P	
2.		8967		2550	
01 1		5		2550	
		1.1546		1875	
3.		13000		1850	
Cr 1		-6		2240	
		1.2305		990	
4.		13000		1720	
Cr 2		-6		2080	
		1.2305		780	
5.		13000		1660	
Cr 3		-6		2010	
		1.2305		745	
6.		13000		1560	
Cr 4		-6		1900	
		1.2305		700	
7.		13000		1510	
Cr 5		-6		1900	
		1.2305		675	
8.		13000		1420	
Cr 6		-7		1900	
		1.2285		630	
Appendix 3					
Annex C					
305BW O/Order 956					
1 Dec 56					

SECRET

HEADQUARTERS, 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
1 December 1956

SECRET

ANNEX "D"

OPERATIONS ORDER

SERIAL NR 99-56

"TALL TIMBER"

COMMUNICATIONS

Annex D
305BW O/Order 99-56
1 Dec 56

SECRET

1002

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base
Tampa, Florida
30 November 1956

ANNEX D

TO

SECRET

OPERATIONS ORDER

SERIAL NO 99-56

COMMUNICATIONS

1. JANAP's, ACP's, SACCEI, Radio Facility Charts, Supplementary Flight Information Documents, appropriate SAC Manuals in the 55-8 series, and other procedures apply except as modified herein.
2. Emergency procedures in accordance with ACP 130() and 135(), Current Radio Facility Charts and Supplementary Flight Information Documents.
3. Authentication for Air/Ground and Air/Air Communications in accordance with current edition of KAC-1/TSEC().
4. Identification, recognition and IFF in accordance with SACCEI.
 - a. IFF within the ZI, leader- "MODE 2", all others- "STANDEY", individual aircraft- "MODE 2".
 - b. IFF within USAFE and North Africa, leader-"MODE3", all others- "STANDEY", individual aircraft "MODE 1".
5. Recall Code Word - "JIGGS"
6. HF/VHF/UHF frequencies and channelization in accordance with SACCEI.
 - a. UHF Channelization for French Morocco Area is shown in TAB 1 Appendix 1 to this Annex.
 - b. For ZI, channelization will be in accordance with current Wing Flip Cards.

ANNEX D
305 O/O 99-56
30 Nov 56

SECRET

1003

7. CALL SIGNS: a. Ground stations as listed in current Radio Facility Charts.

b. Unit Tactical Call Signs for period of this exercise are changed as

follows; 305th ABW - "ACE HIGH"
305th ABWFSM - "FEATHER"

SECRET

8. Procedure "ALFA" (SAC Manual 55-84) applies for position reporting.

Air/Ground Communications is authorized for passing reports to Civil Air Traffic Control agencies. Addressees in position reports will be limited to CIVIL AGENCIES ONLY. SACAD's will not be used for HF position reporting.

9. Reports; T-11(Air Refueling) T-18 (Weather)

a. Aircraft in the "LAPOVER" area will submit reports VIA UHF(311.0 mcs) to "CONVOY FOXROT CONTROL" (Kindley SAC Control Room).

10. Ocean Station Vessel "TCMO" has been alerted for this exercise.

a. Frequencies available for communicating; 243.0 mcs, 3023.5 kcs, 2142.0 kcs, 127.9 mcs, and 121.5 mcs..

ANNEX D
305 O/O 99-56
30 Nov 56

2

SECRET

1004

HEADQUARTERS 305TH BOMBARDMENT WING(MEDIUM)
MacDill Air Force Base
Tampa, Florida
30 November 1956

ANNEX 1

ANNEX D

SECRET

TO

OPERATIONS ORDER

SERIAL NO 99-56

EC-97 Communications

1. CALL SIGNS:

a. Air/Ground: -"FEATHER" / (2 digit Desg.)

Air/Air: - "TALL TIMBER" / (Position Nr. in Stream)

2. CHANNELIZATION:

a. ZI, IAW current Flip Cards.

North Africa, (UHF) IAW TAB 1 Appendix 1 to this Annex.

NOTE: Change ZI UHF channelization to North Africa UHF channelization prior to entering CASA OAC.

3. EMERGENCY PROCEDURES: (IAW ACP 130 and 135, Radio Facility Charts and Supplementary Flight Information Documents)

a. Air-Sea Rescue frequencies: 2182.0 kcs, 8364.0 kcs, 121.5 mcs and 243.0 mcs..

b. Scene of Action frequencies: 3023.5 kcs, 5680.0 kcs, 121.5 mcs, 138.78 mcs, and 282.8 mcs..

4. AUTHENTICATION/IDENTIFICATION/RECOGNITION:

SECRET

a. Authentication: IAW current FAC-1/TSEC().

b. Identification: IFF- ZI, flight leader- "MODE 2", all others on "STANDBY", individual aircraft "MODE 2".

- North Africa - flight leader -"MODE 3", aircraft leaving formation- Turn Master SW to "NORMAL - MODE 1".

App 1, Annex D
305 O/O 99-56
30 Nov 56

1005

c. Recognition: IAW ACP 15 (Aldis lamp)

SECRET

5. RECALL CODE WORD: - "JIGGS"

6. REPORTING PROCEDURES:

a. Procedure "ALFA" applies.

b. see attachment 2 for suggested reporting points.

c. First and last aircraft will make all position reports for the stream.

7. SECURITY:

a. Special emphasis will be placed on SECURITY during all Radio Transmission.

8. "ALFA" MONITOR PROCEDURES: (Formation leaders designate monitor aircraft)

a. Monitor Periods: :05 to :08, :25 to :28, :45 to :48

b. Monitor frequencies: 3144.0 kcs, 4724.5 kcs, 6738.0 kcs, 11228.0 kcs, and 15016.0 kcs..

SECRET

App 1, Annex D
305 O/O 99-56
30 Nov 56

2

1006

HEADQUARTERS 305TH BOMBARDMENT WING(MEDIUM)
MacDill Air Force Base
Tampa, Florida
30 November 1956

TAB 1

APPENDIX 1

ANNEX D

TO

OPERATIONS ORDER

SERIAL NO 99-56

UHF Channelization French Morocco

CHANNEL	FREQ(mcs)	USE
1	* 269.8	Combined Fighter Guard
2	232.2	SAC ADC Common
3	344.6	Pilot-to-forecaster or Tactical
4	-----	As required
5	-----	As required
6	-----	As required
7	317.5	Combined Fixer
8	-----	As required
9	311.0	ORCHARD CONTROL
10	353.8	Combined ARTC
11	275.8	Local Tower
12	363.8	Local Approach Control
13	362.3	Combined Approach Control
14	257.8	Combined Tower
15	385.4	Combined GCA Final
16	344.0	Combined GCA Search
17	225.4	Local GCA Final
18	335.8	Local GCA Search
G	243.0	Military Emergency
M	-----	As required

* - CONFIDENTIAL, all other Unclassified

TAB 1, App 1, Annex D
305 O/O 99-56
30 Nov 56

SECRET

HEADQUARTERS 305TH COMBATTANT WING(MEDIUM)
MacDill Air Force Base
Tampa, Florida
30 November 1956

TAB 2

APPENDIX 1

ANNEX D

SECRET

TO

OPERATIONS ORDER

SERIAL NO 99-56

UHF/HF Position Reporting

<u>POSITION</u>	<u>TO</u>	<u>FREQ</u>	<u>RELAY INSTRUCTIONS</u>
Dep Tampa	Tampa Dep Control	270.6	None
Jacksonville	JAX Center	301.4	None
7800 3050	Andrews Awys	HF Freq	Ent New York OAC
7500 3110	Andrews Awys	"	New York OAC
7200 3130	Andrews Awys	"	New York OAC
6900 3150	Andrews Awys	"	New York OAC
6600 3210	Kindley APC	270.6	Ent Bermuda Ctl Area
6325 3235	Kindley APC	270.6	Dep Bermuda Ctl Area
6000 3310	Andrews Awys	HF Freq	New York OAC
5700 3340	Andrews Awys	"	New York OAC
5400 3415	Andrews Awys	"	New York OAC
5100 3445	Andrews Awys	"	New York OAC
Abeam Ocean Station Vessel		243.0-3023.5	
4500 3545	Lajes Awys	HF Freq	Dep N.Y. OAC / Ent Azores OAC
4200 3615	Lajes Awys	"	Azores OAC
3900 3645	Lajes Awys	"	Azores OAC
3600 3715	Lajes Awys	"	Azores OAC
3300 3820	Lajes Awys	"	Azores OAC
3000 3820	Lajes Awys	"	Azores OAC
2850 3830	Lajes Awys	"	Ent Santa Maria Ctl Area
2335 3640	Lajes Awys	"	Dep Santa Maria Ctl Area
2100 3555	Lajes Awys	"	Azores OAC
1800 3500	Lajes Awys	"	Azores OAC
1440 3410	Lajes Awys	"	Dep Azores OAC Ent CASA OAC
1200 3320	Sidi Awys	"	CASA OAC

TAB 2, App 1, Annex D
305 O/O 99-56
30 Nov 56

SECRET

NOTE: HF equipped aircraft entering CASA FIR, report to Sidi Airways
30 minutes prior to penetration, message text- "FOR AIR DEFENSE"
EST TIME OF PENETRATION, POINT OF INTENDED TRACK, AIR SPEED, &
ALTITUDE". Aircraft that are not HF equipped will report to "WALNUT
CONTROL" on 116.1 mcs, 135.0 mcs, or 317.5 mcs, 30 minutes prior to
penetration.

SECRET

TAB 2, App 1, Annex D
305 O/O 99-56
30 Nov 56

2

1009

HEADQUARTERS 305TH BOMBARDMENT WING (MEDIUM)
MacDill Air Force Base
Tampa, Florida
30 November 1956

APPENDIX 2

ANNEX D

TO

SECRET

OPERATIONS ORDER

SERIAL NO 99-56

B-47 Communications

1. CALL SIGNS:

a. Air/Ground - "ACE HIGH" * (2 digit Desg.)

Air/Air - (Formation Identifier) * (Position Nr. in Formation)

2. CHANNELIZATION:

a. ZI - IAW Current Flip Cards.

b. North Africa (UHF) - IAW TAB 1 to Appendix 1 to this Annex.

NOTE: Change UHF Channelization to North African channelization prior to entering CASA OAC.

c. Inter-cell Freq: 311.0 mcs

d. Intra-cell Freq: Air Refueling Frequency.

3. EMERGENCY PROCEDURES: IAW ACP's 130, 135, Current Radio Facility Charts, Supplementary Flight Information Documents.

a. Air-Sea Rescue frequencies; 2132.0 kcs, 8364.0 kcs, 121.5 mcs and 243.0 mcs..

b. Scene of Action frequencies; 3023.5 kcs, 5680.0 kcs, 121.5 mcs, 138.73 mcs and 282.8 mcs..

4. AUTHENTICATION/RECOGNITION/IDENTIFICATION:

a. Authentication: IAW Current FAC-1/TSEC().

SECRET

App 2, Annex D
305 O/O 99-56
30 Nov 56

b. Identification: IFF

(1) ZI - Flight leader- "MODE 2" all others in formation -"STANDBY",
individual aircraft operated IFF "MODE 2".

SECRET

(2) North Africa - Flight leader- "MODE 3", all others "STANDBY",
individual aircraft operate IFF "NORMAL MODE 1".

5. RECALL CODE WORD: "JIGGS"6. REPORTING PROCEDURES:

- a. Procedure "ALFA" applies.
- b. Cell Formation: Cell leader reports for cell.
- c. Stream type formation: First and last aircraft of the stream will make all position reports for the stream.
- d. See TAB 2 Appendix 1 to this Annex for suggested reporting points.
- e. Ref 6a above: Addressees in position reports will be limited to CIVIL AGENCIES ONLY, i.e., "OAC's, FIR's, ATC's and CAA Agencies".

7. AIR REFUELING: (C/R Plan IAW SAC Manual 100-1)

a.	<u>CELL</u>	<u>RDZ</u>	<u>ATLANTIC/EUROPE</u>
	RED	ANN	"
	ORANGE	BETTY	"
	YELLOW	CORA	"
	PINK	ANN	"
	WHITE	ANN	"
	SCARLET	BETTY	"
	LEMON	CORA	"
	IVORY	ANN	"
	TAN	ANN	"
	PURPLE	BETTY	"
	ROSE	CORA	"

App 2, Annex D
305 O/O 99-56
30 Nov 56

2

SECRET

b. Area Code Name: "LAPOVER"

SECRET

Primary Key Rdz	3200N-6700W
Alternate Key Rdz	3100N-6600W
A/R Track	080° T
Fuel Transfer	40,000 lbs (2 B to 1 TAK 20,000 lbs per B)
Missed A/R Alt	Kindley AB
A/R Squadron	303rd AREFSM
WX Scouts	Supplied by 303rd AREFSM

8. SECURITY:

a. Special emphasis will be placed on SECURITY during all Radio Transmissions.

9. "ALFA" MONITOR PROCEDURES: (Formation leaders designate monitor aircraft)

- a. Monitor Periods: :05 to :08, :25 to :28, :45 to :48
- b. Monitor Frequencies: 3114.0 kcs, 6738.0 kcs, 4724.5 kcs, 11228.0 kcs and 15016.0 kcs..

SECRET

HEADQUARTERS, 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
1 December 1956

ANNEX "E"

OPERATIONS ORDER

SERIAL NR 99-56

"TALL TIMBER"

REPORTS

SECRET

Annex E
305BW O/Order 99-56
1 Dec 56

1013

Headquarters, 305th Bombardment Wing (M)
MacDill Air Force Base, Florida
1 December 1956

ANNEX E

OPERATIONS ORDER

SERIAL NR 99-56

"TAIL TIMBER"

REPORTS

1. The following reports will be submitted in accordance with SAC Manuals 55-8 series.
 - a. Reports required by paragraph 6a, SAC Manual 55-8.
 - b. Deployment phase: Distribution A: M-8, M-9, M-10, M-15, M-17, M-36.
 - c. The M-27 report will be submitted for the period of the TTY.
Distribution for M-27 is as follows:
 - (1) One (1) copy Headquarters Strategic Air Command.
 - (2) One (1) copy Headquarters 5th Air Division.
 - (3) Ten (10) copies Headquarters Second Air Force.
2. In the event a landing is made at other than MacDill AFB or Ben Guerir, the aircraft commander is responsible for submitting the following reports in accordance with SAC Manual 55-8M. If a SAC Control Team is on duty at any enroute or alternate, reports will be dispatched by the SAC Controller.
 - a. M-10: Departure Report
 - b. M-15: Arrival Report
 - c. M-17: Delay Report
 - d. The aircraft commander is responsible to complete the SAC

305BW ANNEX E
C/Order
99-56, 1 Dec 56

SECRET

Form 326 whenever intentional jamming of airborne electronic equipment is encountered. If jamming appears on airborne radar photographs of the scope will be taken. The 326 Form 326 will be distributed at pre-take off briefing.

SECRET

e. Addressees for M-10, M-15 and M-17 reports. (action)

- (1) CINCPAC Offutt AFB, Nebr
- (2) COMDR 2AF Barksdale AFB, La
- (3) COMDR 5AD 81st Division, Morocco
- (4) COMDR 6AD MacDill AFB, Fla
- (5) COMDR AREFS 303 Kindley AFB, Bermuda
- (6) COMDR Ben Guerir AB, Morocco

3. All reports issued will bear the wartime security classification unless otherwise briefed.

4. Special Instructions: M-27 Report "Wing Commander's Report". All wing staff agencies will be informed under separate cover of requirements and format for this report.

SECRET

3058WANNEX E
C/Order
99-56 1 Dec 56

(2)

1015

SECRET

FOREWORD

For the information of the recipient, the following M-27 Report is submitted concerning events which occurred during the overseas TDY of the 305th Bombardment Wing (M) for the period of this report.

This report is prepared in conformance with procedures outlined in Chapter 2 to SAC Manual 55-8M, dated 10 July 1956. Information contained within this report is arranged in sequence by major staff sections. Any recommendations resulting from these discussions are included under Section VII of this report and appear in the same sequence as the discussions they refer to in previous sections.

Julian M. Bleyer
 JULIAN M. BLEYER
 Colonel, USAF
 Commander

DISTRIBUTION:

Copy #1 - CINCSAC
 #2-11 - COMAF 2
 #12 - COMADIV 5
 #13 - COMADIV 6
 #14 - D/O, 305BWM
 #15 - S/M, 305BWM
 #16-19 - Historian,
 305BWM

11

SECRET

305-B-57-5375

1016

SECRET

TABLE OF CONTENTS

SECRET

1017

	Page No.
I. Summary of the Mission.....	1-2
II. Personnel & Administration.....	3
A. Personnel.....	
1. General.....	3
2. Facilities.....	3
III. Operations & Training.....	4-11
A. S-47 Activities.....	
1. Air Training.....	4-5
2. Ground Training.....	5
3. Air Weapons.....	5
4. Current Operational Requirements.....	6
B. KC-97 Activities.....	
1. Deployment.....	6
2. Redeployment.....	6-7
3. Air Training.....	7
C. Communications.....	
1. General Discussion.....	
a. Administration and Logistics Communications.....	8
b. Weather Circuits.....	9-11
IV. Logistics.....	12-19
A. General.....	
1. Pre-deployment Support.....	12
2. TDU Base Support.....	12-13
B. Maintenance.....	
1. Radio Facilities.....	13
2. Aircraft Defrosting.....	13-14
C. Supply.....	
1. Spare Components for FRC-27 Radio Sets.....	14
2. "Big Tin" Material.....	14-15
D. Logistics.....	
1. Summary of Deployment Totals.....	15
2. Adequacy of Material Handling Equipment.....	15
3. In-transit Storage Facilities.....	15

SECRET

<u>Subject</u>	<u>Page No.</u>
E. Transportation.....	16
F. Food Service.	
1. Dining Hall A.....	16
G. Base Facilities.	
1. Camp Latrine Facilities.....	16
2. Hot Water Facilities.....	17
3. Drinking Water Facilities for Line Personnel.....	17
H. Logis Support.	
1. Pre-positioning of Support Elements.....	17-18
2. Base Support.....	19
3. Weather Support.	
a. WX Scout Activities.....	19
b. Base WX Support.....	19
V. Intelligence.....	20-22
A. General.....	20
B. Operational Intelligence.....	20-21
C. Base Target Intelligence Center.....	21
D. Target Intelligence.....	21
E. Base Photo Laboratory.....	21-22
VI. Security.....	23
VI. Consolidated List of Recommendations.....	24-28

SECRET

1

NARRATIVE OF MISSION

SECRET

1020

SECRET

1. NARRATIVE OF THE MISSION

The 305th Bombardment Wing (M) was required to participate in a rotation of TVE at Ben Guerir Air Base, Morocco, for the purpose of providing an EWP capability in North Africa, continuing routine training of combat ready and combat ready crews, and supporting any special missions required by Headquarters 5th Air Division.

Operation "Tall Timber" deployed the 305th Air Refueling Squadron on 12-13 December 1956, and the 364th, 365th, 366th Bombardment Squadrons and support squadrons on 7 January 1957. "Tall Timber" further required the 305th Air Refueling Squadron to support, on a standby basis, the 306th Bombardment Wing on their redeployment.

Routine training on this TVE was scheduled to include applicable requirements of SAC Regulations 50-8, 50-43, 51-19, 51-26, and Air Force Regulation 60-1.

Special Missions accomplished a large block of flying, which included: (1) An R&S evaluation of all combat ready crews, "Bear Hug", (2) the support of the global B-57 flight, "Power Flight", (3) "Fast Count", which tested the air defense capabilities in North Africa, (4) "Bad Brook", utilizing bases in Spain, (5) "Big Horn", exercising forward bases in the Middle East, and (6) the no-notice exercise of the rotational EWP timing concept, "Court House".

All the objectives of this wing's TVE period are considered successfully completed, with the exception of "Bad Brook". In this instance the forward bases of Spain were thoroughly surveyed by a control team, but weather prevented the use of aircraft, which rendered the exercise somewhat unrealistic.

"Dawn Patrol" directed the 305th Bombardment Wing (M) to redeploy to the Zone of Interior. This maneuver was accomplished with minimum difficulty in

SECRET

respect to E-47 redeployment. Comments affecting 305th Air Refueling Squadron activities reported on are furnished within those major staff sections where they occurred or were observed.

11

PERSONNEL & ADMINISTRATION

1023

II. PERSONNEL & ADMINISTRATION

A. Personnel.

1. General: In accordance with Strategic Air Command policies, and 6th Air Division Administrative Plan, Serial No. 99-56, "Tall Timber", the Wing Personnel Staff Section did not deploy with the 305th Bombardment Wing. The period of TDY was less than 90 days; accordingly, only the Director of Personnel and several airmen accompanied the wing to Ben Guerir. All personnel records for the officers and airmen remained at MacDill Air Force Base, Florida.

2. Problem Area: The area of primary concern was in the submission of Officer Effectiveness Reports. At the time the 305th Bombardment Wing was scheduled for deployment to Ben Guerir, it was recognized that a large number of annual, initial, and one year reports, would have to be prepared and submitted from the forward base. Annual effectiveness reports for First Lieutenants were due as of 31 January 1957. Without adequate records, it would be difficult to maintain effective administrative control. To be more specific, the number of duty days, names of reporting officers, and type of report required, would be areas of possible difficulty. Prior to deployment of the wing, extensive plans were implemented so that the forward echelon would be better prepared to minimize the problems in processing the effectiveness reports. However, change of reporting officers' duty assignments, and the non-availability of the Forms 66 and leave records, confirmed the fact that officers' records should accompany the unit on TDY periods extending over 30 days. This is especially true during the months of January and March, when the annual effectiveness reports are required for a large number of assigned First Lieutenants and Captains.

3
SECRET

1024

III
OPERATIONS & TRAINING

SECRET

III. OPERATIONS & TRAINING

A. B-47 Activities.

1. Air Training:

a. The Air Training Program was considered completely successful, although excessive formal training time was lost due to a lack of advanced information on the numerous commitments placed on the wing.

<u>Reference</u>	<u>B-47 Sorties Lost</u>	<u>KC Sorties Lost</u>
"Tall Timber"	0	24
"Power Flight"	3	18
"Fast Count"	18	0
"Bed Brook"	5	2
"Big Horn"	30	10
"Court House"	19	0

While the above sortie losses cannot be considered 100% loss, insufficient planning information, plus numerous changes, required scheduling only the most highly trained for safe completion of the missions. A requirement for a detailed outline of TDY commitments was obtained prior to deployment, but fewer additions and changes would assure adequate planning and scheduling time, and aid in better utilization of the time flown in these sorties.

b. Construction work in progress on the only runway available on or about 1 February presented a distinct operational safety hazard. Future construction should be coordinated with the forecast of base activities whenever possible.

4

SECRET

1026

SECRET

2. Ground Training: The accelerated ground training program at Ben Guerir, caused by upgrading commitments, placed a greater than normal work load on the Air Base Group. Support was excellent. The C-11 Trainer was maintained and operated to provide the 305th Bomb Wing with not only normally scheduled utilization, but was operated overtime on numerous occasions in order to provide badly needed additional training time.

3. Air Weapons:

a. Comments on air weapons accomplishments and operations while at Ben Guerir Air Base, Morocco:

- (1) All operations involving 10th ADS were accomplished without difficulty. Complete harmony was realized between Wing Maintenance Control, A&E Weapons Release Sections, and the 10th ADS.
- (2) One factor that aided ADS and wing capability was accomplished through official augmentation of each ADS loading team with Wing A&E monitor working under assigned ADS loading teams with ADS Loading Team Chief in charge.
- (3) 305th A&E weapons release and gunnery personnel also augmented ADS personnel with personnel for use at weapons control point to process ammunition in "Briar Rabbit" and similar type operations.
- (4) 10th ADS support of air weapons training requirements and standardization activities was excellent throughout.
- (5) 90% of all air weapons training requirements for 1 January through 30 April 1957, were accomplished while at Ben Guerir.
- (6) Air Base Group support of air weapons training requirements was excellent throughout our period of TDY.

5
SECRET

1027

4. Current Operational Requirements: Foreign clearances and production of Operations Orders were hampered by late arrival and early suspension direct of a number of 5th Air Division Operations Orders. For example, 5th Air Division Order No. 18-57, "Bomber Patrol", arrived at Ben Guerir on the morning of 27 January 1957. Section II, paragraph 3a(7)(a), required the unit operations order to arrive at Headquarters Eighth Air Force, 57th Air Division, 43th Bombardment Wing, Deputy Commander, 8th Air Force, Goose Air Base, and 4060th Air Refueling Wing, ten days prior to execution of this mission. This suspension left only four days to make delivery of the unit operations order.

B. KC-97 Activities.

1. Deployment: The 305th Air Refueling Squadron successfully deployed 25 combat ready crews and 19 combat equipped aircraft. No delays were experienced on departure from MacDill AFB, or from staging base at Kindley. One aircraft was diverted to Lajes due to engine failure and completed deployment six days late.

2. Redeployment: The 305th Air Refueling Squadron in its redeployment was directed to pre-position at Lajes to furnish air refueling support to the redeployment of the B-47 aircraft of this wing departing on 6 March 1957. All aircraft were delayed at Ben Guerir for a four hour period due to high crosswinds at the Azores. Further, two KC-97 aircraft were retained at Ben Guerir for an additional 24 hour period to furnish strip alert for the incoming B-47 wing. Refueling operations were accomplished on 8 and 9 March, as scheduled. The third air refueling and scheduled redeployment of the first wave of KC-97 aircraft to MacDill on 10 March was delayed 24 hours due to adverse weather con-

ditions in the refueling area. The redeployment of the Air Refueling Squadron to MacDill was considered successful, with the exception of two deviations due to minor maintenance which delayed two aircraft approximately 24 hours.

3. Air Training:

a. During the period of TDY, the squadron successfully accomplished the following missions:

- (1) Deployment from ZI to TDY base.
- (2) "Power Flight".
- (3) "Big Horn".
- (4) "Bed Brook" (planned but not executed).
- (5) Strip Alert.
- (6) Training under SAC Regulation 50-8.

b. This TDY presented more stable commitments than any previous TDY encountered by this squadron. Consequently, the squadron was able to plan a firm tail number schedule and fly it as planned. Evidence of this is reflected in the percentage of 50-8 requirements accomplished during January and February of this training quarter. At the end of February this squadron had completed 90% of its training as required under SAC Regulation 50-8. The following is a breakdown of sorties and flying time accomplished during the TDY period:

<u>Month</u>	<u>Sorties</u>	<u>Flying Time</u>
December	79	568:35
January	142	773:00
February	<u>167</u>	<u>1020:30</u>
	388	2362:05

SECRET

C. Communications.1. General Discussion.

a. Administration and Logistics Communications. During the early part of the 305th Bomb Wing's TDY at Ben Guerir Air Base, a communications problem made itself apparent that seriously affected the timely receipt and transmission of all message traffic to or from Ben Guerir, and was particularly hampering "Big Tin" project traffic. Messages having to do with supplies, as a part of this project, were arriving at Tinker AFB, Oklahoma, six to eight days late. In addition, the messages were often garbled to such an extent that they were valueless. Service on these garbles was not effective for purposes of expeditious handling of supplies requisitioned as a part of this procedure. The delays were primarily the result of outages on the circuits between Ben Guerir and Sidi Slimane, aggravated by the necessity of servicing a large number of messages because of garbled transmissions. During the month of January 1957, 237 "Big Tin" messages were originated. 116 of these were delayed over two hours in the local Base Communications Center because of outages on all circuits to Sidi Slimane. The delays ran from just over two hours to better than 18 hours on some messages. Garbled transmissions posed an additional problem. On one occasion, a series of TWX's was sent and received between OICAMA and this base for more than a week attempting to correct one message.

