

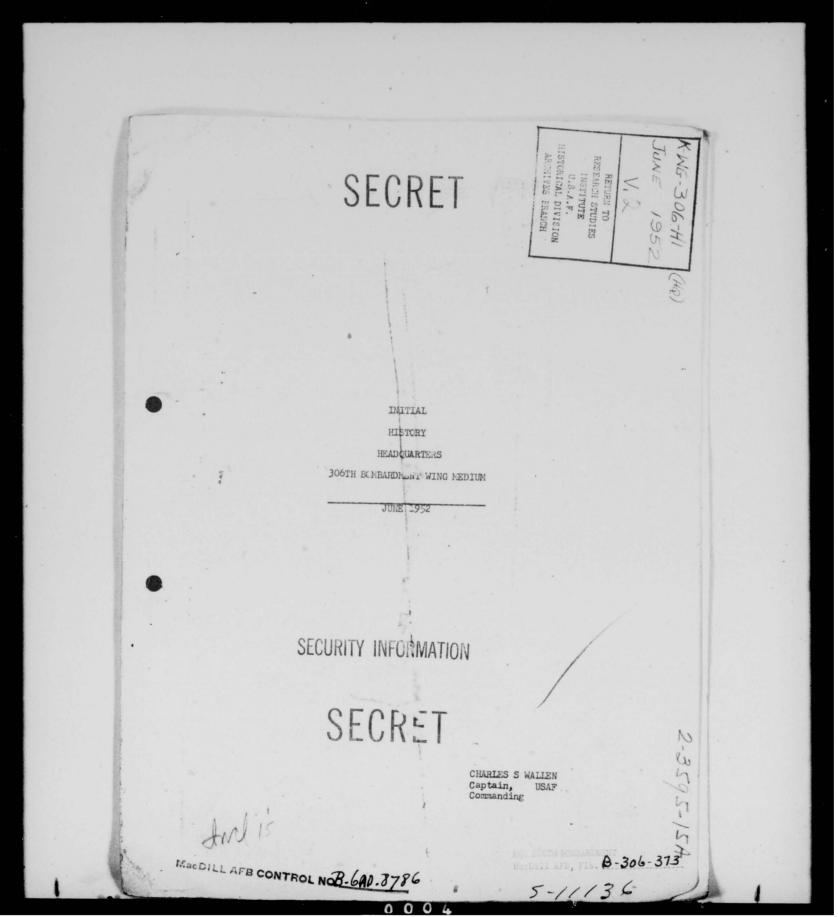
This document is made available through the declassification efforts and research of John Greenewald, Jr., creator of:

The Black Vault

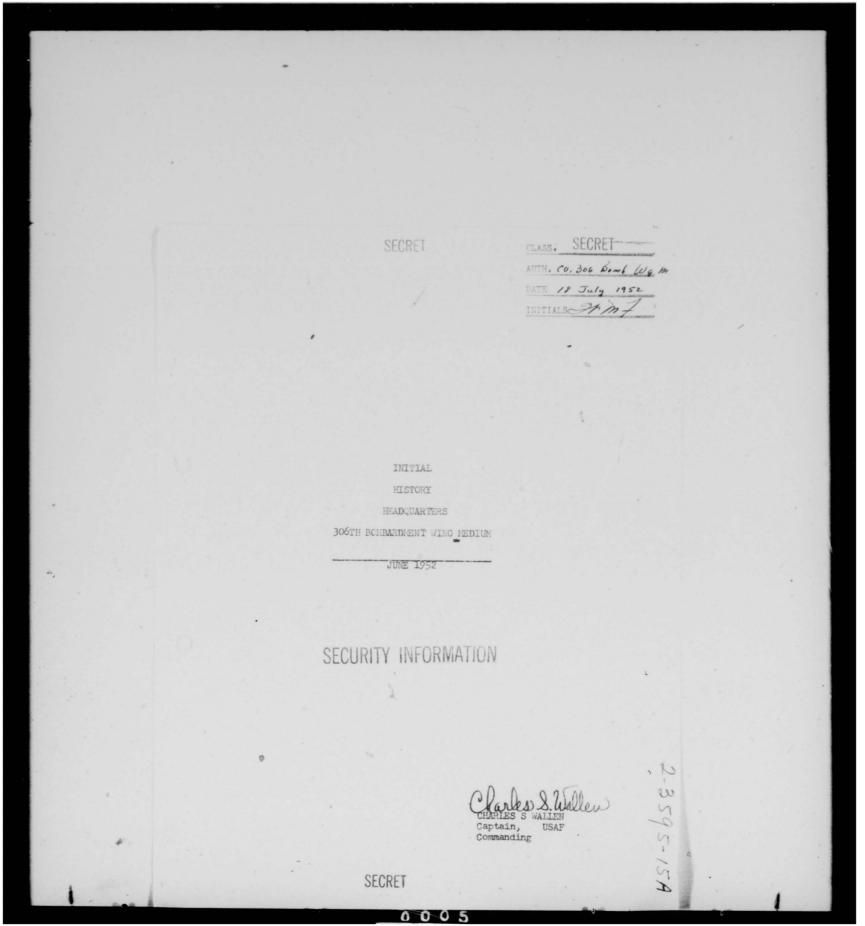


The Black Vault is the largest online Freedom of Information Act (FOIA) document clearinghouse in the world. The research efforts here are responsible for the declassification of hundreds of thousands of pages released by the U.S. Government & Military.