This matter was made the subject of a special letter to the Commander, 5th Air Division, Sidi Slimane AB, dated 15 February 1957, Subj: "Delays in Project 'Big Tin' Requisitions". The letter covered extracts from Base Communications Center logs, and included time delays by message number, outage times by circuit number, and other aspects of the problem.

8

SECRET

1030

b. Weather Circuits.

(1) The Weather Detachment is operating under a severe communications handicap. Current communications circuits are joined with Sidi Slimane by either microwave or radio teletype. Microwave controls two teletype circuits and the facsimile circuit, and has been inoperational approximately 75% of the time. The radio teletype circuit is considerably better, but still is inoperational approximately 25% of the time. The only remaining means of obtaining information is by telephone. There are two telephone circuits available; one is a land line and the other microwave. The microwave circuit is inoperative over 50% of the time, and the land line is very difficult to obtain during normal duty hours due to the large volume of telephone traffic between this station and Sidi Slimane. The condition of communications circuits reduces the effectiveness of the weather station at Ben Guerir by approximately 60% of its potential. Plans of the Sidi Slimane Forecast Center are to transmit twice daily EWP forecasts on the facsimile circuit when it becomes reliable. At present no COMA forecasts are transmitted to Ben Guerir on a routine basis due to inability to establish a reliable method of transmission. During the one practice mission executed along EWP timing, the Sidi forecast center was able to transmit the required information via telephone.

(2) In the event of a complete communications breakdown, the Sidi forecast center procedure is to place the EWP forecasts on a courier aircraft for delivery to Ben Guerir. If this ever becomes necessary, EWP weather information will be received at the Ben Guerir weather station at approximately the same time as the briefings are scheduled (under 55 Plan). This means that the air crews will not receive the weather information at the time it is needed,

SECRET

but must wait approximately one hour, and as a consequence the observer will be severely handicapped in completing his flight plan and the pilot will be delayed in completing his fuel log. Following is statistical data showing the percent of outage of the various weather circuits for the months of November 1956 through February 1957:

<u>Circuit No.</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>
2FL Radio Teletype	15%	25%	35%	22%
2W6 Microwave	92%	42%	48%	28%
Facsimile (Microwave)	63%	71%	95%	70%
2W7 (Microwave)	100%	100%	95%	94%

(3) A forward scatter system is being tested at the present time. When these tests are completed and the system is operational, it will replace the present microwave system. This is expected to be a vast improvement over the present system, but no estimated completion date is available. At present, the relay station at Nouasseur Air Base is inoperative and tests have been suspended until this becomes operational. Radio teletype is operating with a very poor antenna installation at this time. The radio teletype is being removed to the base receiver site, and upon completion will also be vastly improved. Operation from the remote receiver site is being delayed due to the lack of a converter. All other equipment is in place. The AACS Commander at Sidi Slimane is attempting to borrow a converter for use with this system until the Rome Supply Depot obtains this unit. Many manhours are currently being expended by the Ben Guerir forecasters in attempts to tune in stations other than Sidi Slimane during periods when Sidi Slimane cannot be received. Their efforts have produced additional information which has minimized the effect of the out-

SECRET

1032

age on circuit 2Fl.

IV
LOGISTICS

IV. LOGISTICS

A. General.

1. Pre-deployment Support: Prior to and during our launching of the B-47's from MacDill Air Force Base for the overseas movement, base support, specific to the POL service, Base Supply support, motor vehicle service, and Base Communications maintenance, were far above average. For example, even though there were delayed take-off times due to weather conditions which obviously required extended and indefinite working hours for all personnel, there were almost instant efforts exerted by these persons to satisfy our requirements. POL concentrated their entire force of pit operators and mobile servicing units into the effort. Base Supply initiated immediate pilot pick-up of all items not available locally. Those items that were available on the base were expeditiously issued. Motor vehicle maintenance on radio vehicles and towing devices was accelerated to the extent of dispatching mechanics to repair the equipment on the spot where it became disabled. Communications maintenance assured continuous service from both the radio vehicles and the master station in Maintenance Control through pre-conditioning the sets. The cooperation of the 306th Bombardment Wing was excellent. They furnished additional maintenance vehicles, ground powered equipment, and A&E support. Overall, the support and cooperation rendered our wing during the launching period was outstanding.

2. TDY Base Support: During the stay at Ben Guerir Air Base, the support furnished by the 3926th Air Base Group was excellent. This group, while hampered by limited resources of personnel and materiel, made constant and conscientious efforts to provide for our needs. The POL, Base Field Maintenance, Base Motor Vehicle Shops, and the Base Supply facility, furnished outstanding

support. These sections accomplished everything possible with their available resources.

B. Maintenance.

1. Radio Facilities:

a. The maintenance expeditor radio "B" net was not available to the A&E and Field Maintenance Squadrons for the dispatch and pick-up of special-
sets. Maintenance activities are authorized 18 vehicles and radios by Section VI, paragraph 16d (15)(b), SAC Manual 66-12, December 1955. The value of the "B" net has been established through increased control and production from both tactical and support maintenance facilities.

b. The adequacy of communications for expeditious accomplishment of aircraft maintenance and maintenance supervision is a heavily weighted factor in the successful completion of day-to-day operations and EWP exercises. During the exercise of the EWP by this wing at this base, four "walkie-talkie" sets were obtained locally for utilization by the A&E supervisor to assure the immediate pin-pointing of trouble spots. While it is recognized that the operational "B" net mentioned above would have sufficed, the additional communication capability provided by the "walkie-talkie" sets would enhance expeditious maintenance and improve supervisory control. This is particularly pertinent to weapons loading operations wherein maintenance must be performed on aircraft that are widely dispersed.

2. Aircraft Defrosting: Shortly after the wing's arrival at the forward base, it was determined that there was a frequent requirement for the removal of frost from aircraft to insure safety of flight during the early morning hours. Investigation revealed that a mobile truck with a dispensing device, such as a

decontamination truck, was not available. Portable tanks with hand sprayers were obtained and issued. These sprayers were found inadequate in view of the large number of aircraft to be defrosted and the height of the empennage of both B-47's and KC-97's above the ground. A 500 gallon water trailer was obtained and equipped with a powered pump, hose and nozzle. This improvised arrangement, while inadequate for continuous use, permitted the defrosting of 19 KC's in time to meet the maximum early morning effort required to support the B-52 "Power Flight" operation.

C. Supply.

1. Spare Components for FRC-27 Radio Sets: At the present time, there are no spare components available to support the FRC-27 radio set. This is the set used as the maintenance expeditor master set in the operation of the "A" net. This set is normally installed in the Job Control Section of the Maintenance Control function. The shortage of spare components for this set has been brought into sharp focus on several occasions since the arrival of this wing at Ben Guerir AB. While the delays encountered due to the breakdown of this set did not seriously hamper the effectiveness of this wing, due consideration must be given to the possible effects of a complete breakdown during a maximum EWP maintenance effort. When this set is out of commission, the only communications available between Maintenance Control and the aircraft is by telephone with the tactical squadron engineering offices on the line, and from there to the aircraft by runner. Under these circumstances, a complete breakdown of Maintenance Control would be inevitable.

2. "Big Tin" Materiel: A number of serious difficulties were encountered in the requisitioning and receipt of "Big Tin" supplies. These difficulties

were due to delays in the electrical transmission of requisitions and to delays in transportation. Three separate letters outlining the delays in detail have been forwarded through command channels. These can be identified as letters, this headquarters, Subj: "Delays in Project 'Big Tin' Requisitions", dated 15 February 1957, and Subj: "Delays in the Movement of 'Big Tin' Project Material", dated 2 March 1957.

D. Logistics.

1. Summary of Deployment Totals: The following personnel and materiel were deployed from MacDill AFB to Ben Guerir AB:

<u>Type of Aircraft</u>	<u>No. of Pers.</u>	<u>Weight of Cargo</u>
KC-97 (19 aircraft)	514	24,475 lbs.
MATS (ARS support)	32	126,450 lbs.
B-47 (47 aircraft)	188	74,800 lbs.
MATS (B-47 support)	1190	267,390 lbs.
Late arrivals on KC-97 from Iran	26	1,325 lbs.

2. Adequacy of Material Handling Equipment: Materiel handling was adequate at both MacDill and Ben Guerir. However, it must be noted that the use of a high-lift truck at Ben Guerir would facilitate the unloading of all materiel-carrying aircraft. The use of this truck would have saved a considerable number of manhours, and become an important factor in the execution of the EWP.

3. In-transit Storage Facilities: Suitable, well lighted, and covered storage facilities, for the receipt and segregation of cargo at night and during inclement weather, do not exist at the forward base. This situation will be relieved when the hangar now under construction is completed.

E. Transportation It is believed that the authorization of jeeps as specified in 5th Air Division Regulation 65-2 is not adequate. This allowance does not provide a sufficient number to permit the proper supervision of squadron activities. An increase of four is required to provide tactical squadron commanders and their key staff personnel with the required mobility. This need cannot be met through reassignment of assets authorized the wing. Base transportation services, while adequate for most purposes, do not provide for this on the flight line requirement.

F. Food Service.

1. Dining Hall A: The food served in Dining Hall A was of excellent quality. The variety, preparation, and method of serving, were far above average. Numerous inspections of the dining hall revealed that high standards of cleanliness were maintained at all times, which contributed to a high state of morale.

G. Base Facilities (San Guerir).

1. Ramp Latrine Facilities: The latrine facilities on both north and south ramps are inadequate and too distant from the working areas. The nearest permanent type latrines are located in the Field Maintenance Building and in the building adjacent to the transient aircraft parking apron. These latrines are located approximately 1500 feet from the nearest aircraft parking site. A slit trench type latrine is located directly behind the squadron engineering huts near the north ramp. This latrine is extremely unsanitary and should be closed. A farm type latrine is located near the south ramp over a sewer line manhole.

2. Hot Water Facilities: Continuous difficulties were encountered in maintaining hot water in the latrines located in the hutment areas occupied by non-commissioned officers and airman. These difficulties, in general, were due to the lack of replacement parts, or to a requirement for maintenance. This maintenance is greatly complicated by heavy mineral deposits forming in the connecting pipes. This deposit required the removal of the pipes for machine reaming at intervals of six to nine weeks.

3. Drinking Water Facilities for Line Personnel: The only drinking water available to the personnel working on the north and south ramps is hauled in metal water trailers. This water, while adequate, was not palatable to many persons.

H. Lajes Support.

1. Pre-positioning of Support Elements:

a. Adequate provisions were not made in Second Air Force Operations Order 18-57 for the timely positioning of enroute maintenance teams (KC-97 and B-47), or the timely positioning of adequate FAK support for KC-97 operations at Lajes.

b. The requirements for enroute support aircraft were presented on all SAC J-2 (RCS) reports, and were further brought to the attention of higher headquarters in message 305DML 073, 13 February 1957 (rebuttal of plan). Referenced message requested the following:

(1) One C-124 on X / 1 for enroute support of B-47's at Lajes to remain at Lajes until the last B-47 had passed the "point of no return". Configuration of this B-47 enroute support aircraft should have provided for 31 passengers as authorized in the Transit Maintenance Team (SAC Manual 400-1A).

(2) One C-124 on X / 1 to position critical FAK and engines at Lajes for arrival of tankers on X / 1. (This was provided by Strategic Support Squadron aircraft on Y Day).

(3) One C-124 on X / 2 to position remainder of critical FAK at Lajes prior to start of refueling operations.

(4) One C-124 to depart after last tanker had passed the "point of no return" to Lajes with a 16-man KC-97 Enroute Maintenance Team (listed on the J-2 as carrying two additional engines).

c. Enroute and Close support was provided as follows:

Aircraft	Trip No.	Planned ETD BG	Actual TD BG	Remarks
C-124A	888	6 Mar 57	5 Mar 57	Close support KC-97 cargo. In place as requested.
C-124	1400	8 Mar 57	9 Mar 57	B-47 E/R Team. Requested for 6 Mar.
C-124	1402	9 Mar 57	10 Mar 57	Close support KC-97 cargo. Requested for 7 Mar.
C-124	1404	9 Mar 57	10 Mar 57	KC-97 E/R Team available as requested due to aborts.

d. Review of above indicates that a heavy requirement for KC-97 parts could not have been supported, nor could assistance be given to B-47's of the first and second waves.

e. The necessity for a B-47 Enroute Maintenance Team at Lajes when the aircraft were planned to air refuel and not land might have been questionable. However, the alternate (return) plan called for the landing of B-47's at Lajes.

2. Base Support:

a. Excellent support was furnished by the SAC Liaison and Lajes base personnel.

b. Billeting features were excellent.

3. Weather Support:

a. WX Scout Activities. The use of the SC-54 from the Air Rescue Squadron as a weather scout was considered successful during the refueling phase of "Dawn Patrol". However, it should be realized that this exercise was not accomplished under EWP timing and the responsibility for weather scouting should not be placed on a non-SAC organization. The MATS activity does not have aircraft equipped for high altitude operation, nor does it have the incentive or desire to do the job that would be required under EWP conditions.

b. Base WX Support. The support received from the Weather Detachment was excellent.

V
INTELLIGENCE

1043

V. INTELLIGENCE

A. General. Sufficient Intelligence personnel and materials were planned and deployed to the forward area to meet mission support activities. The intra-wing transfer of target materials, to include allied materials, was accomplished with a minimum of difficulty.

B. Operational Intelligence.

1. 5th Air Division Operations Order 400-57, "Easter Hug", was flown as a test of the wing's capability against the Marrakech Radar Bombing Site. The Intelligence Division accomplished briefing aids necessary for the general and pre-take-off briefings.

2. 5th Air Division Operations Order 44-57, "East Count", was a penetration exercise against the 316th Air Division (Defense). The Intelligence value of this mission was nullified by the necessity of obtaining diplomatic clearances requiring that tactical aircraft fly routes within range of EW radar surveillance throughout all sorties, thus eliminating the element of surprise.

3. 5th Air Division Operations Order 401-57, "Red Brook", was an indoctrination and familiarization exercise of Zaragoza Air Base, Spain. Weather cancelled this mission, but the Task Force Control Team assigned gained valuable knowledge of the base facilities upon their arrival there prior to cancellation of the mission.

4. 5th Air Division Operations Order 403-57, "Big Horn", was an exercise of the mission support capabilities of forward bases, and provided cross-training of base support teams. Intelligence was conducted and/or supervised in all phases of mission reporting and combat crew interrogation.

5. 5th Air Division Operations Order 406-57, "Court House" was a modified EWP type training mission. Intelligence activities included pre-mission briefings and post-mission interrogations. Two NCO's from the 3926th Air Base Group were cross-trained in mission support activities. It was impossible to construct a realistic Fighter Radar Reaction Profile on the routes as designated, as the location of simulated flak and fighters was unrealistic.

C. Base Target Intelligence Center. On 7 February 1957, the 305th Bomb Wing exercised the Ben Guerir Base Target Intelligence Center in accordance with 5th Air Division Regulation 200-5, dated 13 September 1956. A requisition was submitted covering 20 possible targets closely paralleling present EWP requirements. This requisition was based on SAC Target Materials Catalog, Volume I, dated 1956. The following results were obtained:

Total number of items of target material requested - 117

Items of target material not in stock - 79

Items of target material suitably substituted - 49

Target material not in stock or substituted - 30

D. Target Intelligence. Ultrasonic trainer plates were constructed by the Prediction and Interpretation Section. Included on the 18 plates constructed were 38 of the assigned 40 BWT's under the 50-57 rotational plan. Completed target plates, and those in a partial state of completion (2), together with prediction work folders, have been transferred to the 3927th Reconnaissance Technical Flight. The 379th Bomb Wing was advised concerning the status of incomplete plates.

E. Base Photo Laboratory. The mission support activity of this facility was

outstanding. The quality and timeliness of work in processing projects and mission photo materials was excellent.

VI
SECURITY

SECRET

1047

VI. SECURITY

A. General.

1. Security has been given every possible consideration, with all personnel involved thoroughly indoctrinated regarding their individual responsibilities. Due to the high degree of training and proficiency, no major problems developed and any discrepancies that did arise were directly attributed to misunderstandings that were promptly solved by the Air Provost Marshal and/or his staff.

2. The 305th Bomb Wing deployed without a full Air Police complement due to an overall shortage of AP personnel in the 809th Air Base Group. Therefore, during periods of maximum security, augmentation of security forces by Base Law Enforcement personnel left such areas as the Periodic Maintenance docks inadequately covered. This problem was complicated by a shortage of vehicles for air police use, and a high out-of-commission rate for radio equipment. Both of these complications were due primarily to a lack of spare parts.

VII

CONSOLIDATED LIST OF RECOMMENDATIONS

WFL CONSOLIDATED LIST OF RECOMMENDATIONS

A. Personnel & Administration.

1. Problem: Officer Effectiveness Reports. The non-availability of officers' records seriously hindered the administrative processing and control of records necessary for the preparation of effectiveness reports.

Recommendation: That photostatic copies of officers' Forms 66 accompany units deploying during the months of January and March for periods exceeding 30 days.

B. Operations & Training.

1. Problem: Late arrival and early suspense dates of 5th Air Division Operations Plans makes compliance impossible.

Recommendation: That seven days be used henceforth as the suspense time required, since this is the usual requirement placed on the wing by Headquarters Second Air Force.

2. Problem: Communications - "Big Tin" project messages.

Recommendation: That "Big Tin" project messages be handled via the SACCOMNET. These messages are presently routed via the AIRCOMNET and, if this routing is to be continued, a further recommendation is made that the precedence for this traffic be changed to provide more expeditious handling.

3. Problem: The present microwave system, although eventually replaceable by a forward scatter system, is currently inadequate for satisfactory use, and the radio teletype system is operating with a very poor antenna installation.

Recommendation: That a system of monitoring the installation and supply support of the forward scatter system, and the remoting of the radio teletype

system, be augmented. Primary need is to see that necessary supplies and equipment are received at Box Guerir with the least possible delay.

C. Logistics.

1. Problem: No aircraft maintenance expeditor radio "B" net is available for A&F and Field Maintenance dispatch and pick-up of specialists.

Recommendation: The USAF-PG document indicates that the maintenance, crash, fire, and security mobile radio communications systems for this base are scheduled for installation in fiscal year 1959. In view of the direct support, particularly of the maintenance work afforded by those systems to the EWP capability of SAC IDU units at this location, it is strongly recommended that the programming of these facilities be revised to permit installation of this equipment as soon as possible. The lack of these systems seriously impairs the capability of the aircraft maintenance support required to produce effective aircraft sorties on a timely basis.

2. Problem: Adequacy of communications for expeditious accomplishment of aircraft maintenance and maintenance supervision.

Recommendation: That a minimum of six "walkie-talkie" sets be authorized each A&F Squadron, particularly on those bases not having operable "B" net capability.

3. Problem: Deficiency of aircraft defrosting equipment.

Recommendation: That each base remotely subject to frosting conditions maintain a serviceable decontamination truck capable of dispensing a de-icing fluid mixture.

4. Problem: Shortage of spare components for the FRC-27 radio.

Recommendation: That an adequate supply of spare components be obtained

by the most expeditious means.

5. Problem: Communications and transportation delays are being encountered in the processing of "Big Joe" material.

Recommendation: That the communications and transportation delays being encountered be eliminated. Suggested courses of action are outlined in the various letters mentioned above.

a. Problem: Loading and unloading of large items.

Recommendation: The requisitioning of a high-lift truck should be expedited at the forward base.

6. Problem: The authorization of jeeps is not adequate to assure proper mobility and supervision.

Recommendation: That the authorization for the issue of jeeps be increased to 20.

7. Problem: The latrine facilities in the vicinity of the ramps are definitely inadequate and too distant from the working areas.

Recommendation: That latrine facilities of a permanent type be constructed adjacent to both the north and south ramps. These latrines should include proper drinking water dispensary.

8. Problem: Numerous difficulties have encountered throughout the period of TBM in maintaining hot water for the six latrines in the airman's basement areas.

Recommendation: That the construction of the filter plant planned for the forward base be expedited. That stocks of replacement parts for these boilers be obtained to permit immediate replacement when required. Sufficient quantities of these spares should be issued to the Installations Engineer Officer

on a pre-issue basis.

D. Intelligence.

1. Problem: To increase the capability of Wheelus AB, Dhahran AB, and Subhaya AB, to adequately support SAC missions and activities.

Recommendations: Forward bases should be required to stock a minimum supply of small scale charts and maps for use by SAC combat crews for briefing and/or interrogation aids. Exercises should be conducted at regular intervals, not to exceed six months, to maintain a continuous and current Intelligence mission support capability of personnel assigned to these forward bases.

2. Problem: Unrealistic plotting of simulated flak and fighter activity.

Recommendation: For future exercises, it is recommended that higher headquarters establish more realistic locations of simulated enemy flak and fighters, based on the known capabilities of "enemy" radar, aircraft, and anti-aircraft artillery, to allow the Intelligence Division of the performing wing to accomplish a fighter radar reaction profile of some merit.

3. Problem: Assignment of additional personnel to the Target Intelligence Center at San Querir AB.

Recommendation: The TIC at San Querir has been authorized a total of three airmen by the UMD dated 1 October 1956. It is recommended that this be expedited.

E. Security.

1. Problem: Shortage of radio and vehicle replacement parts.

Recommendation: The recommendations made under Section VII C 1, 2, and 4, apply to the solution of the Security Section's mobile radio equipment

problems. It is further recommended that necessary supply work be expedited to acquire an adequate stockpile of automotive spare parts.

Hat 513
-SECRET-

305TH BOMB WING (M)

OPS ORDER

400-57

- BEAR HUG -

28 DEC. 56

-SECRET-

33 of 175

305B-2063

1055

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
20 December 1956

TABLE OF CONTENTS

Letter of Transmittal	
Operations Order 400-57	Basic Plan
Annex A	Intelligence
Annex B	Operations
Appendix 1	Recap Sheet (AMBER)
Appendix 2	Recap Sheet (BLUE)
Appendix 3	Recap Sheet (CARDINAL)
Appendix 4	Flight Plans
Annex C	Ground Rules
Annex D	Communications

CLASS SECRET
AUTH CDR 305 BW
DATE 28 Dec 1956
NAME *Johnson*

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

305DO

28 December 1956

SUBJECT: 305th Bombardment Wing Medium Operations Order 400-57.

TO: See Distribution

1. Inclosed is 305th Bombardment Wing Medium Operations
Order, Number 400-57, dated 28 December 1956.

FOR THE COMMANDER:

1 Incl
305th BW O/O 400-57
dtd 28 Dec 1956

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

SECRET

1057

SECRET

SECRET
AUTH: CMDR 305 BW
NAME *Johnson*
DATE 28 DEC 1956

Headquarters 305th Bombardment Wing Medium
MacDill Air Force Base, Florida
28 December 1956

Operations Order)

Number 400-57)

TASK ORGANIZATION:

364th Bombardment Squadron	Lt Col L.H. Johnson
365th Bombardment Squadron	Lt Col J. M. Philpott
366th Bombardment Squadron	Lt Col J. F. Swofford
305th Armament & Electronics Squadron	Major R. V. Sundberg
305th Field Maintenance Squadron	Major R. A. Schoolcraft
305th Periodic Maintenance Squadron	Major D. E. Hayden
305th Headquarters Squadron	Capt D. J. O'Connell

1. GENERAL SITUATION: A requirement exists to evaluate the bombing capability of the 305th Bombardment Wing against Marrakech RBS Site.

The exercise will be conducted on 10, 11, 12 January 1957.

a. Intelligence:

- (1) Enemy Forces: Omitted.
- (2) Chart and Map Reference:
 - (a) As required for navigation.
 - (b) Target materials as provided by Headquarters, 5th Air Division. Paragraph 6, SAC Regulation 50-42, dated 11 February 1955, applies.

b. Friendly Forces:

- (1) 316th Air Division:
 - (a) Maintain air surveillance over B-47 aircraft throughout Moroccan area during entire period of operation.

SECRET

1058

SECRET

- (b) No practice interceptions will be accomplished within the IP - TARGET area.
- (2) 1975 AACs Squadron:
 - (a) Provide communications support as required by this Operations Order.
- (3) RCS 7:
 - (a) Provide two (2) aircraft on ground alert as Sidi Slimane during period of this Operations Order.
- (4) 12th RBS Squadron, Det 2:
 - (a) Provide necessary radar bomb scoring services at Marrakech RBS site 10, 11, 12 January 1957.
 - (b) Comply with appropriate portions of SAC Regulation 50-42 and other instructions issued by Headquarters 5th Air Division.
- (5) 3926th Air Base Group:
 - (a) Provide necessary facilities and support for forty-five B-47 aircraft of the 305th Bombardment Wing.
- (6) 3927th RTF
 - (a) Plot and rescore all bomb impact points from radar scope photographs obtained by 305th Bombardment Wing.
 - (b) Prepare and submit SAC Form 44A within ten (10) days after receipt of unit photography in accordance with SAC Regulation 50-42.
- (7) Detachment 9, 29 Weather Squadron:
 - (a) Provide required weather support to the 305th Bomb Wing.

305th BW
Ops Order 400-57

SECRET

1059

SECRET

2. MISSION: To conduct a simulated radar bombing evaluation mission against Marrakech RBS site. The objectives of this flight are:

- (a) To determine the current radar bombing capability of the 305th Bombardment Wing (M).
- (b) To exercise and appraise the Wing Staff and air crew capability to plan and execute this mission.
- (c) To exercise and appraise the Wing Photo Interpreter capability to score bomb impact points from radar scope photography.

3. TASK FOR SUBORDINATE UNITS:

- (a) 364th, 365th, and 366th Bombardment Squadrons:
 - (1) Schedule and dispatch all available select, lead and combat ready crews and aircraft against Marrakech RBS site as specified in appendices 1, 2, and 3, Annex B.
 - (2) Each squadron will prepare one spare aircraft each wave. These aircraft will be completely preflighted and made available for take off in extra spaces indicated in Appendices 1, 2, and 3.
 - (3) Schedule participating crew members for target study, UST, briefing and critique.
- (b) Headquarters Squadron, 305th Armament and Electronics Squadron, 305th Field Maintenance Squadron and 305th Periodic Maintenance Squadron: Provide maximum support to insure successful accomplishment of mission.

305th BW
O/Order 400-57

SECRET

1060

SECRET

X. GENERAL INSTRUCTIONS:

- a. Unclassified nickname of this mission is "BEAR HUG". All communications relevant to this mission will cite the assigned nickname.
- b. Exchange of information - Crews scheduled on different dates will avoid formal or informal exchange of information prior to completion of this mission by all crews in the Wing.
- c. Takeoffs are on 10, 11, 12 January 1957.
- d. Target time periods 10/1900Z to 11/0500Z, 11/1900Z to 12/0500Z, 12/1900Z to 13/0500Z.
- e. All times are ZULU.
- f. General briefing will be in Base Theatre at 1300Z, 9 January 1957.
- g. Pre-take-off briefing times and dates are shown in Appendices 1, 2, and 3, Annex B. Pre-take-off briefing will be conducted in Wing Briefing Room.
- h. Critique for all crews will be 1400 ZULU Monday 14 January 1957.
- i. Each bomb squadron observer will schedule participating observers for target study as directed by Director of Operations, 305th Bomb Wing.
- j. The Chief, Bomb-Nav Section will:
 1. Comply with paragraph 8c(1), SAC Regulation 50-42.
 2. Supervise all target study associated with this mission.
- k. The Wing Director of Operations will provide inspection of optical system in compliance with paragraph 9g, SAC Regulation 50-42. Optics will be disabled by covering the periscope "Fish Bowl" with

305th BW
O/Order 400-57

SECRET

SECRET

masking tape and sealing cover. Ament and Electronics personnel will be responsible for covering the periscope "Fish Bowl" and sealing the cover.

4. ADMINISTRATION AND LOGISTICAL MATTERS -- OMITTED.

5. COMMAND and COMMUNICATIONS:

a. Command - Normal.

b. Communications - Annex "D" this Operations Order.

4. ANNEXES:

1. Annex A - Intelligence
2. Annex B - Operations
3. Annex C - Ground Files
4. Annex D - Communications

Julian M Bleyer
 JULIAN M BLEYER
 Colonel, USAF
 Commander

DISTRIBUTION:

CINC SAC	2	Fly Safety	1
Cmdr 2AF	2	Communications	1
Cmdr 5AD	5	D/M 305th BW	3
Cmdr 12th AFS SQ	2	Wg Inspector	1
Cmdr AFS Det 2	2	305th BW Hist	4
Cmdr 3927 Rec Tech SQ	2	Cmdr 364th BS	2
Cmdr BEN 6	5	Cmdr 365th BS	2
Cmdr 305th BW	1	Cmdr 366th BS	2
Dep Cmdr 305th BW	1	Cmdr 305th AMEFS	1
D/I 305th BW	1	Cmdr 305th FMS	1
D/O 305th BW	1	Cmdr 305th FMS	1
Plans Div	2	Cmdr 305th A&E	1
O & T	10	Cmdr 305th Hq SQ	1
Control Room	2	Cmdr 9 WX Det	1
Bomb Bay	3	B-47 Air Crews	135
		TOTAL COPIES	198

5
 SECRET

1062

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
28 December 1956

ANNEX "A"

TO

OPERATIONS ORDER

400-57

INTELLIGENCE

Annex "A"
305th BW
O/Order 400-57
28 Dec 56

SECRET

1063

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
28 December 1956

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO 400-57

"BEAR HUG"

INTELLIGENCE

1. MAPS AND CHARTS: Issued as required.
2. INTELLIGENCE REQUIREMENTS
 - a. Survival Intelligence. Reference page 10 thru 32, pamphlet "Information Flimsy on Morocco."
 - b. AOB, omitted.
 - c. EEI, omitted.
3. PHOTO BOMB SCORING
 - a. Bomb Load (for scoring purposes only) is one simulated bomb IAW, SAC Reg. 50-4.
 - b. For each bomb run, the Wing photo interpreters will enter, in columns 5-14 of Section II, SAC Form 44, the distance and true bearing of cross-hair position from the target at time of bomb release. Distance will be expressed as a four digit number in tens of feet in columns 5 - 8. Bearing will be entered in columns 12 - 14.
 - c. After completion of scoring by the 305th photo interpreters, all film (0-15 and 0-23) and photo logs obtained on this mission will be forwarded to the 3927th RTF to be rescored.
 - d. After rescoring and submission of reports by the 3927th RTF, that agency will dispose of scope photography in accordance with SAC Reg. 95-1.
4. INSTRUCTIONS TO CREWS
 - a. Film will be picked up at the aircraft by A & E representatives upon landing from the mission.

nnex ."
05BW
/Order 400-57
3 Dec 56

SECRET

1064

SECRET

- b. Navigation forms and allied logs will be picked up at interrogation.
- c. Crews will report to the Wing Briefing Room immediately upon landing from the mission, for interrogation. (Location to be announced at pre take-off briefing)

Ann "A"
305BW
O/Order 100-57
23 Dec 56

SECRET

1065

SECRET

ANNEX "B"
TO
OPERATIONS ORDER NUMBER 400-57
OPERATIONS

SECRET

1066

SECRET

ANNEX B

TO
OPERATIONS ORDER NO 400-57

OPERATIONS

1. Fuel Loads

- a. 99,300

2. ATC CLEARANCES:

- a. Approved ATC block altitudes will be observed.
- b. Aircraft Commanders will submit completed form 175 (Section D will indicate "BEAR HUG" Amber, Blue, Cardinal route.), Form F will be turned in to briefing officer immediately after general briefing.
- c. ATC clearances will be distributed at pre-take-off briefings.
- d. Individual aircraft Commanders will obtain individual clearances if it becomes necessary to deviate from briefed route.
- e. Aircraft Commanders will not cancell IFR clearances until completion of GCA.

3. TIMING:

- a. Takeoff times, control times are shown on timing recaps, Appendices 1, 2, and 3 this Annex.

4. ROUTES:

- a. The route will be flown as indicated in the flight plan, Appendix 4, this Annex.
- b. Courses are measured point to point. Distances are measured from point to start turn to make next track good. Time in turn and distances in turn is added.

5. NAVIGATION:

- a. Radar navigation to include maximum use of GPI will be utilized between takeoff and target.

Annex B
305th BW O/O 400-57

SECRET

1067

SECRET

- b. Each crew will accomplish two night celestial legs between evaluation run and optional run. These navigation legs will be accomplished in accordance with SAC Regulation 51-11 and 2nd Air Force Regulation 51-11. Crews have the option of making initial navigation leg a night celestial grid.

6. BOMBING.

- a. RES bomb run procedures will be in accordance with SAC Manual 50-38 and T.O. 1-44.7E-1 Section VIII. Bombing equipment check, PRE-IP, IP check list and procedures will be adhered to. Crews will utilize special check and timing sheet published by Bomb-Nav Section.
- b. Designated bomb run track, altitude and airspeeds are indicated in Appendices 1, 2, 3, and 4 this Annex.
- c. IBDA turn will be accomplished by all combat crews. All turns will be to LEFT.
- d. Type and classrun will be RADAR-OFFSET. (See Annex C "Ground rules). Target "INDIA" MARRAKECH.
- e. ATF and Trail will be computed from T.O. 11N-60-42.
- f. Optics will be disabled to insure that they are not useable.
- g. Camera logs and SAC form 1 will be accomplished completely and in detail according to instructions to be covered at specialized briefing.
- h. A second bomb run has been authorized, procedure for making this run will be covered in specialized briefing.

7. PHOTOGRAPHY PROCEDURES.

- a. Bomb run O-15 and O-23 photography will be in accordance with existing regulations.

Annex B
305th BW
O/Order 400-57

SECRET

b. 0-15 photography will be started at the PRO-IP of CASABLANCA and terminate 25N.M. beyond the target after bombs away.

c. Function switch will be left in TRACK for 25 N.M. beyond the target after bombs away.

d. Normal bomb run photography will be accomplished on simulated bomb run on ALBAT. This run will also be utilized as a final bombing equipment check.

e. Photography will be taken of any malfunctions that might be discernable on photos.

8. RBS PROCEDURES - RBS Procedures will be in accordance with SAC Regulation 90-4 with the following exceptions:

a. The bomb run wind will not be called to the RBS site, however, crews will accurately record bomb run wind components.

b. All scores are classified SECRET and will not be transmitted to aircraft.

c. The 305th Site Liaison Officer will provide the RBS site with maximum information to facilitate scoring.

9. EMERGENCY LANDING BASES.

NOVASSEUR

SIDI SLIMANE

BAMAJAS

10. The bombardment Squadrons will furnish a qualified aircraft Commander for tower Officer Duty during the takeoff and landing periods as indicated below:

364th BS. 1st Wave
365th BS. 2nd Wave
366th BS. 3rd Wave

Selected aircraft Commanders will contact wing Flying Safety Officer and Control Room Officer for Briefing.

Annex B
305th BW
O/Order 400-57

SECRET

3

1069

SECRET

11. FLYING SAFETY TAKES PRECEDENCE OVER ALL OTHER OBJECTIVES OF THIS MISSION.
12. The 305th AFS will furnish strip alert for all periods of landing.

Annex B
305th BW
O/Oder 400-57

4
SECRET

1070

SECRET

"BEAR HUG" AMER timing and bombing recap
10 JANUARY 1957

CALL SIGNS

AIRORAFT COMMANDER	TAIL NO.	AIR/GROUND BEAR HUG	AIR/AIR BEAR HUG AMBER	PRE T.O. BRIEF.	T.O. TIME.	CASA CONTROL TIME	BOMB PRESS. ALT.	IF#2 CONTROL TIME
Hynds	107	Eye Lash 11	1	1430	1730	1842	33.0	0015
Flook	110	" 23	2	1430	1745	1857	33.5	0030
Johnson, S.	259	" 10	3	1430	1800	1912	33.0	0045
Cox	286	" 13	4	1430	1815	1927	33.5	0100
Immler	292	" 15	5	1530	1830	1942	33.0	0115
Trevisani	262	" 58	6	1530	1845	1957	33.5	0130
Angley	118	" 64	7	1530	1900	2012	33.0	0145
Crowe	264	" 60	8	1530	1915	2027	33.5	0200
Moore	112	" 57	9	1630	1930	2042	33.0	0215
McCluney	261	" 54	10	1630	1945	2057	33.5	0230
Terry	113	" 40	11	1630	2000	2112	33.0	0245
Lindley	115	" 36	12	1630	2015	2127	33.5	0300
Leitzel	255	" 35	13	1730	2030	2142	30.0	0315
Aust	267	" 39	14	1730	2045	2157	33.5	0330
Haggard	263	" 38	15	1730	2100	2212	33.0	0345
					2115	2227	33.5	0400
					2130	2242	33.0	0415
					2145	2257	33.5	0430
					2200	2312	33.0	0445

Bomb Run Speed .81 MACH
Distance 2,922
Duration 6:48
Fuel Reserve 20,000#

IF Target IEBA
Run # 1
SETTAT
INDIA
LEFT

RUN # 2
MOGADOR
COCOA
IEBA LEFT

305th BW
O/Order 400-57
1 JAN 57
Appendix 1
Annex B

SECRET

SECRET

"BEAR HUG" BLUE TIMING AND BOMBING RECAP
11 JANUARY 1957

CALL SIGNS

AIRCRAFT COMMANDER	TAIL NO.	AIR/GROUND BEAR HUG	AIR/AIR BEAR HUG BLUE	PRE T.O. BRIEF.	T.O. TIME.	CASA CONTROL TIME	BOMB PRESS. ALT.	IP#2 CONTROL TIME
Frout	104	eye Lash 22	1	1430	1730	1842	33.0	0015
Keney	120	" 16	2	1430	1745	1857	33.5	0030
Hunter	261	" 19	3	1430	1800	1912	33.0	0045
Baker	029	" 20	4	1430	1815	1927	33.5	0100
Walco	257	" 14	5	1530	1830	1942	33.0	0115
Knox	111	" 63	6	1530	1845	1957	33.5	0130
Crowder	279	" 52	7	1530	1900	2012	33.0	0145
Keller	116	" 56	8	1530	1915	2027	33.5	0200
Arnold	106	" 59	9	1630	1930	2042	33.0	0215
Robertson	276	" 61	10	1630	1945	2057	33.5	0230
Foot	117	" 52	11	1630	2000	2112	33.0	0245
Nichols	270	" 33	12	1630	2015	2127	33.5	0300
Andrews	271	" 30	13	1730	2030	2142	33.0	0315
Zimmerman	268	" 34	14	1730	2045	2157	33.5	0330
Naler	290	" 47	15	1730	2100	2212	33.0	0345
					2115	2227	33.5	0400
					2130	2242	33.0	0415
					2145	2257	33.5	0430
					2200	2312	33.0	0445

Bomb Run Speed .81 MACH
Distance 2,922
Duration 6:48
Fuel Reserve 20,000#

If Target IHDA
Run # 1
SETTAT
INDIA
LEFT

Run # 2
MOGADOR
COCOA
IHDA
LEFT

305th BW
O/Order 400-57
1 JAN 57
Appet x 2
Annex #

SECRET

1072

"BEAR HUG" CARDINAL TIMING AND BOMBING RECAP
12 JANUARY 1957

SECRET

CALL SIGNS

AIRCRAFT COMMANDER	TAIL NO.	AIR/GROUND BEAR HUG	AIR/AIR BEAR HUG CARDINAL	PRE T.O. BRIEF	T.O. TIME	CASA CONTROL TIME	BOMB PRESS. ALT	IP#2 CONTROL TIME
Dahl	283	Eye Lash 12	1	1430	1730	1842	33.0	0015
Bates	105	" 26	2	1430	1745	1857	33.5	0030
Reeves	284	" 16	3	1430	1800	1912	33.0	0045
Wells	244	" 17	4	1430	1815	1927	33.5	0100
Little	289	" 21	5	1530	1830	1942	33.0	0115
Bryan	260	" 55	6	1530	1845	1957	33.5	0130
Hird	293	" 62	7	1530	1900	2012	33.0	0145
Johnson	100	" 6	8	1530	1915	2027	33.5	0200
Ryan	109	" 31	9	1630	1930	2042	33.0	0215
Vitko	114	" 32	10	1630	1945	2057	33.5	0230
Moyer	146	" 45	11	1630	2000	2112	33.0	0245
					2015	2127	33.5	0300
					2030	2142	33.0	0315
					2045	2157	33.5	0330
					2100	2212	33.0	0345
					2115	2227	33.5	0400
					2130	2242	33.0	0415
					2145	2257	33.5	0430
					2200	2312	33.0	0445

Bomb Run Speed .61 MACH
Distance 2,922
Duration 6:46
Fuel reserve 20,000#

IP Target IBDA
Run # 1
SETTAT
INDIA
LEFT

Run # 2
MOGALON
COCO
IBDA
LEFT

305th BW
O/Order 400-57
1 JAN 57
App ix 3
Anne. B

SECRET

1073

SECRET

MISSION FLIGHT PLAN		O. G. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		400-57 BEAR HUG		305	B47			Amber, Blue & Cardinal Cells
POUNDS				POUNDS				
ACFT BASIC	82000			BOMBS				
CREW	1075			AMMO				
OIL	425			WATER AUG	4800			
ATO				STATIC	189200	NR FULL ATO REQUIRED		
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2600	NR EMPTY ATO REQUIRED		
EXT TANKS WEIGHT (Empty)	1600			TAKE-OFF GROSS	186600	ATO FIRING SPEED		
MISCELLANEOUS								
CHAFF								
OPERATING	85100	TOTAL FUEL	99300					

PRE-FLIGHT PLAN																
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING
ST/T/TO/ACC													:03	10		99300
W/A																4600
Level Off		036	-2	034				29.5	74	410	418	140	:20	137		8000
Sidi Slimane		036	-3	033				29.5	74	430	442	18	:03	18		86700
3550N 0547W		007	-4	003				29.9	74	430	428	87	:12	86		800
3600N 0700W		280	0	280				33.5	74	430	400	245	:38	251		85900
RABAT		176	+4	180				33.5	74	430	437	53	:08	57		2200
PIP Casablanca		257	+2	259				33.5	74	430	398	298	:46	308		83700
IP SETTAT		183	+5	188				33.5	81	454	458	123	:16	119		1800
TGT MARRAKECH I		193	+4	197				33.5	81	454	451	421	1:02	427		81900
3200N 0700W		049	-4	045				34.0	74	430	450	36	:06	57		3500
3735N 0000W		046	-4	042				34.0	74	430	449	457	1:08	484		78400
4339N 0550W		324	-2	321				34.0	74	430	407	51	:07	38		1400
4257N 0944W		252	+2	254				35.9	74	425	400	508	1:15	522		77000
												85	:11	83		1700
												593	1:26	605		1700
												70	:09	65		75300
												663	1:35	670		2400
												471	1:03	451		2400
												1134	2:38	1121		72900
												456	1:07	481		1700
												1590	3:45	1602		11800
												150	:22	156		59400
												1740	4:07	1758		11500
																47900
																3800
																44100

SAC FORM 15 APR 66 18 FC: 2720

305th BW 0/Order 400-57

SECRET

Air Force-SAC, Offutt O-1049(56)

1074

SAC FORM 15 APR 561b $\epsilon_{\text{C}}: 2720$

3024 28 4

/Order 400-27

~~SECRET~~

Air Force = SAC, Offutt O-1050(56)

SECRET

HEADQUARTERS NORTH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida
28 December 1956

ANNA/

IV

OPERATIONAL GUIDE NO. 400.57

GROUND ABORTS

1. Provisions of SAC Regulation 30-42 apply.

2. Aborts.

a. Ground Aborts.

- (1) Air Crews which are scheduled for a specific night's mission, but which are not airborne in sufficient time to arrive at the target prior to 2300Z, will be regarded as ground aborts.
- (2) Air Crews which are scheduled for a specific night's mission, but which are not able to get their originally scheduled aircraft airborne and must use a spare or a replacement aircraft, will not be counted as ground aborts as long as they are airborne in time to bomb the target prior to 2300Z.

b. Air Aborts.

- (1) EAP "Go-No-Go" decisions should apply in the case of the malfunctioning equipment after the IP. Overall bombing accuracy is to be desired, but not at the expense of the abort rate.
- (2) Radar Aborts.

Annex C
305th BW
O/Order 400.57
28 Dec 56

SECRET

1076

SECRET

- (a) If radar has an effective pickup range for objects in excess of 25 NM ground range and allows discrimination of prominent returns above the ground return and if the cross-hairs and computers are properly functioning, the bomb run will be made.
- (b) If the radar picture is out or extremely weak prior to the IP call, the crew may abort, except on the third night. On the third night a GPI run will be accomplished.
- (c) If the cross-hairs are not visible or fail to drive, this is cause for abort prior to the IP, except on the third night. On the third night the Observer will make a run, using fixed angle emergency bombing procedures.
- (d) Inoperative offset will be cause for abort if the mal- function occurs prior to the IP except on the third night. On the third night a direct, fixed angle or GPI run will be accomplished.
- (e) Air Crews aborting between the IP and target will be charged with both a GROSS ERROR and a RADAR ABORT. This policy is intended to emphasize the necessity for a release, with emergency bombing procedures, if necessary, once the aircraft is in the target area.

Annex C
305th BW
O/Order 400-57
28 Dec 56

2

SECRET

1077

SECRET

- (3) Crews are authorized only one approach to the target; aircraft which are not scored because of air traffic interference or RBS Site ground aborts after being cleared from the IP by the RBS Site will not be counted as aborts or gross error, nor will they attempt a second approach.
 - (4) Crews aborting prior to the IP call will be re-scheduled on the third night of unit's participation. There will be no makeup period for crews aborting on the third night.
 - (5) GPI and Fixed Angle runs will not be made on the first and second nights of this mission, except when malfunction occurs between IP and Target.
3. No radio aids or radar beacons will be used during the pre-target phase of the mission, or to locate the pre-IP, IP, points for reference, point bombing, target complex, DGL, or offset aiming point.
 4. Crews and/or aircraft that overfly the IP will not be rescheduled.
 5. Circular errors of 5800' or greater are gross errors. Any crews scored off the board will be scored at the point where they left the board.

OFFICIAL:

Stanley J. Johnson
STANLEY J. JOHNSON
Director of Operations

BLEYER
Colonel
Commander

Annex C
305th BW
O/Order 400-57
28 Dec 56

3

SECRET

1078

SECRET

HEADQUARTERS 305th BOMBARDMENT WING (M)
MacMill Air Force Base, Florida
20 December 1956

ANNEX "D"

TO

OPERATIONS ORDER

400-57

COMMUNICATIONS

Annex D
305th BW
O/Order 400-57
20 DEC 56

SECRET

1079

SECRET

HEAR HUG

COMMUNICATIONS

1. CALL SIGNS:
 - a. Air/Ground: EYELASH /
(2 digit desg.)
 - b. Air/Air: EYELASH /
(Position Nr. in Stream)
2. CHANNELIZATION:
 - a. HF IAW current Wing Flip Card.
 - b. UHF per Tab 1.
 - c. Special frequency assignment;
 - (1) Intra Plane freq: 321.0 mcs.
3. IDENTIFICATION/RECOGNITION:
 - a. IAW current KAC-1()/TSEC.
 - b. IFF: Formation leader "MODE 3"; all other on "STANDBY", individual flights operate IFF "MODE 1".
4. REPORTING PROCEDURES:
 - a. Make position reports IAW requirements of current FAC charts and SFID's.
 - b. Primary means: UHF
 - c. Alternate means: HF (to airways for relay to appropriate ATC center).
 - d. Strike Report control station;
Primary - Wheelus, Secondary - Lajes, Alternate - Croughton
(1) Addressee - "SAILBOAT".
5. EMERGENCY PROCEDURES:
 - a. IAW current Facility Charts and SFID's.
 - b. Distress and Rescue Freqs: 3023.5, 8364.0, 282.8, and 243.0.

Annex D
O/Order 400-57

SECRET

1080

SECRET

6. "ALFA" MONITOR PROCEDURES:

a. Cell Leaders designate specific aircraft to monitor frequencies as shown below.

b. Monitor periods: :05-:08, :25-:28, :45-:48.

c. Freqs: 4724.5, 6730.5, 11228.0, 13215.5, and 3137.0.

7. RECALL WORD:

a. The Recall Word is: " SNUFFY "

b. To recall the entire force the recall word "SNUFFY" will be preceded by the mission nickname, "EAR HUG". To recall an individual aircraft or a cell, the recall word will be preceded by the tactical call of the individual aircraft or by the cell color designator.

8. SECURITY:

a. Radio transmission will be limited to those essential to accomplishing the mission and to comply with ATC reporting requirements.

b. Preflight and airborne checks of HF Radio will not be made by SAC Tactical aircraft while in this area, in compliance with SAC message DDCEN 10768, 20 Jun 56, Subject, " HF Radio Security".

c. HF Radio use will be limited to mandatory ATC reporting, Strike reports and emergencies.

Annex D
305th BW
O/Order 400-57
23 Dec 56

2

SECRET

1081

SECRET

TAB 1

CHAN	FREQ(MCS)	USE
1.	*209.8	Combined Fighter Guard
2.	232.2	SAC ADC Common
3.	344.6	Pilot-to Forecaster or Tactical
4.	-----	As Required
5.	-----	As Required
6.	-----	As Required
7.	317.5	Combined Fixer
8.	-----	As Required
9.	311.0	EYELASH CONTROL
10.	353.8	Combined ARTC
11.	275.8	Local Tower
12.	363.8	Local Approach Control
13.	362.3	Combined Approach Control
14.	257.8	Combined Tower
15.	385.4	Combined GCA Final
16.	344.0	Combined GCA Search
17.	225.4	Local GCA Final
18.	335.8	Local GCA Search
G.	243.0	Military Emergency
N.	-----	As Required

* - Confidential. All others unclassified.

Annex D
305th BW
O/Order 400-57
20 Dec 56

3

SECRET

1082

SECRET

305TH BOMBARDMENT WING (M)

OPERATIONS ORDER

414-57

— FAST COUNT —

17 JANUARY 1957



(Do not pass to AIR DEFENSE)

SECRET

305 B/BG-0253

1083

SECRET

CLASS: SECRET
AUTH: CCMDR 305 BW
DATE: 17 Jan 57
NAME: Johnson

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
APO 113, New York, New York

305DO

17 January 1957

SUBJECT: 305th Bombardment Wing Medium Operations Order 414-57

TO: See Distribution

1. Inclosed is 305th Bombardment Wing Medium Operations Order, Number 414-57, dated 17 January 1957.

FOR THE COMMANDER:

1 Incl
305th BW O/O 414-57,
dtd 17 Jan 57

Joseph U. Ripko
JOSEPH U. RIPKO
Lt Colonel, USAF
Adjutant

SECRET

SECRET

HEADQUARTERS, 305TH BOMBARDMENT WING (M)
APO 113, New York, New York
17 January 1957

TABLE OF CONTENTS

Operations Order 414-57	Basic Plan
Annex A	Intelligence
Annex B	Operations
Appendix 1	Recap "Fast Count"
Appendix 2	Alpha - 21 Jan 57
Appendix 3	Flt Plan-IP1
Appendix 4	Flt Plan-IP2
Appendix 5	Flt Plan-IP3
Appendix 6	Flt Plan-IP4
Appendix 7	Flt Plan-IP5
Appendix 8	Flt Plan-IP6
Appendix 9	Flt Plan-IP8
Appendix 10	Flt Plan-IP9
Appendix 11	Flt Plan-IP10
Appendix 12	Flt Plan-IP11
Appendix 13	Recap "Fast Count"
Appendix 14	Bravo - 22 Jan 57
Appendix 15	Flt Plan-IP3
Annex C	Flt Plan-IP5
Annex D	Flt Plan-IP10
	Ground Rules
	Communications

SECRET

SECRET

SECRET

AUTH: CMDR 305 BW

NAME: JohnsonDATE: 17 Jan 57

HEADQUARTERS, 305TH BOMBARDMENT WING (M)
 APO 113, New York, New York
 17 January 1957

Operations Order)

Number 414-57)

MAPS AND CHARTS: As requiredTASK ORGANIZATIONS:

364th Bombardment Squadron	Lt Col L.H. Johnson
365th Bombardment Squadron	Lt Col J.M. Philpott
366th Bombardment Squadron	Lt Col J.F. Swofford
305th Air Refueling Squadron	Lt Col J.M. Chapman
305th Field Maintenance Squadron	Major R.A. Schoolcraft
305th Armament & Electronics Sqdn	Major R.V. Sundberg
305th Periodic Maintenance Sqdn	Major D.E. Hayden
305th Headquarters Squadron	Capt D.J. O'Connell

1. GENERAL SITUATION: The 305th Bombardment Wing (M) has been directed to furnish ten (10) B-47s on 21 January 1957 and ten (10) B-47s on 22 January 1957 for a penetration exercise against the North African Air Defense Network.

a. INTELLIGENCE:

- (1) Enemy Forces: (See Annex "A")
 - (a) 316th Air Division (DEF)
- (2) Chart and map reference:
 - (a) As required for navigation

1

SECRET

1086

SECRET

- (3) Targets: "A" - Sidi Slimane Air Base
"B" - Moulins Air Base
"C" - Ben Guerir Air Base
"D" - Kinetra NAS, Port Lyautey

(a) Target study and materials as required.

b. FRIENDLY FORCES:

- (1) 3626th Air Base Group: Provide necessary chaff for this mission and furnish transportation from storage area to aircraft.
- (2) 1975th AACS Squadron: Provide communications support as required by this operations order.
- (3) 56th Air Rescue Squadron: Provide necessary rescue support for routes covered in this operations order.
- (4) 28th Weather Detachment: Provide necessary weather support information in accordance with 5th Air Division Operations Plan 501-56, Annex "F".