Discover the Truth at: http://www.theblackvault.com



THIS PAGE IS DECLASSIFIED IAW EO 13526

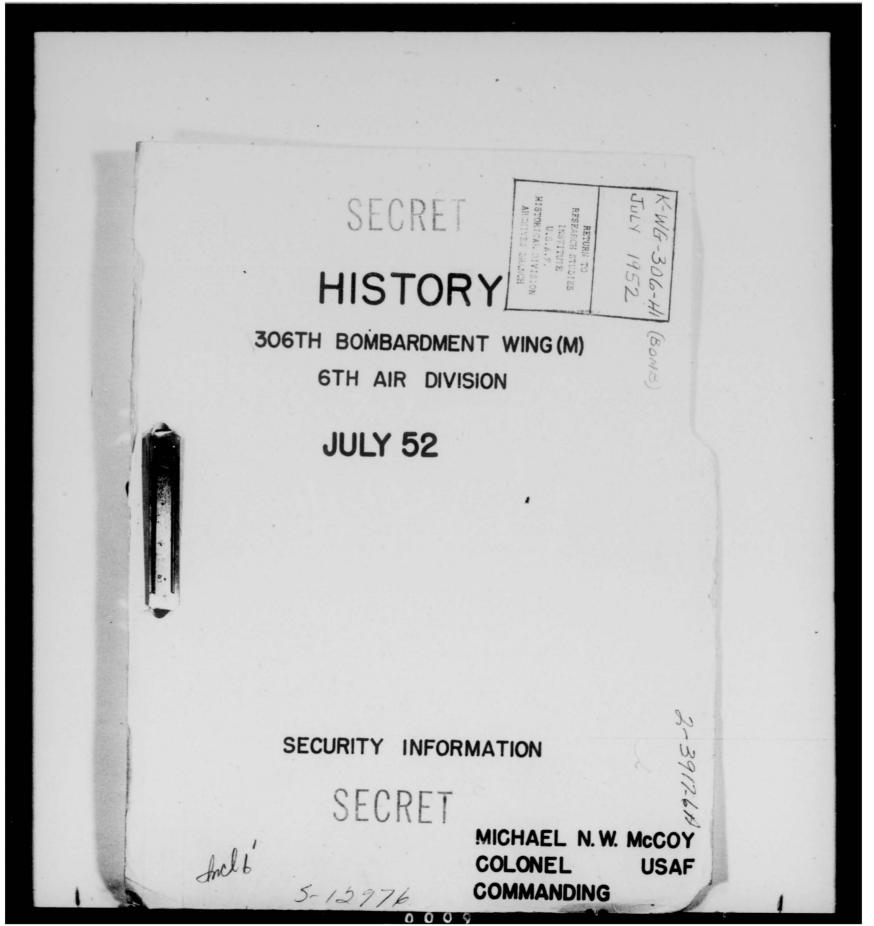


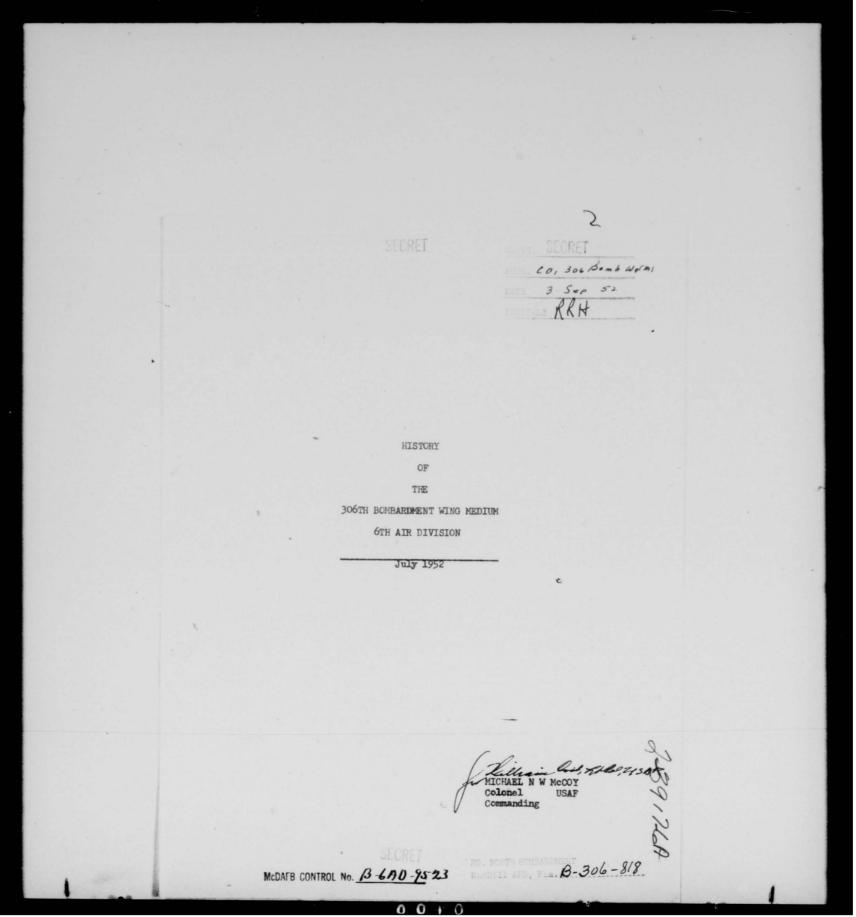
THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER I