2. MISSION: The 305th Bombardment Wing (M) will launch required aircraft on strikes against targets listed.

a. The objectives of this mission are:

- (1) To successfully accomplish a penetration of the enemy's air defense network.
- (2) To accomplish a combat crew training mission following each strike (fuel reserves permitting).
- (3) To insure required number of aircraft take-off on 21 and 22 January 1967.

2
SECRET

SECRET

J. TASK FOR SUBORDINATE UNITS:

a. 304th, 305th and 306th Bombardment Squadrons:

- (1) Schedule and dispatch crews and aircraft against the enemy's air defense network as specified in appendices A thru D, Annex B.
- (2) Schedule participating crew members for target study, briefing and critique.
- (3) Schedule optimum air training following strike, fuel permitting.
- (4) Spare aircraft: None.

b. Headquarters Squadron, 305th Armament and Electronics Squadron, 305th Field Maintenance Squadron and 305th Periodic Maintenance Squadron: Provide maximum support to successful accomplishment of mission.

K. GENERAL INSTRUCTIONS:

- a. Unclassified nickname of this mission is "FAST COUNT".
- All relevant communications will cite assigned nickname.
- b. Take-off times will be adjusted to make IP control times good within plus or minus three (3) minutes at altitude indicated in appendix.
- c. Clearances for this mission will be hand carried to Casablanca ATC and will indicate in remarks section "DO NOT PASS TO AIR DEFENSE".
- d. Form 17a will indicate in remarks section "DO NOT PASS TO AIR DEFENSE".
- e. "FAST COUNT ALPHA", 21 January 1957 will not load chaff.
- f. "FAST COUNT BRAVO", 22 January 1957 will load all aircraft with chaff as outlined in the ECM portion of Annex D this operations order.

SECRET

SECRET

3. All times are in EDT.

4. General meeting will be held in the Base Theater at 0830 ZULU.

1. ADMINISTRATION AND LOGISTICAL MATTERS - OMITTED

2. COMMAND AND COMMUNICATIONS

a. Command - Normal.

b. Communications - Annex "B" this Operations Order

OFFICIAL

Stanley F. Johnson
STANLEY F. JOHNSON
Lt Col., USAF
Director of Operations

MEYER
COLONEL
COMMANDER

DISTRIBUTION:

Comdr, 305th AD	5	Communications, 305th BW	1
Comdr, 198th AFG	2	D/H, 305th BW (H)	2
Comdr, 198th Air Support Sqdn	2	305th BW (H) Historian	4
Comdr, 198th Air Detachment	2	Comdr, 364th B Sq	2
Comdr, 305th BW (H)	2	Comdr, 365th B Sq	2
Dep Comdr, 305th BW (H)	2	Comdr, 366th B Sq	2
D/O, 305th BW (H)	1	Comdr, 305th FM Sq	1
D/O, 305th BW (H)	1	Comdr, 305th FM Sq	1
OCF, 305th BW (H)	2	Comdr, 305th A&E Sq	1
Control Room, 305th BW (H)	2	B-17 Air Crews	40
Flt Safety, 305th BW (H)	2		

4
SECRET

SECRET
HEADQUARTERS, 305TH BOMBARDMENT WING (A)
AFO 113, New York, New York
17 January 1957

ANNEX A

OPERATIONS ORDER

SERIAL NR 414-57

"FLST COUNT"

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General situation: As stated in paragraph 1 of this Operations Order.

(1) Enemy Order of Battle - For purposes of this mission the "enemy" consists of the 316th Air Division (Defense) with fighter units located at Mounasseur, Sidi Slimane and Boulhaut Air Base in North Africa and French fighter units located at Khouribga and a jet aircraft training school at Meknes.

(a) It is estimated that the current "enemy" fighter-interceptor capability consists of one squadron with approximately thirty (30) F-86 aircraft based at Mounasseur Air Base; approximately twenty-five (25) aircraft (F-100s) are currently assigned at Sidi Slimane Air Base with an estimated four (4) aircraft available for scramble activity. The F-100 school at Boulhaut Air Base using some F-86s for transition training currently has no capability for air defense.

SECRET

1090

SECRET

USAF FIGHTER-INTERCEPTOR CAPABILITY

<u>LOCATION</u>	<u>TYPE AIRCRAFT</u>	<u>STRENGTH (APPROX)</u>
Nouasseur Air Base	F-86	30 aircraft
Sidi Slimane	F-100	35 aircraft
Boulhaut Air Base	F-100, F-86	Unknown

- (2) Radar Order of Battle - Radar Order of Battle for this mission consists of the following GCI locations using equipment having a realistic capability against P-47 aircraft of 120 to 150NM:

<u>SITE LOCATIONS</u>	<u>COORDINATES (APPROX)</u>
(1) Rabat-Sale Airport	0650W 3400N
(2) Nouasseur Air Base	0725W 3320N
(3) Site 150 NM NE Ksar-esouk Bombing Range	0200W 3330N
(4) Site in Oujda Area	0230W 3500N

FRENCH FIGHTER-INTERCEPTOR CAPABILITY

<u>LOCATION</u>	<u>TYPE AIRCRAFT</u>	<u>STRENGTH</u>
Khouribga	F-51	20
Meknes Jet Training School	Meteor	Unknown

2. INTELLIGENCE REQUIREMENTS:

- a. Essential elements of information are as follow:
- (1) What was the number and type of aircraft encountered, duration of encounter, clock position and axis of attack, location by coordinates and altitude?
 - (2) What was the weather at time of encounter?
 - (3) Was any electronic jamming experienced? if so, where and for how long?

3. INTELLIGENCE ACTIVITIES:

- a. Crews will be briefed on the contents of SAC Regulation 200-8, dated 1 December 1956.
- b. Blood chits will not be issued to combat crews for this mission.
- c. Standard survival kits will be issued to combat crew members when available (type F-1 or F-2) prior to departure on this msn.

3058W Annex A O/Order 414577

2

17 Jan 57

1091

HEADQUARTERS, 305TH BOMBARDMENT WING (M)
AFC 113, New York, New York
17 January 1957

ANNEX B

OPERATIONS ORDER

SERIAL NR 414-57

"FAST COUNT"

OPERATIONS

1. FUEL LOADS:

- a. See "FAST COUNT ALPHA", Appendix 1 and "FAST COUNT BRAVO", Appendix 12.

2. AIR CLEARANCES:

- a. All clearances will indicate "DO NOT PASS TO AIR DEFENSE".
- b. Aircraft commanders will submit completed Form 175 (Section D will indicate "FAST COUNT ALPHA" or "FAST COUNT BRAVO").
- c. Form 175 will be turned in to briefing officer immediately after general briefing.
- d. Remarks Section of Form 175 will indicate "DO NOT PASS TO AIR DEFENSE".

3. TIMING:

- a. Take-off times and I.P. control times are shown on timing recaps, appendices 1 and 12 of this annex.
- b. Any take-off delay that will cause I.P. control time to be over three (3) minutes will be reported to 5th AD control room.

4. ROUTES:

- a. Routes will be flown by single ships as indicated in "FAST COUNT ALPHA", Appendix 2 thru 11 of this annex.
- b. "FAST COUNT BRAVO" indicates cell routes in appendices 13, 14, and 15 of this annex.

5. NAVIGATION:

- a. Radar navigation to include maximum use of GPI throughout the mission.

ANNEX B
305 BW O Order 414-57
17 Jan 57

SECRET

c. BOMBING:

a. Additional training upon completion of penetration mission will be scheduled by the respective squadron operations officers.

d. EMERGENCY LANDING BASES:

NOUASSEUR

SIDI SLIMANE

BARAJAS

8. FLYING SAFETY is the primary consideration of this mission and takes precedence over all mission objectives.

SECRET

SECRET

OPERATIONS EAST COUNT ALPHA
MISSION TIMING AND RECAP SHEET

21 JAN 57

ACFT COMDR	TAIL NO	AIR/AIR FAST COUNT ALPHA	IP NO	PRE T.O. BRIEFING 21 Jan	T.O. TIME	IP CONTROL TIME	TOT TIME	IP & TGT ALT	TARGET	T.O. FUEL LOAD	FUEL RESERVE BEN GUERIR VOR
JOHNSON	259	4	IP-4	14:30	17:29	21:00	22:19	38M	Nouasseur B	100250	23850
TERRY	113	3	IP-3	14:30	17:31	21:20	22:29	41M	Sidi Slimane A	100250	19300
DOYLER	292	2	IP-2	14:30	17:38	21:10	22:09	39M	Sidi Slimane A	99450	19950
KNOX	111	1	IP-1	15:00	17:52	21:00	21:45	37M	Sidi Slimane A	103150	31750
NICHOLS	270	11	IP-11	15:00	18:16	21:00	21:40	38M	Kinetex NAS Port Lyantey D	90550	27250
ANDREWS	271	5	IP-5	15:00	18:17	21:20	22:39	40M	Nouasseur B	90250	19050
ROBERTSON	276	10	IP-10	16:00	18:52	21:10	22:08	37M	Ben Guerir C	76750	23250
VERMILL	282	6	IP-6	16:00	18:57	21:00	21:30	34M	Nouasseur B	94850	45350
WILEY	118	9	IP-9	17:00	20:00	21:20	21:50	37M	Ben Guerir C	60650	27750
WYNDER	277	3	IP-3	17:00	20:00	21:20	21:50	37M	Ben Guerir C	60650	27750

NOTE: All times are local. Pre-flight briefing times are (2) hours before departure. Mission timing and recap sheet.

Appendix 1

Appendix 2

Appendix 3

Appendix 4

SECRET

~~SECRET~~

~~SECRET~~

[illegible]

SECRET

SECRET

MISSION FLIGHT PLAN		D. O. AND NICKNAME		UNIT	TYPE	ALT	WAVE	CELL CALL SIGN	REMARKS
ACFT BASIC	POUNDS					POUNDS			
CREW	1075			BOMBS					PRESSURE ALT
OIL	425			AMMO					LENGTH
ATO				WATER AUG					AIR TEMP
RACK				STATIC	176000		NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH
EXT TANKS WEIGHT (Empty)	1600			START ENGINES AND TAXI FUEL ALLOWANCE	2600		NR EMPTY ATO REQUIRED		CRITICAL AIR TEMP
MISCELLANEOUS									TAKE-OFF DISTANCE
CHAFF	650								TAKE-OFF SPEED
OPERATING	85250								CRITICAL WIND COMPONENT
		TOTAL FUEL	90250	TAKE-OFF GROSS	173400		ATO FIRING SPEED		1ST LEG
									2ND LEG
									3D LEG

PRE-FLIGHT PLAN															
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA
FUEL FLIGHT PLAN															
PREO FUEL REMAINING															
GROSS WT															
BEN GUERIR															
S/T/TO/ACC															
L/O															
R/G RADIO HFACON	CL														
3100N-1300W															
3100N-1200W	CR	255	275/18												
INCL CL TO 10M	CR	132	275/18												
3000N-0200E	CL	090	278/20												
INCL TURN	CL	090	278/20												
3115N-0200E	CR	360	278/20												
START CLIMB	CL	360	278/20												
CL TO IF #5	CL	360	278/20												
3300N-0200E	CL	360	278/20												
TGT "B"	CR	273	278/20												
NOUASSEUR	CR	273	278/20												
BEN GUERIR	CR	188	278/20												

SAC FORM 1B FC 2720

APT #

ANNEX B. 0/0 414-57

SECRET

All Forms-SAC, Offset O-1049(36)

1099

SECRET

FASTCOOL TGT B ROUASSEUR IF#6 36H

MISSION FLIGHT PLAN		O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
ACFT BASIC	POUNDS			POUNDS			
CREW	1075		BOMBS				
OIL	425		AMMO				
ATO			WATER AUG				
RACK			STATIC	180600	NR FULL ATO REQUIRED		
EXT TANKS WEIGHT (Empty)	1600		START ENGINES AND TAXI FUEL ALLOWANCE	2500	NR EMPTY ATO REQUIRED		
MISCELLANEOUS			TAKE-OFF GROSS	178000	ATO FIRING SPEED		
CHAFF	650						
OPERATING	85750	TOTAL FUEL	91850				

PRE-FLIGHT PLAN														
FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	
S/T/TO/ACC														
L/O Ben Guerir														
Radio Beacon	CL						71		105	390	29	03	29	
1100N-1300W							71	.63	105	390	29	03	29	
Time includes turn	CR	255	285/18	256	FL	247	71	.63	105	390	29	03	29	
1300N-1200W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
1200N-1000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
1000N-0800W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0800N-0600W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0600N-0400W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0400N-0200W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0200N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
0000N-0000W	CR	138	285/13	139	FL	104	71	.63	105	390	29	03	29	
Included time 1-10	CR	13												

MISSION FLIGHT PLAN			O. O. AND NICKNAME			UNIT		TYPE ACFT		WAVE		CELL CALL SIGN		REMARKS			
ACFT BASIC			POUNDS			POUNDS			POUNDS			POUNDS			RUNWAY		
CREW			OIL			ATO			RACK			EXT TANKS			WEIGHT (Empty)		
MISCELLANEOUS			CHAFF			OPERATING			TOTAL FUEL			TAKE-OFF GROSS			1ST LEG		
BCMBS			AMMO			WATER AUG			STATIC			START ENGINES AND TAXI FUEL ALLOWANCE			TAKE-OFF GROSS		
NR FULL ATO REQUIRED			NR EMPTY ATO REQUIRED			ATO FIRING SPEED			1ST LEG			2ND LEG			3RD LEG		
PRESSURE ALT			LENGTH			AIR TEMP			CRITICAL FIELD LENGTH			CRITICAL AIR TEMP			TAKE-OFF DISTANCE		
TAKE-OFF SPEED			CRITICAL WIND COMPONENT			1ST LEG			2ND LEG			3RD LEG			FUEL FLIGHT PLAN		
PRED FUEL REMAINING			GROSS WT			GND DIS			TIME			AIR DIS			ETA		
ACC GND DIS			ACC TIME			ACC AIR DIS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.			G. S.		
ALT			MACH			T. A. S.			G. S.			T. H.			VAR		
M. H.			TEMP			IAS			T. A. S.			G. S.			T. H.		
VAR			M. H.			TEMP			IAS			T. A. S.					

~~SECRET~~

Air Force - SAC, Offutt O-1045 (56)

~~SECRET~~

SECRET

PAST INT IP # 10. TARGET C. BEN GUERIR - ALPHA 39 M

MISSION FLIGHT PLAN		O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
ACFT BASIC	POUNDS			POUNDS			
CREW	1075		BOMBS				
OIL	425		AMMO				
ATO			WATER AUG				
RACK			STATIC	162500	NR FULL ATO REQUIRED		
EXT TANKS WEIGHT (Empty)	1600		START ENGINES AND TAXI FUEL ALLOWANCE	2600	NR EMPTY ATO REQUIRED		
MISCELLANEOUS			TAKE-OFF GROSS	159900	ATO FIRING SPEED		
CHAFF	650	TOTAL FUEL	76750				
OPERATING	85250						

PRE-FLIGHT PLAN															
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA
FUEL FLIGHT PLAN															
PRED FUEL REMAINING															
GROSS WT															
BEN GUERIR															
S/T/TO/ACC															
IC															
B/G RADIO BEACON	CL							7M		390		29	103	29	76750
3100N-1300W								+6				29	103	29	162500
TURN TIME INCLUDED	CR	255		28E/18	256	+11	267	7M	.63	405	390	29	103	29	4600
3900N-1200W	CR	004		290/20				+6				29	103	29	72150
IP 10 TURN TIME INCL															152900
3900N-100W	CL	090		280/40	001	+12	013	7M	.63	405	400	29	103	29	2100
TARGET IC															2100
BEN GUERIR AB	CR	166		275/57	174	+11	185	7M	.74	425	440	29	103	29	70050
															155800
															12900
															12900
															57150
															142900
															21300
															21300
															35850
															121600
															4600
															4600
															31250
															112000
															8000
															8000
															23250
															109.00

SAC FORM 15 APR 56 1a FC 2720

11 2, 11NRA "B", DND 414-53

SECRET

Air Force-SAC, Offutt O-1049(SB)

1103

~~SECRET~~

SECRET

OPERATIONS PAST COUNT BRAVO
MISSION TIMING AND RECAP SHEET

22 JAN 57

ACFT COMDR	TAIL NO	AIR/AIR PAST COUNT BRAVO	IP NO	PRE T.O. BRIEFING 22 Jan	T.O. TIME	IP CONTROL TIME	TGT TIME	IP & TGT ALT	TARGET	T.O. FUEL LOAD	FUEL RESERVE BEN GUERIR VOR
CROME	264	3	IP-3	07:00	10:10	14:00	15:12	39M	PORT LYAUTEY Kinetea HAS D	100250	19650
TREVISANI	287	3	IP-3	07:00	10:11	14:00	15:12	39M	PORT LYAUTEY Kinetea HAS D	100250	19650
RYAN	109	3	IP-3	07:00	10:12	14:00	15:12	39M	PORT LYAUTEY Kinetea HAS D	100250	19650
HALER	290	5	IP-5	08:30	11:35	14:50	15:57	37M	Sidi Slimane A	90250	19750
BATES	105	5	IP-5	08:30	11:36	14:50	15:57	37M	Sidi Slimane A	90250	19750
BIRD	293	5	IP-5	08:30	11:37	14:50	15:57	37M	Sidi Slimane A	90250	19750
JOHNSON	108	10	IP-10	08:45	11:40	14:00	14:48	37M	Nouasseur B	76750	22750
REEVES	284	10	IP-10	08:45	11:41	14:00	14:48	37M	Nouasseur B	76750	22750
LITTLE	289	10	IP-10	08:45	11:42	14:00	14:48	37M	Nouasseur B	76750	22750
WALDO	257	10	IP-10	08:45	11:43	14:00	14:48	37M	Nouasseur B	76750	22750

NOTE: Air to Ground: Past Count Eyelash plus two (2) digits. General Briefing 0830 19 January 1957 in Base Theater

Appendix 3 to
Annex B
O/Order 444-57
17 Jan 57

SECRET

~~SECRET~~

~~SECRET~~

~~SECRET~~

SECRET

HEADQUARTERS, 305TH BOMBARDMENT WING (A.)
APO 113, New York, New York
17 January 1957

ANNEX C

OPERATIONAL ORDER

SERIAL NO. 414-57

"FAST COUNT"

GROUND RULES

1. GROUND RULES:

a. OMITTED.

SECRET

Annex C
305 BW O/Crier 414-57
17 Jan 57

1109

SECRET

COMMUNICATIONS BRANCH
TO
OPERATION "TRIPOLI"

21822 January 1957

1. CALL SIGNS:

- A/C - "WALSH" / (2 digit Fr.)
A/. - "WALSH" / (Formation Position Number)

2. IDENTIFICATION, INTERCOMMUNICATION, PROCEDURES:

- a. Identification - IFF will be turned to "STANBY" immediately after take-off and remain there until after passing over assigned target. Immediately after passing over the target, IFF will be switched to Mode III for ten minutes. After the ten minute period, normal IFF procedures will be followed. Single A/C Mode III, Formation leaders Mode III with formation A/C in Standby.
- b. Authentication - LW current KAC-1 () series.
- c. Recognition - LW current KAC-1 () series.

3. CHANNELIZATION:

- a. UHF - LW SACCHI (AFRIKA)
b. HF - LW current flip card.

4. RECALL WORD: "TRIPOLI"

5. REPORTING PROCEDURES:

- a. After passing over assigned targets, normal ICBO position reporting will be accomplished.
- b. If an aircraft misses its IP by more than 4 or - 3 minutes, Walnut Control will be contacted and normal position reporting will commence.

6. EMERGENCY PROCEDURES:

- a. LW with procedures as outlined in current Radio Facility Charts and STIP's.
- b. Collective call for APC radar - "WALNUT CONTROL" on 317.5 Or 232.2 mcs.

SECRET

1110

SECRET

7. MONITOR PROCEDURE:

- a. Monitor procedure "ALFA" will be used.
- b. Monitor periods - :05-:08, :25-:28, :45-:48
- c. Monitor frequencies - 4724.5kes, 6720.5kes, 11228.0kes, 13215.5kes.
- d. Formation leaders will designate A/C to monitor each frequency.

8. SPECIAL INSTRUCTIONS:

- a. A/C will monitor 243.0mc at all times during the mission.
- b. The words "Stop Puzzer" or "Stop Delta" means turn off all ECM equipment.
- c. When Stop Puzzer or Delta are transmitted to the A/C ECM activity will be stopped and IFF switched to Mode III. IFF will remain in Mode III until the AQ&W site tells the A/C to change settings.

9. NAVIGATION AIDS:

- a. For radio navigation aids during the mission see pages 65, 67, & 53 of the European Radio Facility Chart, Dtd 1 December 1956.

10. ECM

- A. No ECM activity will be accomplished on the 21st of January.
- b. The ten aircraft for the 22nd of January mission will be loaded with chaff as follows:
 - (1) 8 cartons of RR-39A/L in the left hopper.
 - (2) 4 cartons of RR-20A/U in the right hopper.
 - (3) Total chaff load - 600#
- c. Target "A" A/C - Chaff dispenser setting - 2 1/2 ft/min. On crossing 0000 E/W both dispensers will be turned on.
- d. Target "B" A/C - Chaff dispenser setting - 5 ft/min. On crossing 3600 N turn both dispensers on.
- e. Target "C" A/C - Chaff dispenser setting - 2 1/2 ft/min. On crossing 0000 E/W turn on both dispensers.
- f. One minute prior to crossing over target, all A/C turn both dispensers to 40 ft/min.
- g. On crossing over the target, all A/C will turn off all ECM equipment.

SECRET

2

305
7.2.44
4.1.77

Secret

UNCLASSIFIED, WITH EXEMPTION CODE (U)
EXEMPTED FROM GDS, FROTH
1 Dec 56

SECRET

SECRET

Annex B
305BW O/Order 99-56
1 Dec 56

305-B-2048

Secret

1112

Secret

DECLASSIFICATION AUTHORITY DERIVED FROM:
FBI AUTOMATIC DECLASSIFICATION GUIDE

DATE: 10/15/2013 BY: [illegible]
REASON: 25X(1) - [illegible]

APPROVED FOR RELEASE BY [illegible]
ON 10/15/2013

Mr. J. [illegible]

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

Secret

Secret

RECEIVED, JOHN BISHOP, JR. (A)
Major, USAF, Florida
1 Dec 56

WALL

STATION

WALL

WALL

WALL

1. General:

a. The 305th Bombardment Group will deploy four waves (471, B-47 aircraft to Base Herir in three (3) waves with twelve (12) hour separation between each wave. Each wave will be divided into four (4) cells with four (4) aircraft in each cell, except the last cell of the last wave will have only three (3) aircraft. The first take off will be 0600Z, 1 Jan 57.

b. Primary route will be non-stop from Mac-III to the target. See appendix 1, this Annex. The alternate route will be the same route as the primary with the addition of air refueling in the "lapover" area (Hindley). This is a change to paragraph 2.3. Operations Order 99-56. Air refueling will be based on two (2) receivers to one (1) tanker with an off load of 20,000# per receiver.

2. ATC Clearances:

a. Approved ATC altitudes will be observed.

b. Aircraft commander will submit completed form 175's

(Section C will indicate "TALL TOWER" route as briefed) and Form F's to briefing officer immediately after general briefing.

Annex B

305BW O/Order 99-56
1 Dec 56

Secret

Secret

- c. AIC clearances and declassification of Para 115 will be distributed as pre-lance off briefing.
- d. Aircraft commanders will advise their own clearances if it becomes necessary to fly a route other than briefed.
- e. AIC clearances will not be cancelled for VIM holddown, except in emergency.
- f. All weather issues will be avoided.
3. Schedule: Pre-lance off briefing, take off's and rendezvous times are as indicated in the briefing recap, Appendix 2, this Annex.
All times are Zulu.
4. Assemble: In accordance with SAC Tactical Doctrine as approved.
5. Navigation: The route will be flown as indicated in the flight plans, see Appendix 3, this Annex.
6. Air Refueling:
 - a. Communications/rendezvous procedures will be as contained in SAC Manual 100-1. Communications settings will be as designated in Appendix 2, Annex B.
 - b. Formation and tactics will be in accordance with SAC Tactical Doctrine.
 - c. An emergency tanker is provided in French Moroccan area. Communications and electronic frequencies are according to C.R. Plan "AIR", Atlantic/Europe column, SAC Manual 100-1.

AFM -76	T-7	B-4
AFM -69	1-2-1	
MF H01107	174200	

Annex B
305BN O/Order 99-56
1 Dec 56

Secret

Secret

WHF 337.6

Back-up WHF 398.8

HF Back up 4731.6

7. Flight Performance:

a. The latest revised JAP planning factors were used in determining aircraft performance.

(1) Fuel load of 100 Series aircraft (Limited to 200,000# gross weight) will be 106,900 lbs with a take off gross weight of 197,400 lbs. See Appendix 3, this Annex.

(2) Fuel load of 200 Series aircraft (Limited to 220,000# gross weight) will be 115,200 lb with a take off gross weight of 206,700 lbs. See Appendix 3, this Annex.

b. Aircraft commanders are responsible to check remaining fuel prior to overflying Lajes AB, Azores. Aircraft which have less than 31,000 lbs (200 series), 31,000 lbs (100 series) and 28,200 lbs (no wing tanks) of fuel over Lajes will land at Lajes AB, Azores.

8. Cell tactics:

a. In accordance with tactical doctrine and as directed by cell leader.

b. Cell leader will conduct cell briefing prior to general briefing and outline cell and formation tactics to be flown.

Annex B
305BW O/Order 99-56
1 Dec 56

Secret

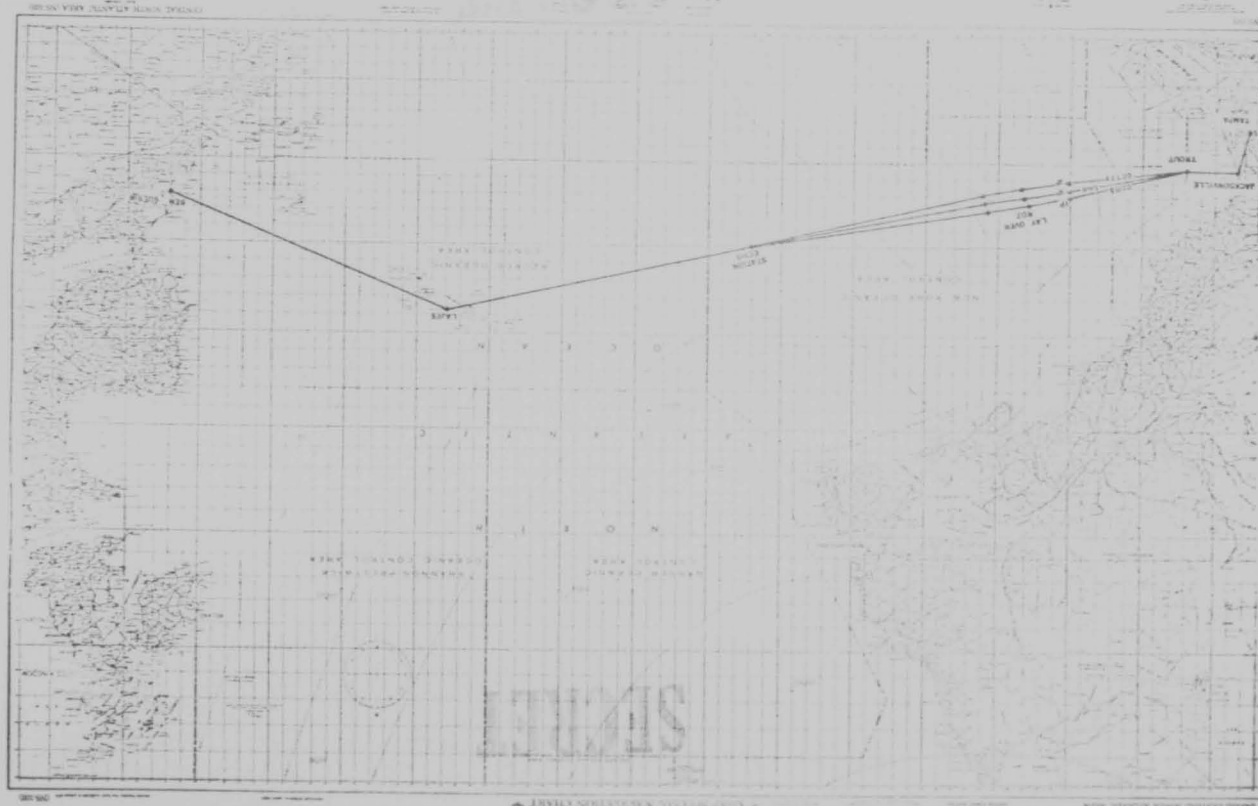
Secret

9. Minimum Requirements.
 - a. Cell tactics and formation as flown.
 - b. If alternate route flown:
 - (1) Rendezvous - One/cell leader
 - (2) Refueling - 20,000# transfer
 - c. Navigation - One 51-11 Navigation leg/cell leader.
10. Emergency Landing Bases

Pinecastle	Kindley	Sidi Slimane
Hunter	Lajes	Nouasseur
11. Let down and Jet Penetration:
 - a. Crew meetings will be held prior to General Briefing to study and understand standard Jet penetration patterns for all emergency bases and the planned landing base.
 - b. Cell leaders will determine loading order and obtain holding altitudes and penetration times for each aircraft, prior to arrival over holding fix, at landing base. Fuel remaining, except for emergencies, will be used as primary factor to determine priorities.
12. Flying Safety takes precedence over all objectives of this operation.

Annex B
305BW O/Order 99-56
1 Dec 56

Secret





Secret

DEPLOYMENT PLAN 2-47 HAVE I X PLUS 19

CALL SIGN	PILOT COMMANDER	ACFT NO	WINGMAN NO	PLT W/O NAME	W/O NAME	L/F OVER	WGT. LOSS WEIGHT	FUEL RESERVE
RED 1	TREVISANI	262	58	0300Z	0600Z	ADM	206700	16,900
RED 2	ANGLEY	118	61	X / 19 6 JAN 57	0601Z	AFN 76 7-4 AFN 69 1-2-1	197400	13,700
RED 3	CROWE	261	60		0602Z	UHF 337.6 Back-UP	206700	16,900
RED 4	MOORE	112	57		0603Z	398.2 HF 4731.5	197400	13,700
ORANGE 1	HELLER	292	15	0300Z	0600Z	0600Z BETTY	206700	16,900
ORANGE 2	INTLER	110	23	X / 19	0601Z	AFN 76 7-4 AFN 69 2-1	197400	13,700
ORANGE 3	JOHNSON	259	10	6 JAN 57	0602Z	UHF 371.9 Back-UP	206700	16,900
ORANGE 4	KENNY	120	16		0603Z	398.2 HF 4731.5	197400	12,300
YELLOW 1	LINDLEY	282	43	0600Z	0720Z	0920Z CO. A	206700	16,900
YELLOW 2	WESLEY	115	36	X / 19	0721Z	AFN 76 7-4 AFN 69 1-1-2	197400	13,700
YELLOW 3	WEST	267	39	6 JAN 57	0722Z	UHF 373.4 Back-UP	206700	16,900
YELLOW 4	LEITZEL	258	35		0723Z	398.2 HF 4731.5	206700	16,900
PINK 1	TERBY	113	40	0500Z	0800Z	1000Z ADM	197400	13,700
PINK 2	COX	286	13	X / 19	0801Z	AFN 76 7-4 AFN 69 1-2-1	206700	16,900
PINK 3	FENDLELL	261	54	6 JAN 57	0802Z	UHF 337.6 Back-UP		
PINK 4	HAGGARD	263	38		0803Z	398.2 HF 4731.5	↓	↓

Secret

305 BW
Appendix 2
Annex B
O/Order 99-56
1 DEC 56

Secret

REF ID	REF ID	REF ID	REF ID	REF ID	REF ID	REF ID	REF ID	REF ID
CALL SIGN	COMMANDER	NO	NO	REF ID	REF ID	REF ID	REF ID	REF ID
WHITE 1	FRONT	101	22	1900Z	1900Z	2000Z AMN APN 76 7-4	197400	13,700
WHITE 2	TEDBOWE	263	12	X 19	1901Z	APN 59 1-2-1 UHF 337.6	206700	16,900
WHITE 3	BIRDS	107	11	6 JAN 57	1902Z	Back-UP 390.2	↓	↓
WHITE 4	ROSTER	261	19		2003Z	HF 4731.5 Homing 1742	↓	↓
SCARLET 1	WILSON	290	47	1900Z	1900Z	2000Z AMN APN 76 7-4	206700	16,900
SCARLET 2	ZIMMERMAN	200	34	X 19	1901Z	APN 59 1-2-1 UHF 337.6	↓	↓
SCARLET 3	NICHOLS	270	33	6 JAN 57	1902Z	Back-UP 390.2	↓	↓
SCARLET 4	FOOTE	117	42		1903Z	HF 4731.5 Homing 1742	197400	13,700
LEMON 1	AMOX	111	63	1900Z	1900Z	2100Z COMA APN 76 7-4	197400	13,700
LEMON 2	CRAWLER	279	52	X 19	1901Z	APN 59 1-2-1 UHF 337.6	206700	16,900
LEMON 3	KELLER	116	56	6 JAN 57	1902Z	Back-UP 390.2	197400	13,700
LEMON 4	ARNOLD	106	59		1903Z	HF 4731.5 Homing 1742	206700	16,900
IVORY 1	ROBERTSON	276	61	1700Z	2000Z	2200Z AMN APN 76 7-4	206700	16,900
IVORY 2	LEONARD			X 19	2001Z	APN 59 1-2-1 UHF 337.6	↓	↓
IVORY 3	BAKER	029	20	6 JAN 57	2002Z	Back-UP 390.2	197400	13,700
IVORY 4	KING				2003Z	HF 4731.5 Homing 1742	↓	↓

Appendix 2
Annex B
305 BW
O/Order 99-56
1 DEC 56

Secret

Secret

DEPLOYMENT SCHEDULE WAVE III X PLUS 30								
ALL/WH	AIRCRAFT	NO	SEATS	PERIOD	TO	LP	WAVE III	FUEL
CALL SIGN	COMPANY	NO	SEATS	PERIOD	TO	LP	WAVE III	SEATS
CAR 1	ANDREWS	271	30	AP 10	0601Z	0601Z ANN	206700	16,900
TAN 1	REAR	139	3	AP 10	0601Z	AP 10, 1-2-1	197400	13,700
TAN 2	WITRO	111	31	AP 10	0601Z	AP 10, 1-2-1	↓	↓
TAN 3	JOHNSON	17	31	AP 10	0601Z	AP 10, 1-2-1	↓	↓
PIG 1	DAVE	271	30	AP 10	0601Z	0601Z BERTY	206700	16,900
PIG 2	DAVE	139	3	AP 10	0601Z	AP 10, 1-2-1	197400	13,700
PIG 3	REEVES	111	31	AP 10	0601Z	AP 10, 1-2-1	↓	↓
PIG 4	LITTLE	17	31	AP 10	0601Z	AP 10, 1-2-1	↓	↓
MOSE 1	WYAN	240	55	AP 10	0700Z	0700Z GUYA	206700	16,900
MOSE 2	WALDO	237	50	AP 10	0700Z	AP 10, 1-2-1	↓	↓
MOSE 3	HAYNES	237	51	AP 10	0700Z	0700Z JF	↓	↓
MOSE 4	MILLEN	295	65	AP 10	0700Z	AP 10, 1-2-1	↓	↓
TURQUOISE 1	MAYER	116	45	AP 10	0800Z	1000Z ANN	206700	16,900
TURQUOISE 2	WELLS	284	17	AP 10	0801Z	AP 10, 1-2-1	197400	13,700
TURQUOISE 3	BIRD	293	62	0500Z	0802Z	Back-UP	206700	16,900
						398.2		
						HF 4731.5		

Appendix 2
Annex B
305 BW
O/Order 99-56
1 DEC 56

Secret

MISSION FLIGHT PLAN		PLANE NUMBER		UNIT	TYPE	WING	CELL CODE	REMARKS
00-56 "Tall Timber"		305		P-47E				200,000 w/71p Tank
AIRCRAFT BASE WEIGHT	82000	<i>Secret</i>	ENGINE WEIGHT			NUMBER OF 500 POUNDS REQUIRED FULL		
CREW WEIGHT	1275		AMMO WEIGHT			NUMBER OF 400 POUNDS REQUIRED		
OIL WEIGHT	425		WATER AND WEIGHT		4800	NUMBER OF 400 POUNDS REQUIRED		
1275 WEIGHT	3000		INITIAL GROSS WEIGHT		200000	ADJUSTED TAKOFF WEIGHT		
EXT. TANKS WEIGHT (EMPTY)	1500		START ENGINE AND TAXI FUEL ALLOWANCE		2500	ADJUSTED TAKOFF DISTANCE		
OPERATING WEIGHT	88300		TOTAL FUEL		106900	TAKOFF GROSS WEIGHT		197400
						PRESSURE ALT		81
						LENGTH		11400
						CRITICAL FIELD LENGTH		11400
						DISTANCE		9200
						SPEED		1628
						CRITICAL WIND COMPONENT		
						TAS		170
						DRIFTS		115
						SOLLS		115

PRE-FLIGHT PLAN															
FROM	TO	FLY COND	T. H.	WIND COMP DIR	T. H.	WIND DIR	WIND SPEED	TEMP	WIND SPEED	WIND DIR	WIND SPEED	WIND DIR	WIND SPEED	WIND DIR	WIND SPEED
MacDill															
ST/1/10/AGG															
W/A															
Level Off		002		270/30	018	-2	016	29.7		380	390	158	124	152	9200
Taxi Beach		002		260/60	015	-1	014	29.7		430	430	158	124	152	9200
Trout Control		002		260/60	015	-1	014	29.7		430	430	158	124	152	9200
30-21N 78-00W		002		260/60	015	-1	014	29.7		430	430	158	124	152	9200
Kindley Control		002		260/60	015	-1	014	29.7		430	430	158	124	152	9200
31-55N 67-36W		080		0	080	115	091	32.3		430	490	158	124	152	9200
Kindley		080		0	080	115	091	32.3		430	490	158	124	152	9200
Kindley Control		079		265/60	078	115	091	32.3		430	490	158	124	152	9200
32-48N 62-49W		079		265/60	078	115	091	32.3		430	490	158	124	152	9200
33-55N 55-00W		079		265/60	078	115	091	32.3		430	490	158	124	152	9200
Station Echo		079		270/55	078	115	091	32.3		430	490	158	124	152	9200
35-00N 48-00W		079		270/55	078	115	091	32.3		430	490	158	124	152	9200
37-00N 37-00W		078		275/50	076	115	098	37.1		425	470	158	124	152	9200
Lafor Control		078		285/45	075	115	096	38.5		425	465	158	124	152	9200
38-23N 29-15W		078		285/45	075	115	096	38.5		425	465	158	124	152	9200

2AF FORM 124
1 NOV 55*Secret*

-3-

AF FORM 124 (REVISED NOV 55)

SAC FORM 1b FC 2720

Air Force - SAC, Offutt O-105038)

1127

ENTRY AND DESTRUCTION CERTIFICATE			PAGE 1 OF 1 PAGES
1. FROM: (Organization and station)	2. DOCUMENT	DISTRIBUTION:	
	Operations Order 13-56 305th Bombardment Wing "Tail Walker"	COPY 1-FILED IN BASIC DOCU. 2-RETURNED TO APPROPRIATE CONTROL OFFICER. 3-RETURNED TO ORIGINATING HQ ONLY UPON SPECIFIC REQUEST.	
3. SECTION AMENDED	4. ENTER PAGE	5. REMOVE PAGE	
1. Recap Sheet Wave III, Change 1, Appendix 2, Annex B, 28 Dec 56	Change 1, Recap Sheet Wave III	Recap Sheet Wave III	
2. Alternate Route, Lapover Air Refueling Recap Sheet, App 2, Annex B, 1 Dec 56	Recap Sheet page 1		
6. THIS CHANGE CONSIST OF _____ PAGES. AFTER AMENDMENT, DOCUMENT WILL CONSIST OF _____ PAGES.			
7. PAGES LISTED IN ITEM 4 HAVE BEEN RECEIVED AND ENTERED INTO BASIC DOCUMENT, COPY NUMBER _____ PAGES LISTED IN ITEM 5 HAVE BEEN REMOVED AND DESTRUCTION IS AUTHORIZED BY PARA 562, AFM 181-5.			
8. DATE	9. ORGANIZATION & OFFICE	10. SIGNATURE	
CERTIFICATE OF DESTRUCTION			
I CERTIFY that the pages listed in Item 4 have been destroyed by burning in accordance with AFM 508-1.			
11. DATE DESTROYED	12. TYPED NAME, GRADE OF DESTROYING OFF	13. SIGNATURE	
14. DATE DESTROYED	15. TYPED NAME, GRADE OF WITNESSING OFF	16. SIGNATURE	

2AF FORM 10 JUL 56 296

AIR FORCE - 2AF BANGORALE JUL 56

1136

ENTRY AND DESTRUCTION CERTIFICATE		PAGE 1 OF 1 PAGES
1. FROM: (Organization and station)	2. DOCUMENT Operations Order 22-56 305th Bombardment Wing "Tall Timber"	DISTRIBUTION: COPY 1-FILED IN BASIC DOCU. 2-RETURNED TO APPROPRIATE CONTROL OFFICER. 3-RETURNED TO ORIGINATING HQ ONLY UPON SPECIFIC REQUEST.
3. SECTION AMENDED	4. ENTER PAGE	5. REMOVE PAGE
1. Recap Sheet Wave III, Change 1, Appendix 2, Annex B, 28 Dec 56	Change 1, Recap Sheet Wave III	Recap Sheet Wave III
2. Alternate Route, Lapover Air Refueling Recap Sheet, App 2, Annex B, 1 Dec 56	Recap Sheet page 1	
6. THIS CHANGE CONSIST OF _____ PAGES. AFTER AMENDMENT, DOCUMENT WILL CONSIST OF _____ PAGES.		
7. PAGES LISTED IN ITEM 4 HAVE BEEN RECEIVED AND ENTERED INTO BASIC DOCUMENT, COPY NUMBER _____ PAGES LISTED IN ITEM 5 HAVE BEEN REMOVED AND DESTRUCTION IS AUTHORIZED BY PARA 562, AFM 181-5.		
8. DATE	9. ORGANIZATION & OFFICE	10. SIGNATURE
CERTIFICATE OF DESTRUCTION		
I CERTIFY that the pages listed in Item 4 have been destroyed by burning in accordance with AFM 505-1.		
11. DATE DESTROYED	12. TYPED NAME, GRADE OF DESTROYING OFF	13. SIGNATURE
14. DATE DESTROYED	15. TYPED NAME, GRADE OF WITNESSING OFF	16. SIGNATURE

2AF FORM 295
14 JUL 56

418 HOURS - 247 BARRERALE JUL 56

1137

SECRET

DEPLOYMENT RECAP B-47 WAVE III X PLUS 20

AIR/AIR CALL SIGN	AIRCRAFT COMMANDER	RCPT NO	EYELASH NO	FILE T.O. BRIEF	TO TIME	LAF OVER	T.O. GROSS WEIGHT	FUEL RESERVE
TAN 1	ANDREWS	271	30	X / 20	0600Z	0500Z ANN AFN 76-7-4	206700	16,900
TAN 2	RYAN	109	31	7 JAN 57	0601Z	AFN 69-1-2-1 UHF 337.6	197400	13,700
TAN 3	VITRO	114	32	0300Z	0602Z	Back-UP 398.2 HF 4731.5	197400	13,700
TAN 4	JOHNSON	108	44		0603Z		197400	13,700
PUMBLE 1	DARL	257	14	X / 20	0640Z	0640Z BETTY AFN 76 4-8	206700	16,900
PUMBLE 2	BATES	105	26	7 JAN 57	0641Z	AFN 69-2-1 UHF 271.9	197400	13,700
PUMBLE 3	REEVES	284	18	0340Z	0642Z	Back-UP 398.2	206700	16,900
PUMBLE 4	LITTLE	289	21		0643Z	HF 4731.5	206700	16,900
ROSE 1	BRYAN	260	55	X / 20	0720Z	0920Z CORA AFN 76 7-8	206700	16,900
ROSE 2	WALDO	287	50	7 JAN 57	0721Z	AFN 69 1-1-2 UHF 375.4	206700	16,900
ROSE 3	HATCHER	237	51	0420Z	0722Z	Back-UP 398.2	206700	16,900
ROSE 4	MILLER	295	65		0723Z	HF 4731.5	206700	16,900
TOPAZ 1	MOYER	146	45	X / 20	0800Z	1000Z ANN AFN 76 7-4	206700	16,900
TOPAZ 2	WELLS	244	17	7 JAN 57	0801Z	AFN 69 1-2-1 UHF 337.6	197400	13,700
TOPAZ 3	BIRD	293	62	0500Z	0802Z	Back-UP 398.2 HF 4731.5	206700	16,900

Change # 1
Appendix 2
Annex B
305th BW
O/Order 99-56
28 DEC 56

SECRET

Secret

ALTERNATE ROUTE
LAPCOVER AIR REFUELING RECAP SHEET

	ANN	BETTY	CORA
IP	3102N 7000W	3102N 7000W	3202N 7000W
UREIT	3149N 6823W	3115N 6817W	3210N 6828W
REMAZVUS POINT	3200N 6700W	3130N 6655W	3210N 6700W
END AIR REFUELING	3232N 6310W	3203N 6300W	3100N 6320W
LEVEL OFF	3256N 6048W	3230N 6040W	3321N 6050W
TRACK	080	080	080
APN 76 (RECEIVER)	7.4	4.8	7.8
APN 69	1-2-1	2-1	1-2-2
UHF	337.6	321.9	375.4
UHF BACK-UP	398.2	398.2	398.2
HF	4731.5	4731.5	4731.5
MF HOMING	1742	1734	1746
ON LOAD	20,000	20,000	20,000
BEGINNING SPEED	212 KNOTS	212 KNOTS	212 KNOTS
END SPEED	220 KNOTS	220 KNOTS	220 KNOTS
ALTERNATE RDZ	3100N 6600W	3031N 6554W	3129N 6607W

Appendix 2 Ann B
305BW O/Order 99-56
1 Dec 56

-4- *Secret*

1139

SECRET

HEADQUARTERS
305TH BOMBARDMENT WING (M)

***OPERATIONS
ORDER***

112-56
30 NOV 56

POWER HOUSE

THIS DOCUMENT CONSISTS OF 40 PAGES

COPY NO 28 OF 170 COPIES 300-B-1835

15

1140

SECRET

HEADQUARTERS 305TH BOMB WING (M)
MacDill Air Force Base, Florida
30 November 1956

TABLE OF CONTENTS

Letter of Transmittal	
Operations Order 112-56	Basic Plan
Annex A	Intelligence
Annex B	B-47 Operations
Appendix 1	Route Overlay
Appendix 2	Recap Sheets
Appendix 3	Flight Plans
Annex C	KC-97 Operations
Appendix 1	Recap Sheets
Appendix 2	Nav/Eng Flight Plans
Annex D	Communications
Annex E	Reports

SECRET

1141

SECRET

CLASS SECRET
AUTH COMDR 305 BW
DATE 30 Nov 1956
NAME *Dale D. Armentrout*

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida

30500

30 November 1956

SUBJECT: 305th Bombardment Wing Operations Order, Serial Number 112-56 /Uncl/

TO: See Distribution

1. Inclosed is 305th Bombardment Wing Operations Order 112-56, dated
30 November 1956.

FOR THE COMMANDER:

1 Incl
305th BW O/O 112-56
dtd 30 November 1956

Dale D. Armentrout
DALE D. ARMENTROUT
Major, USAF
Adjutant

SECRET

1142

SECRET

CLASS SECRET
 AUTH COMDR 305BW
 DATE 30 Nov 56
 NAME *[Signature]*

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
 MacDill Air Force Base, Florida
 30 November 1956

OPERATIONS ORDER)

NUMBER 112-56)

CHART OR MAP REFERENCES: JN & WAC Series as required; target materials as indicated in ANNEX "B".

TASK ORGANIZATIONS:

364th Bombardment Squadron	Lt Col. L. H. Johnson
365th Bombardment Squadron	Lt Col. J. M. Philpott
366th Bombardment Squadron	Lt Col. J. F. Swafford
70th Air Refueling Squadron	
305th Armament and electronics Squadron	Major. R. V. Sundberg
305th Field Maintenance Squadron	Major. R. A. Schoolcraft
305th Periodic Maintenance Squadron	Major. D. E. Hayden
305th Headquarters Squadron	Capt. D. J. O'Connell

1. GENERAL SITUATION : The requirement exists for the 305th Bombardment Wing to participate in a Unit Simulated Combat Mission.

a. Intelligence: See ANNEX "A".

b. Friendly Forces:

- (1) NEAC AND MATS: Provide communications and search rescue within applicable areas of aircraft movement.
- (2) 6TH AIR DIVISION: Supervise and monitor subordinate unit preparation and execution to include activation of Clas CX Control Team.
- (3) 809TH AIR BASE GROUP. Provide necessary support.
- (4) DETACHMENT 1, 26TH WEATHER SQUADRON: Provide required Weather Briefings and Metro data.

305th BW
 O/Order 112-56
 30 Nov 56

SECRET

1143

SECRET

- (5) 70TH AIR REFUELING SQUADRON: Provide refueling support for 305th Bombardment wing in accordance with 2AF Operations Order 112-56.
- (6) 384TH BOMBARDMENT WING: Provide weather scout in air refueling area.
- 2. MISSION: Thirty-six (36) B-47s aircraft launched in three (3) waves, twelve (12) hour wave timing, each wave will consist of three (3) cells, four (4) aircraft each cell, Force will refuel with onload 40,000 pounds and attack designated target in San Antonio, Texas, Post-Striking at MacDill Air Force Base, Florida.
- 3. TASK FOR SUBORDINATE UNITS:
 - a. 364th, 365th, and 366th bombardment Squadrons:
 - (1) Schedule and dispatch crews and aircraft as indicated in Appendix 2, ANNEX "B".
 - (2) Issue necessary flight orders and mission reports.
 - (3) Schedule individual crew members for target study briefing and critique.
 - b. 305th A&E, Field Maintenance, Periodic Maintenance, and Headquarters Squadron: Provide support as required.
- X. GENERAL INSTRUCTIONS:
 - 1. Unclassified nickname for this mission is "POWER HOUSE". All communications referent to this mission will cite the assigned nickname.
 - 2. X-Day is 7 December 1956.
 - 3. All times are SULLU.
 - 4. General briefing for this mission will be conducted in the 305th Bomb Wing Briefing Room 1800Z, 5 December 1956.
 - 5. Pre-take off briefings are as outlined in annex "a".
 - 6. Critique will be conducted in the 305th Bomb Wing Briefing Room at 1800Z, 12 December 1956.

SECRET

305th BW
O/Order 112-56
30 NOV 56

SECRET

7. Recall word for this operation is "BEARD" preceded by the words "POWER HOUSE FORCE" if recall of entire force is necessary. When only recall of a Unit or Wave is desired the recall word "BEARD" preceded by the unit tactical call sign will be used.
8. Flying Safety Officer will be utilized as tower Officer for all take offs. Tower Officer for landings if marginal conditions exist at MacDill will be furnished from 365th Bomb Wing Control Room.
9. Fuel Reserve Minima:
 - a. B-47 aircraft will arrive over destination with minimum of 12000 pounds.
 - b. B-47 aircraft will proceed on briefed route only if level off gross weight after refueling will permit flying route as briefed to target and to suitable alternate with 12000# fuel reserve.
10. Upon receipt of execution order each participating unit is relieved from alert status outlined in messages from higher headquarters.
 - a. As each wave of B-47 and the last wave of KC-97 aircraft land, crews and aircraft will be returned to alert status in accordance with messages referenced above.
11. Aircraft Performance: Flight Plans indicate 1000 Lbs of chaff, however chaff will not be loaded and crews are advised not to include chaff weight in Form F.
12. In accordance with SAC Reg 50-8, this USCM will be a Scored Long Range Cruise mission. Scores will be computed as per instructions in SAC Tech PAM 50-3 dated July 1956. SAC Form 29 will be completed in duplicate and turned in to the Wing Aircraft Performance Engineer within 48 hours after completion of mission. (Copies of SAC Form 29 are attached to this O/Order).

SECRET

305th BW
O/Order 112-56
30 NOV 56

3

1145

SECRET

13. Take off fuel loads of 115000 lbs as listed on flight plan
are only for those aircraft that have been modified for heavy gross
weight take offs. Aircraft that have not been modified for heavy
gross weight will load, only 111,000 lbs of fuel. (aircraft total
gross weight not to exceed 200,000 lbs).

14. Flying safety takes precedence over all objectives of this
mission.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: See Annex "D".

FLEYER
Colonel
Commander

OFFICIAL:

Stanley J. Johnson
STANLEY J. JOHNSON
Lt Colonel, USAF
Director of Operations

4 ANNEXES:

- A. Intelligence
- B. B-47 Operations
- C. KC-97 Operations
- D. Communications
- E. Reports

DISTRIBUTION:

CMDR SAC	4 cys	D/I 305BW	1 cy	305BW Historian	4 cys
CMDR ZAF	2 cys	D/O 305BW	1 cy	CMDR 364 BRON	38 cys
CMDR 6AD	2 cys	DEF D/O 305BW	1 cy	CMDR 365 BRON	38 cys
CMDR 809ABG	5 cys	Plans Div	1 cy	CMDR 366 BRON	38 cys
CMDR 305TAC HOSP	2 cys	O&T	15 cys	CMDR 305ARE	2 cys
CINCCONAD	2 cys	Control Room	1 cy	CMDR 305 PMS	1 cy
COMCADF	2 cys	Bomb Nav	3 cys	CMDR 305 PMS	1 cy
COMDADF	2 cys	Fly Safe	1 cy	CMDR 305 HQ SQ	1 cy
CMDR 305BW	1 cy	Communications	1 cy	WX DET	1 cy
DEF-CMDR 305BW	1 cy	D/M 305BW	1 cy	CMDADIV 825	4 cys
				CMDR 70 AMS	3 cys

SECRET

4

1146

SECRET

HEAD BATTAL 305th AIRBORNE DIVISION WING (H)
McCall Air Force Base, Florida
30 November 1956

ANNEX "A"

TO

OPERATIONAL ORDER

112-56

INTERLUDE

Annex A
305th BW
30 NOV 56

SECRET

1147

SECRET

Headquarters 305th Bombardment Wing (M)
Hickam Air Force Base, Florida
30 November 1956

ANEX "A"

TO

OPERATIONS ORDER

SERIAL NO 112-56

UNCLASSIFIED

INFO: As required.

1. INTRODUCTION AND PURPOSE:

- a. General Situation: The 305th Bombardment Wing (M) will attack strategic targets located within the North-Central portion of the United States.

Actual interception by "Advanced enemy fighters" can be anticipated through portions of the Eastern and Central Air Defense Areas.

- b. Emergency Order of Battle: The force defending the areas through which the bomber force will pass has the capability of detecting, intercepting, and attempting destruction of air weapons penetrating the Continental U.S. AIA and IAW defensive capabilities will not offer a deterrent to the bomber force. /C/

- (1) Air Order of Battle: This "enemy" force has demonstrated an efficient tactical capability to effectively pass fighters from one GCI controller to another, particularly within a single air division area of responsibility. Total fighter strength currently is estimated to be in excess of 3100 "first line" and augmentation aircraft located within the

Annex A
305th BW
30 NOV 56

SECRET

2

1148

SECRET

Eastern and Central Air Defense Areas. Approximately two-thirds of this total is based within the Eastern area of responsibility, with the other one-third in the Central Air Defense Area. However, a considerable portion of this aircraft strength will not possess the capability to attack our bombers while flying target routes assigned due to insufficient combat radius from "scramble" bases to bomber flight path. /S/

This "enemy" fighter force predominantly consists of the following types of aircraft capable of all-weather interception against B-47 type aircraft at bombing altitudes; F-94; F-89; F-86; F-84; F-80; and F-100. /S/

- (2) Radar Order of Battle: Early Warning capability is estimated at 200 nm along coastal areas, and 180 nm within Continental borders.

OCI capability against B-47 type aircraft is estimated to be 90% effective out to 80 nm and up to 30,000' altitude; and 50% effective out to 120 nm and up to 42,000' altitude, depending upon weather and atmospheric conditions at the time of operation. /S/

- (3) Flak and Missiles: (Omitted).

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information.

(1) General:

- (a) What were the types and numbers of aircraft encountered; location, duration of the encounter and tactics employed by intercepting aircraft? /U/

(2) Specific:

- (a) Did any "enemy" fighters appear on the A-5 scope? /U/

(3) Means of reporting EII:

- (a) Essential Elements of Information will be reported through crew interrogation. /C/

SECRET

3

Annex A
305th BW
30 NOV 56

1149

SECRET

1. Photography.

- (1) Route and surface photography: Will be in accordance with existing COMNAV SOP's.
- (2) Post mission film logs will be handled as established in COMNAV SOP's. /C/
- (3) Observers will make 1-15 Scope Photography of all AFM-69 to see randoms present there and their refueling formations. Selected film strips (one from each roll) and supporting camera logs will be forwarded to 7th Air Force AFTH: B-25, no later than one week after completion of exercise.

3. INTELLECTUAL SECURITY:

- a. Capt. Mission folders will not be carried on this mission.
- b. Captured target materials have been requisitioned and will be furnished to the appropriate intelligence branch/Division. //
- c. General Intelligence: (Omitted).
- (1) Captured blood slide will be used to assist areas at pre-mission briefing. Blood slide will be analyzed and picked up at post-mission intelligence. /C/
- (2) Evacuation routes out of "Red Land" enemy territory will be covered during pre-mission briefing. /C/
- (3) Forced Landings. (Omitted)
- (4) Guide for Conduct of Captured Personnel. (Omitted).
- (5) Measures for the Handling of Captured Documents. (Omitted).
- (6) Special reporting instructions:
 - (a) Factual air encounters will be reported in B-25 report. /C/

Annex A
305th BW
30 NOV 56

SECRET

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida
30 November 1956

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 112-56

B-47 OPERATIONS

1. GENERAL:

- a. Mission: The 305th Bombardment Wing will launch 36 B-47 aircraft from MacDill Air Force Base, Florida against San Antonio Bomb Plot, post striking at MacDill Air Force Base, Florida. The strike will be launched in three waves with a twelve hour interval between each wave.

b. Force Composition and Routes:

	AMBER ROUTE 364th Bomb Sq	BLUE ROUTE 365th Bomb Sq	CARDINAL ROUTE 366th Bomb Sq
First Wave	4 acft	4 acft	4 acft
Second Wave	4 acft	4 acft	4 acft
Third Wave	4 acft	4 acft	4 acft

2. Timing:

- a. X-Day is 7 Dec 56

b. "H" Hour Control Times:

First Wave, 2000Z, 7 December 1956.

Second Wave, 0800Z, 8 December 1956.

Third Wave, 2000Z, 8 December 1956.

c. All cells will have a relative "H" Hour Control Time as indicated below.

- (1) All Cardinal cell aircraft 00:00
- (2) All Amber cell aircraft + 00:48
- (3) All Blue cell aircraft + 01:36

305th BW Annex B
O/Order 112-56
30 Nov 56

SECRET

1151

SECRET

- d. It is essential that refueling rendezvous times be made good.

Maximum time spread will be 8 minutes between first and last cell rendezvous on each Wave.

- e. It is essential that pre-planned H-Hour Control Times be made good by strike forces. To achieve this, a combination time pad and fuel pad will be used by the strike forces in preparation and execution of the mission. The time pad will be proportionally lost throughout the flight from take off to rendezvous, from rendezvous to HHCP. Take off times will be adjusted to provide a time pad of not less than two minutes per hour of planned flight time from take off to HHCP. The fuel pad will not be less than 200# per hour of planned flight time from take off to HHCP. The fuel pad will be used as necessary to adjust speed schedules to make good the briefed rendezvous times and the exact HHCP time. Speed schedules while making up or losing time for aircraft in formation should be limited to between .70 and .78 Mach.
- f. A maneuver area has been provided between the HHCP and Target to provide a :12 time separation between aircraft over San Antonio RBS. The maneuver area is included in observers' flight plans and route charts and procedure will be briefed in detail during observers target study.

3. CLEARANCES:

- a. Approved ATC block altitudes will be observed.
- b. Aircraft Commanders will submit completed Forms 175 (Section C will indicate "Power House" / Route Color", as briefed), Forms "F" and Flight Orders to briefing officer at the completion of General Briefing.
- c. Duplicate Forms 175 and ATC Clearances will be distributed at

Pre-take off Briefing.

305BW Annex B
O/Order 112-56
30 Nov 56

SECRET

2

1152

SECRET

d. All danger areas will be avoided.

4. ABORTS:

a. Ground Aborts: Procedures and use of spares will be covered at pre-take off briefing.

b. Air Aborts:

(1) In the event of missed air refueling over Fowler area, MacDill AFB will be primary alternate base.

(2) Aborting aircraft will clear the Bomber Stream Route, obtain change in clearance and return to MacDill AFB, if possible. If unable to return to MacDill AFB, aborting aircraft will land at one of the listed emergency bases. Rescheduling will be at the discretion of the Commander.

(3) Emergency Bases:

Hunter AFB, Georgia

Little Rock AFB, Arkansas

Wichita AFB, Kansas

Rapid City AFB, South Dakota

Waller AFB, New Mexico

Lake Charles AFB, Louisiana

Abilene AFB, Texas

Barksdale AFB, Louisiana

Pinecastle AFB, Florida

Homestead AFB, Florida

5. NAVIGATION:

a. Each cell leader will accomplish one (1) celestial navigation leg IAW SAC Reg 51-11. Cardinal cell NCA will accomplish the celestial leg either prior to target or after target. Amber and Blue cells will accomplish celestial legs prior to target.

305thEW Annex B
O/Order 112-56
30 Nov 56

SECRET

3

1153

SECRET

- b. Alternate cell leader will take 0-15 scope photography upon termination of cell leaders ETA for end of navigation leg.
- c. A minimum of 5 hours of cell tactics will be accomplished.
All aircraft except leader will maintain position in cell by means of station keeping.
- 6. BOMBING:
 - a. Pre-IP - Rankin, Texas
 - b. IP - Junction, Texas
 - c. Target - San Antonio, Texas DGZ "F"
 - d. Bombing Method
 - (1) Synchronous Radar Offset or Direct
 - (2) Visual if WX permits
 - (3) Fixed Angle - computers out
 - (4) GPI - Radar Out
 - e. Bombing MSL altitude 36,000 and 37000 feet.
 - f. Bomb run speed .81 MACH.
 - g. Computed DBRW (Differential Ballistic Range Wind) and DBCW (Differential Ballistic Cross Wind) will be used by all crews on their RBS run. The following method of adjusting offset values to compensate for DBRW and DBCW will be used.
 - (1) Single Offset capability (K)
 - (a) The DBRW and DBCW components will be combined (added to) normal offset components.
 - (b) The crosshairs will be placed on OAP with offset switch in "IN" position.
 - (c) Direct aiming point check not possible.

305th BW Annex B
O/Order 112-56
30 Nov 56

SECRET

4

1154

SECRET

- (2) Double offset capability (MA-7)
 - (a) The DBRW and DBCW components will be combined (added to) normal offset components of OFFSET NO 1. The crosshairs will be placed on OAP with offset switch in "IN" position and offset selector switch in NO 1 position.
 - (b) Direct aiming point check possible by using following method. DBRW and DBCW components will be set in offset NO 2, crosshairs will be placed on DIRECT aiming point with offset switch in "IN" position and offset selector switch in No. 2 position.
 - (c) First aircraft in each WAVE will check with San Antonio RBS to ascertain that they are using correct DBRW and DBCW distances and directions. Subsequent aircraft need not call in DBRW and DBCW distances and directions.
- (3) IBDA turn to LEFT at bombs away.
- (4) Type run for all crews "RECORD"
- (5) Ballistics in accordance with T.O. 11N-60-42, MK 6 shack tables.
- (6) B-11 Strike Reports will be submitted IAW Annex D this order.

7. CRUISE CONTROL:

- a. Each crew will accomplish a scored LM Cruise Mission as specified in SAC Regulation 50-3.
- b. Fuel Reserve: As specified in flight plans.
- c. Cruise Condition: As specified in flight plans.

305th BW Annex B
O/Order 112-56
30 Nov 56

5
SECRET

1155

SECRET

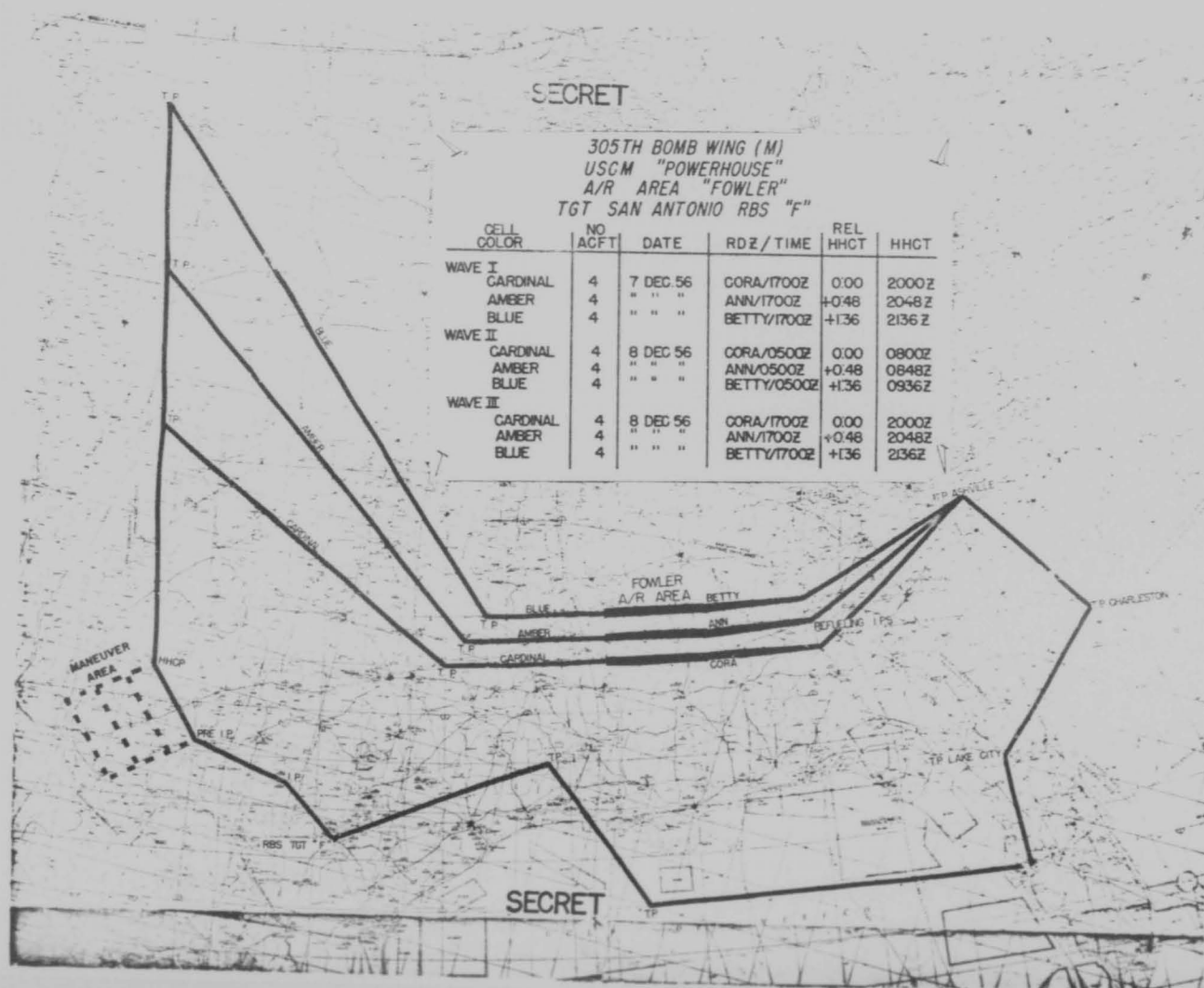
8. REFUELING:
 - a. Each Cell Leader will accomplish one Electronic Rendezvous.
 - b. Alternate Cell Leader will accomplish the Electronics Rendezvous.
 - c. All aircraft will accomplish one wet hook-up with a minimum on load of 40000#.
9. AMMUNITION AND GUNNERY: None
10. TACTICS:
 - a. Assembly: IAW SAC Manual 55-5.
 - b. Formation: IAW SAC Manual 55-5 and 55-5A.
 - c. Air Refueling: IAW SAC Manual 55-5, 55-10 and 100-1.
 - d. Mach.81 will be flown from PIP to 31 OON 93 30W.
 - e. Aircraft Commanders will make every effort, consistent with Flying Safety, to make a successful attack on his assigned target. If less than programmed fuel is available, aircraft will strike target and land at any suitable SAC base.

305th BW Annex B
O/Order 112-56
30 Nov 56

6

SECRET

1156



Secret

RECAP WAVE I

ORCHARD #	TAIL #	CELL COLOR #	ACFT COMDR	PRE T.O. BRIEF	TAKE Off	"FOWLER" AR AREA 40000 #on load	HHCP HOBBS TIME	CONTR TIME RANKIN	BOMB ALT MSL
54	261	Cardinal 1	Tren-sani	07/ 1115Z	07/ 1416	33-00N CORA:89-30W	2000Z	2014	36,500
58	262	2	Angle	366B.S. Brief RM	1417	APN 76: TX 7 RX 8	2000Z	2026	37,000
60	264	3	Crowe	366B.S. Brief RM	1418	BEACON:1-1-2	2000Z	2038	36,500
51	237	4	Kleine	366B.S. Brief RM	1419	FREQ:279.8 TIME: 1700Z	2000Z	2050	37,000
26	105	Amber 1	Prout	1115Z	1423	ANN: 33-30N 89-30W	2048Z	2102	36,500
13	286	2	Hynds	366B.S. Brief RM	1424	APN 76: TX 7 RX 4	2048Z	2114	37,000
23	110	3	Hunter	366B.S. Brief RM	1425	BEACON:1-2-1 FREQ: 256.0	2048Z	2126	36,500
20	029	4	Baker	366B.S. Brief RM	1426	TIME: 1700Z	2048Z	2138	37,000
36	115	Blue 1	Beegle	1115Z	1430	34-00N BETTY:89-30W	2136Z	2150	36,500
31	109	2	Ryan	366B.S. Brief RM	1431	APN 76: TX 4 RX 8	2136Z	2202	37,000
39	267	3	Rust	366B.S. Brief RM	1432	BEACON 2-1 FREQ: 265.2	2136Z	2214	36,500
43	282	4	Lindley	366B.S. Brief RM	1433	Time: 1700Z	2136Z	2226	37,000

Appendix 2
Annex B
305EW O/Order 112-56
30 Nov 56

Secret

Secret

RECAP WAVE II

ORCHARD #	TAIL #	CELL COLOR	AIRCRAFT COMMANDER	PRE T.O. BRIEF	TAKE OFF	"FOWLER" AREA 40000#	WICP HOBBS	COM TIME RANKIN	BOMB ALT MSL
57	112	Cardinal 1	MOORE	07/ 2315Z	08/ 0216Z	33:00N CORA:89-30W APN 76:	0800Z	0814	36,500
55	260	2	CLARK	366 BS Brief Rm	08/ 0217Z	TX 7 RX 8	0800Z	0826	37,000
61	276	3	BRYAN	↓	08/ 0218Z	BEACON:1-1-2 FREQ:279.8	0800Z	0838	36,500
52	279	4	ROBERTSON	↓	08/ 0219Z	TIME: 1700Z	0800Z	0850	37,000
15	292	Amber 1	HELLER	07/ 2315Z	08/ 0223Z	33-30N ANN:89-30W APN 76:	0848Z	0902	36,500
14	257	2	COX	366 BS Brief Rm	08/ 0224Z	TX 7 RX 4	0848Z	0914	37,000
19	281	3	REEVES	↓	08/ 0225Z	BEACON:1-2-1 FREQ: 256.0	0848Z	0926	36,500
11	107	4	IMMLER	↓	08/ 0226Z	TIME: 1700Z	0848Z	0938	37,000
35	258	Blue 1	TERMY	07/ 2315Z	08/ 0230Z	34-00N BETTY:89-30W APN 76:	0936Z	0950	36,500
33	270	2	NICHOLS	366 BS Brief Rm	08/ 0231Z	TX 4 RX 8	0936Z	1002	37,000
34	288	3	ZIMMERMAN	↓	08/ 0232Z	BEACON: 2-1 FREQ 266.2 TIME: 1700Z	0936Z	1014	36,500
38	263	4	MOYER	↓	08/ 0233Z		0936Z	1026	37,000

Appendix 2
Annex B
305BW O/Order 112-56
30 Nov 56

-2-

Secret

Secret

RECAP WAVE III

CRCHARD #	TAIL #	CELL COLOR	ACFT COMDR	PRE T.O. BRIEF	TAKE OFF	"FOWLER AR AREA 40,000# ONLOAD	HHCP HORBS	CONTROL TIME RANKIN	BOMB ALT MSL
59	106	CARDINAL 1	KNOX	08/ 1115Z	1416Z	CORA 33-00N 8/-30W	2000Z	2014Z	36,500
56	116	2	ARNOLD	366 BS Brief Rm	08/ 1417Z	APN 76 Tx 7	2000Z	2026Z	37,000
63	111	3	KELLER	↓	08/ 1418Z	Rx 8 BEACON 1-1-2	2000Z	2038Z	36,500
50	287	4	MCCLUNEY	↓	08/ 1419Z	FREQ: 279.8 TIME: 1700Z	2000Z	2050Z	37,000
10	259	AMBER 1	DAHL	366 BS Brief Rm	08/ 1423Z	ANN: 33-30N 89-30W	2048Z	2102Z	36,500
22	104	2	BATES	↓	08/ 1424Z	APN 76 Tx 7	2048Z	2114Z	37,000
17	244	3	WELLS	↓	08/ 1425Z	Rx 1 BEACON 1-2-1	2048Z	2126Z	36,500
12	283	4	TEDROWE	↓	08/ 1426Z	FREQ: 256.0 TIME: 1700Z	2048Z	2138Z	37,000
30	271	BLUE 1	ANDREWS	366 BS Brief Rm	08/ 1430Z	BETTY: 34 00N 89-30W	2136Z	2150Z	36,500
42	117	2	FOOTE	↓	08/ 1431Z	APN 76 Tx 4	2136Z	2202Z	37,000
44	108	3	JOHNSON	↓	08/ 1432Z	Rx 8 BEACON 2-1	2136Z	2214Z	36,500
32	114	4	VITKO	↓	08/ 1433Z	FREQ: 266.2 TIME: 1700Z	2136Z	2226Z	37,000

Appendix 2
Annex B
305BW O/Order 112-56
30 Nov 56

-3-

Secret

1160

MISSION F		HT PLAN		O. O. AND NICKNAME		UNIT	TYPE	WAVE	CELL CALL SIGN	REMARKS																																																																																																																																																																																																																																																																																																																																																																																
		POUNDS		POWERHOUSE ANN		205TH	7	1, 11 & 111	Secret	POWERHOUSE ANN																																																																																																																																																																																																																																																																																																																																																																																
ACFT BASIC	82000					BOMBS																																																																																																																																																																																																																																																																																																																																																																																				
CREW	1075					AMMO																																																																																																																																																																																																																																																																																																																																																																																				
OIL	425					WATER AUG	4800																																																																																																																																																																																																																																																																																																																																																																																			
ATO						STATIC	205900	NR FULL ATO REQUIRED																																																																																																																																																																																																																																																																																																																																																																																		
RACK						START ENGINES AND TAXI FUEL ALLOWANCE	2600	NR EMPTY ATO REQUIRED																																																																																																																																																																																																																																																																																																																																																																																		
EXT TANKS (Weight Empty)	1600					TAKE-OFF GROSS	203300	ATO FIRING SPEED																																																																																																																																																																																																																																																																																																																																																																																		
MISCELLANEOUS						TOTAL FUEL	115000																																																																																																																																																																																																																																																																																																																																																																																			
CHAFF	1000																																																																																																																																																																																																																																																																																																																																																																																									
OPERATING	86100																																																																																																																																																																																																																																																																																																																																																																																									
<table border="1"> <thead> <tr> <th colspan="11">PRE-FLIGHT PLAN</th> </tr> <tr> <th>FROM</th> <th>ROUTE</th> <th>FLT COND</th> <th>T. C.</th> <th>WIND D/V</th> <th>T. H.</th> <th>VAR</th> <th>M. H.</th> <th>TEMP</th> <th>IAS</th> <th>T. A. S.</th> <th>G. S.</th> <th>GND DIS</th> <th>TIME</th> <th>AIR DIS</th> <th>ETA</th> <th>FUEL FLIGHT PLAN</th> </tr> <tr> <th></th> <th></th> <th></th> <th></th> <th>DRIFT</th> <th></th> <th></th> <th></th> <th>ALT</th> <th>MACH</th> <th></th> <th></th> <th>ACC GND DIS</th> <th>ACC TIME</th> <th>ACC AIR DIS</th> <th></th> <th>PRED FUEL REMAINING</th> </tr> </thead> <tbody> <tr> <td></td> <td>S/T/PO/ACC</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Level Off</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Lake City</td> <td></td> <td>356</td> <td>-6</td> <td>350</td> <td></td> <td></td> <td>29.9</td> <td></td> <td>326</td> <td>320</td> <td>142</td> <td>:06</td> <td>144</td> <td></td> <td>115000</td> </tr> <tr> <td></td> <td>Charleston</td> <td></td> <td>040</td> <td>-5</td> <td>075</td> <td></td> <td></td> <td>29.5</td> <td>74</td> <td>430</td> <td>475</td> <td>142</td> <td>:30</td> <td>144</td> <td></td> <td>110500</td> </tr> <tr> <td></td> <td>Asheville</td> <td></td> <td>321</td> <td>-8</td> <td>313</td> <td></td> <td></td> <td>30.5</td> <td>74</td> <td>430</td> <td>387</td> <td>209</td> <td>:26</td> <td>191</td> <td></td> <td>106500</td> </tr> <tr> <td></td> <td>Birmingham</td> <td></td> <td>240</td> <td>+4</td> <td>244</td> <td></td> <td></td> <td>31.5</td> <td>74</td> <td>430</td> <td>370</td> <td>341</td> <td>:57</td> <td>235</td> <td></td> <td>102500</td> </tr> <tr> <td></td> <td>Start Descent</td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>32.0</td> <td>74</td> <td>430</td> <td>368</td> <td>211</td> <td>:32</td> <td>233</td> <td></td> <td>98500</td> </tr> <tr> <td></td> <td>Time & Fuel Pad</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>562</td> <td>1:29</td> <td>268</td> <td></td> <td>95900</td> </tr> <tr> <td></td> <td>33-30N 89-30W</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>243</td> <td>:39</td> <td>283</td> <td></td> <td>90000</td> </tr> <tr> <td></td> <td>Ann Kniz</td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>15.0</td> <td>-</td> <td>440</td> <td>390</td> <td>805</td> <td>2:09</td> <td>851</td> <td></td> <td>80500</td> </tr> <tr> <td></td> <td>A.R. Le</td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>15.0</td> <td>-</td> <td>285</td> <td>250</td> <td>89</td> <td>:14</td> <td>108</td> <td></td> <td>77400</td> </tr> <tr> <td></td> <td>On Load</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>15.0</td> <td></td> <td></td> <td></td> <td>894</td> <td>2:23</td> <td>959</td> <td></td> <td>72400</td> </tr> <tr> <td></td> <td>Level Off</td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>29.0</td> <td>-</td> <td>440</td> <td></td> <td></td> <td>:05</td> <td></td> <td></td> <td>500</td> </tr> <tr> <td></td> <td>33-30N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>45</td> <td>:07</td> <td>51</td> <td></td> <td>26900</td> </tr> <tr> <td></td> <td>95-30W</td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>29.5</td> <td>74</td> <td>430</td> <td>370</td> <td>939</td> <td>2:32</td> <td>100</td> <td></td> <td>26000</td> </tr> <tr> <td></td> <td>41-00N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>125</td> <td>:30</td> <td>113</td> <td></td> <td>26000</td> </tr> <tr> <td></td> <td>104-00W</td> <td></td> <td>317</td> <td>-5</td> <td>311</td> <td></td> <td></td> <td>31.9</td> <td>74</td> <td>430</td> <td>393</td> <td>1064</td> <td>3:05</td> <td>1153</td> <td></td> <td>10000</td> </tr> <tr> <td></td> <td>Time & Fuel Pad</td> <td></td> <td>175</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>:06</td> <td>2010</td> <td></td> <td>10000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>5:10</td> <td>2010</td> <td></td> <td>26900</td> </tr> </tbody> </table>											PRE-FLIGHT PLAN											FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN					DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING		S/T/PO/ACC																	Level Off																	Lake City		356	-6	350			29.9		326	320	142	:06	144		115000		Charleston		040	-5	075			29.5	74	430	475	142	:30	144		110500		Asheville		321	-8	313			30.5	74	430	387	209	:26	191		106500		Birmingham		240	+4	244			31.5	74	430	370	341	:57	235		102500		Start Descent		270	-1	269			32.0	74	430	368	211	:32	233		98500		Time & Fuel Pad											562	1:29	268		95900		33-30N 89-30W											243	:39	283		90000		Ann Kniz		270	-1	269			15.0	-	440	390	805	2:09	851		80500		A.R. Le		270	-1	269			15.0	-	285	250	89	:14	108		77400		On Load							15.0				894	2:23	959		72400		Level Off		270	-1	269			29.0	-	440			:05			500		33-30N											45	:07	51		26900		95-30W		270	-1	269			29.5	74	430	370	939	2:32	100		26000		41-00N											125	:30	113		26000		104-00W		317	-5	311			31.9	74	430	393	1064	3:05	1153		10000		Time & Fuel Pad		175										:06	2010		10000														5:10	2010		26900
PRE-FLIGHT PLAN																																																																																																																																																																																																																																																																																																																																																																																										
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN																																																																																																																																																																																																																																																																																																																																																																										
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING																																																																																																																																																																																																																																																																																																																																																																										
	S/T/PO/ACC																																																																																																																																																																																																																																																																																																																																																																																									
	Level Off																																																																																																																																																																																																																																																																																																																																																																																									
	Lake City		356	-6	350			29.9		326	320	142	:06	144		115000																																																																																																																																																																																																																																																																																																																																																																										
	Charleston		040	-5	075			29.5	74	430	475	142	:30	144		110500																																																																																																																																																																																																																																																																																																																																																																										
	Asheville		321	-8	313			30.5	74	430	387	209	:26	191		106500																																																																																																																																																																																																																																																																																																																																																																										
	Birmingham		240	+4	244			31.5	74	430	370	341	:57	235		102500																																																																																																																																																																																																																																																																																																																																																																										
	Start Descent		270	-1	269			32.0	74	430	368	211	:32	233		98500																																																																																																																																																																																																																																																																																																																																																																										
	Time & Fuel Pad											562	1:29	268		95900																																																																																																																																																																																																																																																																																																																																																																										
	33-30N 89-30W											243	:39	283		90000																																																																																																																																																																																																																																																																																																																																																																										
	Ann Kniz		270	-1	269			15.0	-	440	390	805	2:09	851		80500																																																																																																																																																																																																																																																																																																																																																																										
	A.R. Le		270	-1	269			15.0	-	285	250	89	:14	108		77400																																																																																																																																																																																																																																																																																																																																																																										
	On Load							15.0				894	2:23	959		72400																																																																																																																																																																																																																																																																																																																																																																										
	Level Off		270	-1	269			29.0	-	440			:05			500																																																																																																																																																																																																																																																																																																																																																																										
	33-30N											45	:07	51		26900																																																																																																																																																																																																																																																																																																																																																																										
	95-30W		270	-1	269			29.5	74	430	370	939	2:32	100		26000																																																																																																																																																																																																																																																																																																																																																																										
	41-00N											125	:30	113		26000																																																																																																																																																																																																																																																																																																																																																																										
	104-00W		317	-5	311			31.9	74	430	393	1064	3:05	1153		10000																																																																																																																																																																																																																																																																																																																																																																										
	Time & Fuel Pad		175										:06	2010		10000																																																																																																																																																																																																																																																																																																																																																																										
													5:10	2010		26900																																																																																																																																																																																																																																																																																																																																																																										

SAC FORM 18 APR 58 18 FC: 2720

Air Force-SAC, Offutt O-1049(56)

1161

10/28/55 10:05 AM 10:05 AM 11, 11, 11 (0:00)

MISSION FLIGHT PLAN												CONTINUATION SHEET			
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	TEMP	IAS	A. S.	C. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT			ALT	SEK			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
100-0111		100	40	100		33.9	81	430	450	2350	6:21	2515		62900	149000
AIRCRAFT # 1						33.9				2350	6:21	2515		62900	149000
Rankin		100	-	100		33.9	74	430	450	2350	6:21	2515		62900	149000
Junction		110	+4	114		36.5	81	460	500	2723	7:11	2879		59400	139500
San Antonio		137	+6	145		36.5	81	460	500	2723	7:11	2879		59400	139500
AIRCRAFT # 2						33.9				2350	6:21	2515		62900	149000
30-05N						33.9				2350	6:21	2515		62900	149000
101-41W		239	+3	242		34.2	74	430	450	2350	6:21	2515		62900	149000
30-01N						34.5	74	430	450	2456	6:47	2652		59100	144200
102-06W		146	+7	153		34.5	74	430	450	2456	6:47	2652		59100	144200
Rankin		060	-3	057		34.5	74	430	450	2456	6:47	2652		59100	144200
Junction		110	+4	114		37.0	81	460	500	2723	7:11	2879		59400	139500
San Antonio		137	+6	145		37.0	81	460	500	2723	7:11	2879		59400	139500
AIRCRAFT # 3						33.9				2350	6:21	2515		62900	149000
30-05N						33.9				2350	6:21	2515		62900	149000
104-27W		239	+3	242		34.2	74	430	450	2350	6:21	2515		62900	149000
30-36N						34.5	74	430	450	2456	6:47	2652		59100	144200
103-16W		146	+7	153		34.5	74	430	450	2456	6:47	2652		59100	144200
Rankin		060	-3	057		34.5	74	430	450	2456	6:47	2652		59100	144200
Junction		110	+4	114		36.5	81	460	500	2723	7:11	2879		59400	139500
San Antonio		137	+6	145		36.5	81	460	500	2723	7:11	2879		59400	139500

SAC FORM 1b FC: 2720
18 APR 55

Secret

Air Force-SAC, Offutt (1050) (56)

1162

FC 15-1023 (Rev. 4-11-11) (S. 111)

MISSION FLIGHT PLAN														CONTINUATION SHEET									
FROM	ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN							
																PRED FUEL REMAINING	GROSS WT						
<i>Secret</i>																							
Wichita Falls								25.2				2340	6:21	2511			65000	149000					
Fort Worth		230	+2	000				26.4	74	430	375	110	6:18	13			3500	3500					
Wichita Falls								26.4	74	430	375	2490	6:30	240			20000	145500					
Wichita Falls		146	+2	153				26.2	74	430	450	110	6:14	102			2000	2000					
Wichita Falls		060	-3	050				26.1	74	430	450	2622	6:24	270			52000	143100					
Wichita Falls								26.1	74	430	450	115	6:14	203			2100	2100					
Wichita Falls		110	+	114				37.0	81	460	500	321	6:10	200			50000	143000					
Wichita Falls		137	+2	148				37.0	81	460	490	2203	6:22	296			51000	135000					
ALL AIRCRAFT WEATHER L. 1010Z 11-11-11 (S. 111)																							
Wichita Falls								37.0				2200	7:20	3052			40500	135600					
Wichita Falls		070	-2	040				36.9	81	460	525	270	6:30	210			6500	6500					
Wichita Falls		147	+2	156				37.2	74	430	452	3120	6:20	322			10000	10000					
Wichita Falls								37.2	74	430	452	215	6:20	200			10000	10000					
Wichita Falls		091	+2	093				37.4	74	430	405	3303	6:24	3501			30100	100200					
Wichita Falls								37.4	74	430	405	450	6:56	802			5000	5000					
Wichita Falls												3701	6:30	3903			50000	115300					
<i>Secret</i>																							

SAC FORM 15 APR 55 1b FC: 2720

Air Force - SAC, Offutt O-1050(56)

1163

SECRET

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE	WAVE	CELL CALL SIGN	REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
POUNDS		Power House Blue		505TH TFW	47	I, II, III		Power House Blue																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
ACFT BASIC	82,000			BOMBS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
CREW	1,075			AMMO																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
OIL	425			WATER AUG	18000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
ATO				STATIC	205900	NR FULL ATO REQUIRED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2600	NR EMPTY ATO REQUIRED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
EXT TANKS WEIGHT (Empty)	1000			TOTAL FUEL	115000	ATO FIRING SPEED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
MISCELLANEOUS				TAKE-OFF GROSS	203300																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
CHAFF	1,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
OPERATING	86,100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
<table border="1"> <thead> <tr> <th colspan="12">PRE-FLIGHT PLAN</th> <th colspan="2">FUEL FLIGHT PLAN</th> </tr> <tr> <th>FROM</th> <th>ROUTE</th> <th>FLT COND</th> <th>T. C.</th> <th>WIND D/V</th> <th>T. H.</th> <th>VAR</th> <th>M. H.</th> <th>TEMP</th> <th>IAS</th> <th>T. A. S.</th> <th>G. S.</th> <th>GND DIS</th> <th>TIME</th> <th>AIR DIS</th> <th>ETA</th> <th>PRED FUEL REMAINING</th> <th>GROSS WT</th> </tr> <tr> <th></th> <th></th> <th></th> <th></th> <th>DRIFT</th> <th></th> <th></th> <th></th> <th>ALT</th> <th>MACH</th> <th></th> <th></th> <th>ACC GND DIS</th> <th>ACC TIME</th> <th>ACC AIR DIS</th> <th></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>MacMill</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>115000</td> <td>205900</td> </tr> <tr> <td>St-To-ACC</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1500</td> <td>9400</td> </tr> <tr> <td>Lake City/Level off</td> <td></td> <td></td> <td>356</td> <td>-6</td> <td>300</td> <td></td> <td></td> <td>28.9</td> <td></td> <td>326</td> <td>320</td> <td>142</td> <td>265</td> <td>144</td> <td></td> <td>110100</td> <td>196500</td> </tr> <tr> <td>Charleston</td> <td></td> <td></td> <td>040</td> <td>-5</td> <td>035</td> <td></td> <td></td> <td>29.5</td> <td>74</td> <td>430</td> <td>475</td> <td>209</td> <td>265</td> <td>191</td> <td></td> <td>5900</td> <td>20500</td> </tr> <tr> <td>Asheville, N.C.</td> <td></td> <td></td> <td>321</td> <td>-5</td> <td>313</td> <td></td> <td></td> <td>30.5</td> <td>74</td> <td>430</td> <td>387</td> <td>211</td> <td>325</td> <td>232</td> <td></td> <td>95900</td> <td>102000</td> </tr> <tr> <td>34°00N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>211</td> <td>325</td> <td>232</td> <td></td> <td>7000</td> <td>7000</td> </tr> <tr> <td>07°00N</td> <td></td> <td></td> <td>247</td> <td>-3</td> <td>250</td> <td></td> <td></td> <td>31.5</td> <td>74</td> <td>430</td> <td>370</td> <td>240</td> <td>40</td> <td>280</td> <td></td> <td>80900</td> <td>175000</td> </tr> <tr> <td>Start Descent</td> <td></td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>32.0</td> <td>74</td> <td>430</td> <td>367</td> <td>802</td> <td>2:09</td> <td>356</td> <td></td> <td>80900</td> <td>167000</td> </tr> <tr> <td>34°00N 09:30W</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>79</td> <td>13</td> <td>191</td> <td></td> <td>3500</td> <td>3500</td> </tr> <tr> <td>142° BTTY</td> <td></td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>15.0</td> <td></td> <td>440</td> <td>375</td> <td>801</td> <td>2:22 1/2</td> <td>349</td> <td></td> <td>77400</td> <td>163500</td> </tr> <tr> <td>A/R Leg</td> <td></td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>15.0</td> <td></td> <td>285</td> <td>250</td> <td>45</td> <td>07</td> <td>52</td> <td></td> <td>800</td> <td>800</td> </tr> <tr> <td>Onload</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>15.0</td> <td></td> <td></td> <td></td> <td>926</td> <td>2:29 1/2</td> <td>1003</td> <td></td> <td>70600</td> <td>162700</td> </tr> <tr> <td>Level Off</td> <td></td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>28.9</td> <td></td> <td>440</td> <td>380</td> <td>125</td> <td>30</td> <td>143</td> <td></td> <td>10000</td> <td>10000</td> </tr> <tr> <td>34°00N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1051</td> <td>2:59 1/2</td> <td>1243</td> <td></td> <td>66600</td> <td>152700</td> </tr> <tr> <td>95°00W</td> <td></td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>29.3</td> <td>74</td> <td>430</td> <td>370</td> <td>81</td> <td>11</td> <td>81</td> <td></td> <td>40000</td> <td>40000</td> </tr> <tr> <td>44°30N</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1132</td> <td>3:10 1/2</td> <td>1224</td> <td></td> <td>106600</td> <td>192700</td> </tr> <tr> <td>104°30W</td> <td></td> <td></td> <td>325</td> <td>-7</td> <td>318</td> <td></td> <td></td> <td>32.4</td> <td>74</td> <td>430</td> <td>397</td> <td>69</td> <td>11</td> <td>77</td> <td></td> <td>5000</td> <td>5000</td> </tr> <tr> <td>Time & Fuel pad</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1201</td> <td>3:21 1/2</td> <td>1302</td> <td></td> <td>101500</td> <td>187700</td> </tr> <tr> <td>Hobbs</td> <td></td> <td></td> <td>175</td> <td>-7</td> <td>102</td> <td></td> <td></td> <td>35.0</td> <td>74</td> <td>430</td> <td>423</td> <td>759</td> <td>1:55</td> <td>7826</td> <td></td> <td>2700</td> <td>2700</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1960</td> <td>5:16 1/2</td> <td>2120</td> <td></td> <td>98900</td> <td>185000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>706</td> <td>1:40 1/2</td> <td>721</td> <td></td> <td>24500</td> <td>24500</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2666</td> <td>7:03</td> <td>2849</td> <td></td> <td>74400</td> <td>160500</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1000</td> <td>1000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>73400</td> <td>159500</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>19000</td> <td>19000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>54400</td> <td>140500</td> </tr> </tbody> </table>									PRE-FLIGHT PLAN												FUEL FLIGHT PLAN		FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT					DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS				MacMill																115000	205900	St-To-ACC																1500	9400	Lake City/Level off			356	-6	300			28.9		326	320	142	265	144		110100	196500	Charleston			040	-5	035			29.5	74	430	475	209	265	191		5900	20500	Asheville, N.C.			321	-5	313			30.5	74	430	387	211	325	232		95900	102000	34°00N												211	325	232		7000	7000	07°00N			247	-3	250			31.5	74	430	370	240	40	280		80900	175000	Start Descent			270	-1	269			32.0	74	430	367	802	2:09	356		80900	167000	34°00N 09:30W												79	13	191		3500	3500	142° BTTY			270	-1	269			15.0		440	375	801	2:22 1/2	349		77400	163500	A/R Leg			270	-1	269			15.0		285	250	45	07	52		800	800	Onload								15.0				926	2:29 1/2	1003		70600	162700	Level Off			270	-1	269			28.9		440	380	125	30	143		10000	10000	34°00N												1051	2:59 1/2	1243		66600	152700	95°00W			270	-1	269			29.3	74	430	370	81	11	81		40000	40000	44°30N												1132	3:10 1/2	1224		106600	192700	104°30W			325	-7	318			32.4	74	430	397	69	11	77		5000	5000	Time & Fuel pad												1201	3:21 1/2	1302		101500	187700	Hobbs			175	-7	102			35.0	74	430	423	759	1:55	7826		2700	2700													1960	5:16 1/2	2120		98900	185000													706	1:40 1/2	721		24500	24500													2666	7:03	2849		74400	160500																	1000	1000																	73400	159500																	19000	19000																	54400	140500
PRE-FLIGHT PLAN												FUEL FLIGHT PLAN																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
MacMill																115000	205900																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
St-To-ACC																1500	9400																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Lake City/Level off			356	-6	300			28.9		326	320	142	265	144		110100	196500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Charleston			040	-5	035			29.5	74	430	475	209	265	191		5900	20500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Asheville, N.C.			321	-5	313			30.5	74	430	387	211	325	232		95900	102000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
34°00N												211	325	232		7000	7000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
07°00N			247	-3	250			31.5	74	430	370	240	40	280		80900	175000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Start Descent			270	-1	269			32.0	74	430	367	802	2:09	356		80900	167000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
34°00N 09:30W												79	13	191		3500	3500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
142° BTTY			270	-1	269			15.0		440	375	801	2:22 1/2	349		77400	163500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
A/R Leg			270	-1	269			15.0		285	250	45	07	52		800	800																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Onload								15.0				926	2:29 1/2	1003		70600	162700																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Level Off			270	-1	269			28.9		440	380	125	30	143		10000	10000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
34°00N												1051	2:59 1/2	1243		66600	152700																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
95°00W			270	-1	269			29.3	74	430	370	81	11	81		40000	40000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
44°30N												1132	3:10 1/2	1224		106600	192700																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
104°30W			325	-7	318			32.4	74	430	397	69	11	77		5000	5000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Time & Fuel pad												1201	3:21 1/2	1302		101500	187700																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Hobbs			175	-7	102			35.0	74	430	423	759	1:55	7826		2700	2700																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
												1960	5:16 1/2	2120		98900	185000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
												706	1:40 1/2	721		24500	24500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
												2666	7:03	2849		74400	160500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
																1000	1000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
																73400	159500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
																19000	19000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
																54400	140500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

SAC FORM 16 APR 56 18 FC 2720

SECRET

Air Force-SAC, Offutt D-1049(56)

1164

FORM 1b FC: 2720

SECRET

MISSION FLIGHT PLAN CONTINUATION SHEET

FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
							37.0				2600	7:03	2849		5000	11,000
SAINT LOUIS		039	- 3	040			37.0	74	430	375	2702	7:11	2901		3000	3,000
NEW YORK		146	+ 7	040			37.9	74	430	400	2922	7:30	3052		2400	2,400
ROCKFORD		060	- 3	047			37.0	74	430	400	3000	7:40	3100		2400	2,400
JUNCTION		110	+ 4	114		77	37.0	01	460	500	3129	8:00	3291		3000	3,000
CHICAGO		137	+ 3	140			37.0	01	460	490	3225	8:10	3386		40700	12,600

SAC FORM 1b FC: 2720

SECRET

Air Force - SAC, Offutt D-1050/56

1166

MISSION FLIGHT PLAN		D. O. AND NICKNAME		UNIT	TYP	FT	WAVE	CELL CALL SIGN	REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		POWER HOUSE CAPITAL		305th	1-17		I, II & III		POWER HOUSE CAPITAL																																																																																																																																																																																																																																																																																																																																																																																																																																																													
POUNDS							Secret																																																																																																																																																																																																																																																																																																																																																																																																																																																															
ACFT BASIC	02000			BOMBS																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
CREW	1075			AMMO																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
OIL	425			WATER AUG	4800																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
ATO				STATIC	205900		NR FULL ATO REQUIRED																																																																																																																																																																																																																																																																																																																																																																																																																																																															
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2600		NR EMPTY ATO REQUIRED																																																																																																																																																																																																																																																																																																																																																																																																																																																															
EXT TANKS	1600																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
MISCELLANEOUS																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
CHAFF	1000																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
OPERATING	85100																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
TOTAL FUEL		115000		TAKE-OFF GROSS	203300		ATO FIRING SPEED																																																																																																																																																																																																																																																																																																																																																																																																																																																															
<table border="1"> <thead> <tr> <th colspan="10">PRE-FLIGHT PLAN</th> <th colspan="3">FUEL FLIGHT PLAN</th> </tr> <tr> <th>FROM</th> <th>ROUTE</th> <th>FLT COND</th> <th>T. C.</th> <th>WIND D/V</th> <th>T. H.</th> <th>VAR</th> <th>M. H.</th> <th>TEMP</th> <th>IAS</th> <th>T. A. S.</th> <th>G. S.</th> <th>GND DIS</th> <th>TIME</th> <th>AIR DIS</th> <th>ETA</th> <th>PRED FUEL REMAINING</th> <th>GROSS WT</th> </tr> </thead> <tbody> <tr> <td>MacDill</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>115000</td> <td>205900</td> </tr> <tr> <td></td> <td>S/R/TO/ACC</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4600</td> <td>9400</td> </tr> <tr> <td></td> <td>Level off Lake City</td> <td></td> <td>356</td> <td>-6</td> <td>350</td> <td></td> <td></td> <td>28.9</td> <td></td> <td>326</td> <td>320</td> <td>142</td> <td>265</td> <td>142</td> <td></td> <td>110400</td> <td>196500</td> </tr> <tr> <td></td> <td>Charleston</td> <td></td> <td>010</td> <td>-5</td> <td>015</td> <td></td> <td></td> <td>29.5</td> <td>74</td> <td>430</td> <td>475</td> <td>209</td> <td>265</td> <td>491</td> <td></td> <td>8600</td> <td>3600</td> </tr> <tr> <td></td> <td>Asheville</td> <td></td> <td>321</td> <td>-8</td> <td>313</td> <td></td> <td></td> <td>30.5</td> <td>74</td> <td>430</td> <td>387</td> <td>211</td> <td>325</td> <td>233</td> <td></td> <td>101500</td> <td>157900</td> </tr> <tr> <td></td> <td>33°00N 86°37W</td> <td></td> <td>232</td> <td>+5</td> <td>237</td> <td></td> <td></td> <td>31.5</td> <td>74</td> <td>430</td> <td>375</td> <td>258</td> <td>115</td> <td>298</td> <td></td> <td>5900</td> <td>5900</td> </tr> <tr> <td></td> <td>St DESCENT</td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>32.0</td> <td>74</td> <td>430</td> <td>365</td> <td>221</td> <td>16</td> <td>125</td> <td></td> <td>95900</td> <td>182000</td> </tr> <tr> <td></td> <td>TIME & FUEL PAD</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>10</td> <td></td> <td></td> <td>7000</td> <td>7000</td> </tr> <tr> <td></td> <td>33°00N 89°30W</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2:37</td> <td>905</td> <td></td> <td>88900</td> <td>175000</td> </tr> <tr> <td></td> <td>COM. INDZ</td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>15.0</td> <td></td> <td>440</td> <td>375</td> <td>258</td> <td>07</td> <td>51</td> <td></td> <td>8000</td> <td>8000</td> </tr> <tr> <td></td> <td>A/R LEG</td> <td></td> <td>270</td> <td>-1</td> <td>269</td> <td></td> <td></td> <td>15.0</td> <td></td> <td>285</td> <td>252</td> <td>966</td> <td>2:14</td> <td>1403</td> <td></td> <td>8000</td> <td>8000</td> </tr> <tr> <td></td> <td>ON LOAD</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>125</td> <td>30</td> <td>143</td> <td></td> <td>8000</td> <td>8000</td> </tr> <tr> <td></td> <td>LEVEL OFF</td> <td></td> <td>270</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1091</td> <td>3:14</td> <td>1175</td> <td></td> <td>65600</td> <td>151700</td> </tr> <tr> <td></td> <td>30°00N 96°00W</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>40000</td> <td>40000</td> </tr> <tr> <td></td> <td>37°37N 103°39W</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>105600</td> <td>191700</td> </tr> <tr> <td></td> <td>TIME & FUEL PAD</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>81</td> <td>11</td> <td></td> <td>5000</td> <td>5000</td> </tr> <tr> <td></td> <td></td> <td></td> <td>270</td> <td></td> <td></td> <td></td> <td></td> <td>28.9</td> <td></td> <td>440</td> <td></td> <td>1172</td> <td>3:25</td> <td>1256</td> <td></td> <td>100600</td> <td>186700</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>122</td> <td>20</td> <td>113</td> <td></td> <td>4700</td> <td>4700</td> </tr> <tr> <td></td> <td></td> <td></td> <td>270</td> <td>0</td> <td>270</td> <td></td> <td></td> <td>29.5</td> <td>74</td> <td>430</td> <td>370</td> <td>1294</td> <td>3:45</td> <td>1399</td> <td></td> <td>95900</td> <td>182000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>465</td> <td>1:12</td> <td>515</td> <td></td> <td>15500</td> <td>15500</td> </tr> <tr> <td></td> <td></td> <td></td> <td>306</td> <td>-5</td> <td>301</td> <td></td> <td></td> <td>31.5</td> <td>74</td> <td>430</td> <td>385</td> <td>1759</td> <td>4:57</td> <td>1921</td> <td></td> <td>80400</td> <td>166500</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>06</td> <td></td> <td></td> <td>600</td> <td>600</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>5:03</td> <td>1921</td> <td></td> <td>79800</td> <td>165900</td> </tr> </tbody> </table>										PRE-FLIGHT PLAN										FUEL FLIGHT PLAN			FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT	MacDill																115000	205900		S/R/TO/ACC															4600	9400		Level off Lake City		356	-6	350			28.9		326	320	142	265	142		110400	196500		Charleston		010	-5	015			29.5	74	430	475	209	265	491		8600	3600		Asheville		321	-8	313			30.5	74	430	387	211	325	233		101500	157900		33°00N 86°37W		232	+5	237			31.5	74	430	375	258	115	298		5900	5900		St DESCENT		270	-1	269			32.0	74	430	365	221	16	125		95900	182000		TIME & FUEL PAD												10			7000	7000		33°00N 89°30W												2:37	905		88900	175000		COM. INDZ		270	-1	269			15.0		440	375	258	07	51		8000	8000		A/R LEG		270	-1	269			15.0		285	252	966	2:14	1403		8000	8000		ON LOAD											125	30	143		8000	8000		LEVEL OFF		270									1091	3:14	1175		65600	151700		30°00N 96°00W															40000	40000		37°37N 103°39W															105600	191700		TIME & FUEL PAD												81	11		5000	5000				270					28.9		440		1172	3:25	1256		100600	186700													122	20	113		4700	4700				270	0	270			29.5	74	430	370	1294	3:45	1399		95900	182000													465	1:12	515		15500	15500				306	-5	301			31.5	74	430	385	1759	4:57	1921		80400	166500														06			600	600														5:03	1921		79800	165900
PRE-FLIGHT PLAN										FUEL FLIGHT PLAN																																																																																																																																																																																																																																																																																																																																																																																																																																																												
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT																																																																																																																																																																																																																																																																																																																																																																																																																																																					
MacDill																115000	205900																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	S/R/TO/ACC															4600	9400																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Level off Lake City		356	-6	350			28.9		326	320	142	265	142		110400	196500																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Charleston		010	-5	015			29.5	74	430	475	209	265	491		8600	3600																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Asheville		321	-8	313			30.5	74	430	387	211	325	233		101500	157900																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	33°00N 86°37W		232	+5	237			31.5	74	430	375	258	115	298		5900	5900																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	St DESCENT		270	-1	269			32.0	74	430	365	221	16	125		95900	182000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	TIME & FUEL PAD												10			7000	7000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	33°00N 89°30W												2:37	905		88900	175000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	COM. INDZ		270	-1	269			15.0		440	375	258	07	51		8000	8000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	A/R LEG		270	-1	269			15.0		285	252	966	2:14	1403		8000	8000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	ON LOAD											125	30	143		8000	8000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	LEVEL OFF		270									1091	3:14	1175		65600	151700																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	30°00N 96°00W															40000	40000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	37°37N 103°39W															105600	191700																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	TIME & FUEL PAD												81	11		5000	5000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
			270					28.9		440		1172	3:25	1256		100600	186700																																																																																																																																																																																																																																																																																																																																																																																																																																																					
												122	20	113		4700	4700																																																																																																																																																																																																																																																																																																																																																																																																																																																					
			270	0	270			29.5	74	430	370	1294	3:45	1399		95900	182000																																																																																																																																																																																																																																																																																																																																																																																																																																																					
												465	1:12	515		15500	15500																																																																																																																																																																																																																																																																																																																																																																																																																																																					
			306	-5	301			31.5	74	430	385	1759	4:57	1921		80400	166500																																																																																																																																																																																																																																																																																																																																																																																																																																																					
													06			600	600																																																																																																																																																																																																																																																																																																																																																																																																																																																					
													5:03	1921		79800	165900																																																																																																																																																																																																																																																																																																																																																																																																																																																					

SAC FORM 15 APR 56 1a FC: 2720

Air Force-SAC, Offutt (1049)(56)

1167

WATER HOUSE CARDINAL WING I, II & III (Cont'd)

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	TEMP	IAS	A.S.	G.S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING GROSS WT	
HIGH			175	47	152		32.8	74	430	423	220	5:11	2208		8500	8500
ROUTE															71300	157400

SAC FORM 1b FC: 2720

Secret

Air Force-SAC, Offutt O-1050(56)

1168

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING GROSS WT
<i>Secret</i>															
Wingspan #1							20.5				2040	1:44	2208		21200 147400
Salt Flat		230	+3	100			21.2	74	430	375	2175	1:53	2310		20000 143600
Meru-Alpine		106	+7	103			33.5	74	430	450	2275	2:17	2412		24000 151500
Berkie		060	-3	092			33.9	74	430	405	2301	2:21	2516		24000 149100
Function		110	+4	114			37.0	71	460	508	2512	2:40	2653		24000 146100
San Antonio		137	+8	145			37.0	71	460	400	2606	2:40	2745		24000 143200
ILL. TRCH. WT. WINGSPAN. I. ROUTES. ALT. DIST. GND. S. 4															
SI-000							34.7				2666	2:57	2745		24000 143200
SI-201		070	-2	070			35.2	91	460	525	2825	3:29	2991		24000 138100
SI-000											215	2:00	200		24000 138100
SI-150		140	+7	140			36.3	74	430	450	3100	3:55	3105		24000 138100
TPA VCR		091	+2	093			37.7	74	430	495	3553	4:14	3601		24000 138100
<i>Secret</i>															

SECRET

COMBATTING, SOUTH SOUTHERN WING (10)
 30th Air Force Base, Florida
 30 November 1956

ANNEX C

30-10-100-1

30-10-100-1

30-10-100-1

1. NOTICE AND INSTRUCTIONS:

a. SAC Manuals 55-5, 55-10 and 100-1 apply. /U/

(1) 30th ARSFS will refuel Ann and Betty calls on

(a) Key altitudes: Ann - 26-450 13-300.

(b) Track: 270° TC.

(c) Missed air refueling alternate: Pinecastle AFB.

(d) C/R Plan: IAW SAC Manual 100-1, 41 Bravo.

(e) Transfer: 40,000 # JP-4.

(f) SAC Regulation 55-51, dated 23 March 1956, will be
 complied with during air refueling operations.

(g) The 30th ARSFS will refuel Ann and Betty calls on
 waves I, II and III. The 15th ARSFS will refuel
 Core Calls on Waves I, II and III. (See Appendix
 I, this annex).

(h) Base altitude: 15,000 feet.

(i) Formation speed: 200 IASX - begin, 224 IASX - end.

(2) Alternate refueling area: /U/

(a) None.

ANNEX C
 305B4 C/Order 112-56
 30 Nov 56

SECRET

1170

SECRET

1. All aircraft: 100 miles. /U/

2. All aircraft:

3. All aircraft: 100 miles. /U/

4. All aircraft: 100 miles. /U/

5. All aircraft: 100 miles. /U/

6. All aircraft: 100 miles. /U/

Annex C
30531 C/Cyber 112-56
30 Nov 56

2

SECRET

1171

SECRET

HEAVY METERS, 305TH RECONNAISSANCE WING (M)
 MacDill Air Force Base, Florida
 30 November 1956

REFUELING

ANNEX C

OPERATIONS ORDER

SERIAL NO 112-56

"POWER HOUSE"

RECONNAISSANCE SHEETS

Primary Refueling Area
 Forward

Re. Rendezvous Point
 2045N 8330W

Operating Base
 MacDill AFB, Florida

Com: MDVU Proc
 21 Bravo

Type Refueling
 YO YO

Total Avail (CFT Load)
 40,000#

Refueling Track
 270° TC

Altitude
 15,000 ft

WAVE	RENDEZVOUS POINT	NR ACFT	CALL	REF TIME	TOTAL ACFT
1	ANY	4	CORAL	18:13	40,000#
	BETTY	4	RED	18:11	40,000#
	CORAL	4	BLUE	18:14	40,000#
2	ANY	4	BLACK	06:13	40,000#
	BETTY	4	YELLOW	06:11	40,000#
	CORAL	4	GREEN	06:14	40,000#
3	ANY	4	GREEN	18:13	40,000#
	BETTY	4	BLUE	18:11	40,000#
	CORAL	4	WHITE	18:14	40,000#

Appl Annex C
 305TH C/Order 112-56
 30 Nov 56

SECRET

1172

2AF FORM 26 APR 56 71 TEMP Apr 2, Annex C
305 BW O/Order 112-56
30 Nov 56

Secret

© 2005 Blackwell Publishing Ltd, *Journal of Internal Medicine* 258: 109–116

1173

2AF FORM 71 TEMP
26 APR 55

Secret

-2-

440 PIERCE - 557 BAYVIEW RD. - 4000

ENGINEER'S FLIGHT PLAN				DATE OF MISSION 5 & 6 Dec 56		TYPE(S) OF MISSION USCM "POWER HOUSE"																																																																																																																																																																																																																																																																																																																																																																																																													
WING 305th Bombardment Wing Medium		SQUADRON 305th Air Refueling Sq		AIRCRAFT KC-97E/G		COMPLETE SERIAL NO.																																																																																																																																																																																																																																																																																																																																																																																																													
FIRST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)																																																																																																																																																																																																																																																																																																																																																																																																															
1. WEIGHT COMPUTATIONS				2. FUEL DATA		3. TAKE-OFF DATA																																																																																																																																																																																																																																																																																																																																																																																																													
a. ACFT BASIC WT				b. DENSITY (Lbs)		c. REQUIRED (Lbs)																																																																																																																																																																																																																																																																																																																																																																																																													
b. OIL, ENG (On Ldg)				5.8 per Gal		d. RESERVE (Lbs)																																																																																																																																																																																																																																																																																																																																																																																																													
c. OIL, JET				n. TOTAL LOAD (Lbs)		e. ON-LOAD (Lbs)																																																																																																																																																																																																																																																																																																																																																																																																													
d. CREW				22670																																																																																																																																																																																																																																																																																																																																																																																																															
e. AMMO (50%)				14315																																																																																																																																																																																																																																																																																																																																																																																																															
f. CARGO																																																																																																																																																																																																																																																																																																																																																																																																																			
g. MISC																																																																																																																																																																																																																																																																																																																																																																																																																			
h. FUEL RESERVE				8355																																																																																																																																																																																																																																																																																																																																																																																																															
i. MIN LANDING WT																																																																																																																																																																																																																																																																																																																																																																																																																			
j. OFF-LOAD FUEL																																																																																																																																																																																																																																																																																																																																																																																																																			
k. AMMO (50%)																																																																																																																																																																																																																																																																																																																																																																																																																			
l. BOMBS																																																																																																																																																																																																																																																																																																																																																																																																																			
m. CHAFF																																																																																																																																																																																																																																																																																																																																																																																																																			
n. OIL USED																																																																																																																																																																																																																																																																																																																																																																																																																			
o. FUEL EXPENDABLE																																																																																																																																																																																																																																																																																																																																																																																																																			
p. TAKE-OFF GROSS WT																																																																																																																																																																																																																																																																																																																																																																																																																			
4. REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																			
Fit Plan based on 10 deg HOTTER than NACA DAY 50 BHP added for formation 156,000 - R & T fuel equals 155,000 # for T.O. Wt.																																																																																																																																																																																																																																																																																																																																																																																																																			
NO WIND PLAN																																																																																																																																																																																																																																																																																																																																																																																																																			
WIND PLAN																																																																																																																																																																																																																																																																																																																																																																																																																			
<table border="1"> <thead> <tr> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> <th>F</th> <th>G</th> <th>H</th> <th>I</th> <th>J</th> <th>K</th> <th>L</th> </tr> <tr> <th>CONDI- TION</th> <th>H_p</th> <th>BHP</th> <th>TOTAL FUEL FLOW</th> <th>Δ TIME</th> <th>Δ FUEL USED</th> <th>GROSS WEIGHT</th> <th>EAS</th> <th>AIR DIST</th> <th>Δ TIME</th> <th>Δ FUEL USED</th> <th>GND DIST</th> </tr> <tr> <th>J AT 3</th> <th>V_g</th> <th>ENG F/F</th> <th></th> <th>TOTAL</th> <th>TOTAL USED</th> <th>156000</th> <th>V_T (K)</th> <th>TOTAL</th> <th>TOTAL</th> <th>TOTAL USED</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>1. RTTO</td> <td>220</td> <td>S</td> <td>R S</td> <td>±40</td> <td>+ 1620</td> <td>- 1620</td> <td>---</td> <td>---</td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td>23</td> <td>O</td> <td>J O</td> <td>±02</td> <td>1620</td> <td>154380</td> <td>---</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1.0178</td> <td>P</td> <td>T P</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. FORM Up</td> <td>1500</td> <td>2650</td> <td>R7500</td> <td>±05</td> <td>+ 625</td> <td>- 625</td> <td>190</td> <td>---</td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td>21</td> <td>2550</td> <td>J --</td> <td></td> <td></td> <td></td> <td>---</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1.0390</td> <td>1875</td> <td>T7500</td> <td>±07</td> <td>2245</td> <td>153855</td> <td>---</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. CI</td> <td>12166</td> <td>2650</td> <td>R7500</td> <td>±30</td> <td>+ 3750</td> <td>- 3750</td> <td>190</td> <td>101</td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td>1</td> <td>2550</td> <td>J --</td> <td></td> <td></td> <td></td> <td>202</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1.2285</td> <td>1875</td> <td>T7500</td> <td>±37</td> <td>5995</td> <td>150105</td> <td>---</td> <td>101</td> <td></td> <td></td> <td></td> </tr> <tr> <td>4. ORB</td> <td>17500</td> <td>2050</td> <td>R4760</td> <td>±15</td> <td>+ 1190</td> <td>- 1190</td> <td>205</td> <td>59</td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td>-10</td> <td>2350</td> <td>J *</td> <td></td> <td></td> <td></td> <td>237</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1.3382</td> <td>1190</td> <td>T4760</td> <td>±52</td> <td>7185</td> <td>148915</td> <td>---</td> <td>160</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5. CR & RDZ</td> <td>17000</td> <td>2050</td> <td>R4760</td> <td>±18</td> <td>+ 1430</td> <td>- 1430</td> <td>205</td> <td>70</td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td>-9</td> <td>2350</td> <td>J --</td> <td></td> <td></td> <td></td> <td>237</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1.3292</td> <td>1190</td> <td>T4760</td> <td>1±10</td> <td>8615</td> <td>147485</td> <td>---</td> <td>230</td> <td></td> <td></td> <td></td> </tr> <tr> <td>6. AR</td> <td>17000</td> <td>2650</td> <td>R7500</td> <td>±28</td> <td>+ 3500</td> <td>- 3500</td> <td>234</td> <td>126</td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td>-9</td> <td>2550</td> <td>J --</td> <td></td> <td></td> <td></td> <td>270</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1.3292</td> <td>1875</td> <td>T7500</td> <td>1±38</td> <td>12115</td> <td>143985</td> <td>---</td> <td>356</td> <td></td> <td></td> <td></td> </tr> <tr> <td>7. Off-L</td> <td>---</td> <td>---</td> <td>R --</td> <td></td> <td>+</td> <td>-40000</td> <td>---</td> <td>---</td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td>---</td> <td>---</td> <td>J --</td> <td></td> <td></td> <td></td> <td>---</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>---</td> <td>---</td> <td>T --</td> <td>1±38</td> <td>12115</td> <td>103985</td> <td>---</td> <td>356</td> <td></td> <td></td> <td></td> </tr> <tr> <td>8. Cr</td> <td>17000</td> <td>1350</td> <td>R2400</td> <td>±55</td> <td>+ 2200</td> <td>- 2200</td> <td>190</td> <td>201</td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td>-9</td> <td>1900</td> <td>J --</td> <td></td> <td></td> <td></td> <td>219</td> <td>---</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1.3292</td> <td>600</td> <td>T2400</td> <td>2±33</td> <td>14315</td> <td>101785</td> <td>---</td> <td>557</td> <td></td> <td></td> <td></td> </tr> <tr> <td>9.</td> <td></td> <td></td> <td>R</td> <td></td> <td>+</td> <td>-</td> <td></td> <td></td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>J</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>T</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>10.</td> <td></td> <td></td> <td>R</td> <td></td> <td>+</td> <td>-</td> <td></td> <td></td> <td>+</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>J</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>T</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								A	B	C	D	E	F	G	H	I	J	K	L	CONDI- TION	H _p	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST	J AT 3	V _g	ENG F/F		TOTAL	TOTAL USED	156000	V _T (K)	TOTAL	TOTAL	TOTAL USED	TOTAL	1. RTTO	220	S	R S	±40	+ 1620	- 1620	---	---	+				23	O	J O	±02	1620	154380	---	---					1.0178	P	T P									2. FORM Up	1500	2650	R7500	±05	+ 625	- 625	190	---	+				21	2550	J --				---	---					1.0390	1875	T7500	±07	2245	153855	---	---				3. CI	12166	2650	R7500	±30	+ 3750	- 3750	190	101	+				1	2550	J --				202	---					1.2285	1875	T7500	±37	5995	150105	---	101				4. ORB	17500	2050	R4760	±15	+ 1190	- 1190	205	59	+				-10	2350	J *				237	---					1.3382	1190	T4760	±52	7185	148915	---	160				5. CR & RDZ	17000	2050	R4760	±18	+ 1430	- 1430	205	70	+				-9	2350	J --				237	---					1.3292	1190	T4760	1±10	8615	147485	---	230				6. AR	17000	2650	R7500	±28	+ 3500	- 3500	234	126	+				-9	2550	J --				270	---					1.3292	1875	T7500	1±38	12115	143985	---	356				7. Off-L	---	---	R --		+	-40000	---	---	+				---	---	J --				---	---					---	---	T --	1±38	12115	103985	---	356				8. Cr	17000	1350	R2400	±55	+ 2200	- 2200	190	201	+				-9	1900	J --				219	---					1.3292	600	T2400	2±33	14315	101785	---	557				9.			R		+	-			+						J												T									10.			R		+	-			+						J												T								
A	B	C	D	E	F	G	H	I	J	K	L																																																																																																																																																																																																																																																																																																																																																																																																								
CONDI- TION	H _p	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST																																																																																																																																																																																																																																																																																																																																																																																																								
J AT 3	V _g	ENG F/F		TOTAL	TOTAL USED	156000	V _T (K)	TOTAL	TOTAL	TOTAL USED	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																								
1. RTTO	220	S	R S	±40	+ 1620	- 1620	---	---	+																																																																																																																																																																																																																																																																																																																																																																																																										
	23	O	J O	±02	1620	154380	---	---																																																																																																																																																																																																																																																																																																																																																																																																											
	1.0178	P	T P																																																																																																																																																																																																																																																																																																																																																																																																																
2. FORM Up	1500	2650	R7500	±05	+ 625	- 625	190	---	+																																																																																																																																																																																																																																																																																																																																																																																																										
	21	2550	J --				---	---																																																																																																																																																																																																																																																																																																																																																																																																											
	1.0390	1875	T7500	±07	2245	153855	---	---																																																																																																																																																																																																																																																																																																																																																																																																											
3. CI	12166	2650	R7500	±30	+ 3750	- 3750	190	101	+																																																																																																																																																																																																																																																																																																																																																																																																										
	1	2550	J --				202	---																																																																																																																																																																																																																																																																																																																																																																																																											
	1.2285	1875	T7500	±37	5995	150105	---	101																																																																																																																																																																																																																																																																																																																																																																																																											
4. ORB	17500	2050	R4760	±15	+ 1190	- 1190	205	59	+																																																																																																																																																																																																																																																																																																																																																																																																										
	-10	2350	J *				237	---																																																																																																																																																																																																																																																																																																																																																																																																											
	1.3382	1190	T4760	±52	7185	148915	---	160																																																																																																																																																																																																																																																																																																																																																																																																											
5. CR & RDZ	17000	2050	R4760	±18	+ 1430	- 1430	205	70	+																																																																																																																																																																																																																																																																																																																																																																																																										
	-9	2350	J --				237	---																																																																																																																																																																																																																																																																																																																																																																																																											
	1.3292	1190	T4760	1±10	8615	147485	---	230																																																																																																																																																																																																																																																																																																																																																																																																											
6. AR	17000	2650	R7500	±28	+ 3500	- 3500	234	126	+																																																																																																																																																																																																																																																																																																																																																																																																										
	-9	2550	J --				270	---																																																																																																																																																																																																																																																																																																																																																																																																											
	1.3292	1875	T7500	1±38	12115	143985	---	356																																																																																																																																																																																																																																																																																																																																																																																																											
7. Off-L	---	---	R --		+	-40000	---	---	+																																																																																																																																																																																																																																																																																																																																																																																																										
	---	---	J --				---	---																																																																																																																																																																																																																																																																																																																																																																																																											
	---	---	T --	1±38	12115	103985	---	356																																																																																																																																																																																																																																																																																																																																																																																																											
8. Cr	17000	1350	R2400	±55	+ 2200	- 2200	190	201	+																																																																																																																																																																																																																																																																																																																																																																																																										
	-9	1900	J --				219	---																																																																																																																																																																																																																																																																																																																																																																																																											
	1.3292	600	T2400	2±33	14315	101785	---	557																																																																																																																																																																																																																																																																																																																																																																																																											
9.			R		+	-			+																																																																																																																																																																																																																																																																																																																																																																																																										
			J																																																																																																																																																																																																																																																																																																																																																																																																																
			T																																																																																																																																																																																																																																																																																																																																																																																																																
10.			R		+	-			+																																																																																																																																																																																																																																																																																																																																																																																																										
			J																																																																																																																																																																																																																																																																																																																																																																																																																
			T																																																																																																																																																																																																																																																																																																																																																																																																																

2AF FORM 83 TEMP Apr 2, Annex C
305 BW O/Order 1-30
30 Nov 56

1175

SECRET

HEADQUARTERS 305TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida
30 November 1956

ANNEX "D"

TO

OPERATIONS ORDER NO. 112-56

COMMUNICATIONS

1. CALL SIGNS:

a. Air-Ground / (2 digit designator)

(1) The mission nickname plus route designator will be included as part of text on all messages to CAA.

b. Air-Air (Cell Designator) / (Cell position number)

2. AUTHENTICATION / IDENTIFICATION / RECOGNITION

a. Authentication - IAW Current series KACL/TSEC

b. Identification - In formation Cell Leader MODE 2, all others STAND BY. Single ACFT MODE 2

c. Recognition - B-47 acft IAW Current KACL/TSEC

3. CHANNELIZATION

a. IAW Current Flip cards.

4. RECALL WORD

a. In event RECALL of entire force is necessary the RECALL word "BEARD" preceded by the words "POWER HOUSE" will be used.

b. When only recall of a unit or wave is desired the RECALL word "BEARD" preceded by the units tactical call sign will be used.

5. SPECIAL INSTRUCTIONS

a. Inter-Cell frequency: 311.0 Mcs

b. Intra-Cell frequency: Air-Refueling Frequency

c. SECURITY::: Special emphasis will be placed on SECURITY during all RADIO TRANSMISSIONS...

SECRET

SECRET

ANNEX "D" OPERATIONS ORDER NO. 112-56 (Cont'd)

REPORTING PROCEDURES:

- a. ALFA procedures applies CAA only.
- b. Cell Leader or 1st and last acft in stream type formation will make all positions reports.
- c. HF will not be used to pass position reports to Airway Stations (Military)
- d. HF can be used to pass position reports to ATC agencies only.
- e. ALFA monitoring procedure (Cell leader designate monitor acft)

Monitor periods: 05-08 25-28 45-48

Frequencies to monitor: 15016, 6730, 4724.5, 3144, 11228.7. AIR-REFUELING REPORT:

- a. IAW SAC Manual 100-1 as amended, (C/A plan ZI ALPHA)
- b. B-11, T-11, and T-18 reports to be submitted as required. T-11 (A/R) and T-18 (WX) reports will be submitted VIA UHF to "URGENT CONTROL" 321.0 Mcs.

8. STRIKE REPORT:

- a. Control Station: Andrews Awys (P) Loring Awys (S)
- b. Frequencies listed under frequencies to monitor are monitored by Andrews and Loring Airways.
- c. Strike report Format: _____ awys this is ORCHARD _____ relay to
RED GRANGE AND METAPHOR ALFA, ZIPPO
(ombs away time) (Results Encoded)
- d. Results: G-Good (GOLF) P-Poor (PAFA) U Unobserved or Dud (UNIFORM)
- e. Addressees: RED GRANGE, METAPHOR ALFA.

SECRET

SECRET

WINTERMISTERS, 30TH BOMBARDMENT WING (M)
 The DOD Air Force Base, Florida
 30 November 1956

ANNEX E

OPERATIONS CHECK

SERIAL NO 112-56

"FLYING WINGS"

1. The following reports will be submitted in accordance with SAC
 Manual 55-8, 6th Air Division Combat Reports for assignment of signal numbers and submission.

a. Strike Mission:

- (1) Distribution "A": B-2, B-9, B-10, B-11, B-15, B-17,
 B-21, B-31, M-36.
- (2) Distribution "B": B-25, B-27, B-30, B-51.

b. Air Reueling Mission:

- (1) Distribution "A": T-2, T-10, T-11, T-15, T-17, T-21,
 T-31, M-36.
- (2) Distribution "B": T-27.

c. These special reports as required by paragraph 6a, SAC
 Manual 55-8.

2. All reports will be prepared in three (3) copies for the
 following distribution:

- a. Base Communications - 1 copy
- b. 6th Air Division Combat Reports Team - 1 copy
- c. Orchard Control - 1 copy

3. Orchard Control will provide 6th Air Division Combat Reports
 Team with the required information for submission of the following reports:

- a. T-2, T-10, T-11, T-15, T-18.
- b. B-2, B-10, B-15.

Annex E
 305BW O/Order 112-56
 30 Nov 56

SECRET

SECRET

In the event of a mission, the SAC at other than MacDill AFB the
 primary responsibility for submitting the following reports
 will be the SAC at the base. The SAC Control Team is
 the ultimate authority, reports will be submitted to the
 Controller.

1. 1-10 Report 1-10: 1-10 Report.

2. 1-10 Report 1-10: 1-10 Report.

3. 1-10 Report 1-10: 1-10 Report.

- (1) 1-10 Report 1-10: 1-10 Report.
- (2) 1-10 Report 1-10: 1-10 Report.
- (3) 1-10 Report 1-10: 1-10 Report.
- (4) 1-10 Report 1-10: 1-10 Report.
- (5) 1-10 Report 1-10: 1-10 Report.

4. Prior to take-off the crew will submit a report to the
 SAC at MacDill AFB.

5. The report will be submitted to the SAC at MacDill AFB
 and the report will be submitted to the SAC at MacDill AFB.

6. Ground Support Operations:

a. 1-27 Report "Wing Commander's Report". All wing staff reports
 will be submitted to the SAC at MacDill AFB and the report will be
 submitted to the SAC at MacDill AFB.

b. All reports will be submitted to the SAC at MacDill AFB.

c. All reports will be submitted to the SAC at MacDill AFB as soon as
 possible. The report will be submitted to the SAC at MacDill AFB.

1-10 Report

1-10 Report

1-10 Report

POW HOUSEPOSITION REPORTS

Dep Tampa	TPA Dep Ctl	16	270.6
Above Jacksonville	Jax Ctr	6	301.4
Over Charleston	Charleston Radio	5	255.4
Over Asheville	Asheville Radio	5	255.4
Above Gadsden Ala	Atlanta Ctr	6	301.4
<u>TEMPORARY</u>			
Above Oklahe	City Oklahe & City Radio	5	255.4
Above Wash Center	Washington Radio	5	255.4
Above Grant Lake	North Platte Radio	5	255.4
Above Dodge Cent S.D	Rapid City Radio	5	255.4
Above Cheyenne Wyo	Cheyenne Radio	5	255.4
Above La Junta Colo	Denver Ctr	6	301.4
Above Para Visa P.M	Guaymas Radio	5	255.4
Over Hobbs Texas	Hobbs Radio	5	255.4
Over Albert Ranch	San Angelo Radio	5	255.4
Target San Antonio			
Above Corpus Texas	Houston Radio	5	255.4
Above Jennings La	Lake Charles Radio	5	255.4
01 00 23 00	New Orleans Ctr	6	301.4
07 40 23 00	Pensacola Radio	5	255.4
04 25 23 00	Tampa Ctr	6	301.4
End MacMill			