Organization and Administration

This squadron was redesignated under Strategic Air Command (SAC)
Ceneral Order Number 32, dated 10 June 1952. The personnel of this
squadron are engaged in manning the Headquarters of the 306th Bombardment Wing Medium. Since the primary mission of this squadron is to
furnish support to the Wing Headquarters in terms of manpower and supplies,
the activities of the squadron have always been co prehended in the
activities of the staff sections of the Wing and have therefore been
reported in the history of the Wing. This squadron has no activities
except those discussed in the Wing History.





THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS CHAPTER TITLE I Organization and Administration II Personnel Supply and Maintenance III IV Operations and Training APPENDIX Exhibit "a", Wg Monthly Management Analysis Exhibit "b", TWX, 2AFPRA, 5210, dtd 30 Jul 52 Exhibit "c", B-47 Personnel Control Register Exhibit "d", Flying Summary Charts Exhibit "e", News Clipping Exhibit "f", Training Summary Charts

Secret

CHAPTER I

Organization and Administration

The primary activity of July was placing qualified personnel into the jobs described by new directives.

Major Paul N Bacalis, who was assigned during June, spent the month of July becoming familiar with the duties of a Wing Comptroller, studying and assisting in the preparation of reports and analyses, and in general preparing himself to become Comptroller when Major Allan R Brent leaves early in September.

The Wing Comptroller's Section still has the problem of securing qualified draftsmen to replace the certain losses which they are about to incur.

The Comptroller's Section again in July published the Wing Monthly l.

Management Analysis, RCS: 2AF-CO-Ml, a copy of which is attached.

Major Robert R Hopkins, a recent Far Eastern Air Force (FEAF) returnee, has been assigned as Wing Assistant Adjutant. He occupied this position prior to his assignment to the Far East.

The administrative work-load of the Wing has increased considerably with the progress of the B-h7 Program. Certain problems have been encountered due to the hardship caused by having our transportation taken away from us by Base. This sometimes causes a delay in expediting important electrical messages. Only partial relief has been realized

1. Wing Monthly Management Analysis Report, See Exhibit "a".

Secret

Organization and Administration Cont'd

through the assignment of a service-cycle to the Adjutant's Section.

Several staff visits were made in the month of July by the Assistant
Wing Adjutant. Assistance was given to the 306th Periodic Maintenance
Squadron and the Wing Intelligence Section with their administrative
problems which arose from the heavy turn-over in personnel. The Operations
Section called upon the Adjutant to assist in setting up a Combat Reporting Unit. The final draft for this unit was completed the latter part
of July.

2

CHAPTER II

PERSONNEL

Personnel Strength

The personnel strength of the 306th Bombardment Wing (M), as of 31 July 1952, was 440 officers and 1773 airmen. Under the present manning, the Wing is over-strength 69 officers and over-strength 105 airmen. The recapitulation by organization is, as follows:

Organization Of	fs Asgd	Amn Asgd
Headquarters Squadron Section, 306th Bombardment Wing (M) 306th Aviation Squadron, Bombardment (M) 367th Bombardment Squadron (M) 368th Bombardment Squadron (M) 369th Bombardment Squadron (M) 306th Air Refueling Squadron (M) 306th Field Maintenance Squadron 306th Periodic Maint Sq 306th Armament & Electronics Maintenance Squadron	98 15 61 65 59 109 8 5	133 32 114 118 118 329 389 201 339
TOTAL	440	1773
TOTAL OFFICERS TOTAL ATRIEN	21 113	Lost 24 82

Roster of Key Personnel

Command

Col	Michael N W McCoy		Wing Commander		
Col	Donald E Hillman		Deputy Wing Commander		
Lt Col	William Cook		Executive Officer		
Maj	Joseph W Whitaker		Adjutant		
Maj	Joseph W Whitaker Allan R Brent		Comptroller		
Lt Col	Colonel C Willis		Personnel Staff Officer		
Col	John C Thrift		Director of Operations		
Col	Robert E Kimmel		Director of Materiel		
		267th Down Ca			

Lt Col Loyd D Griffin 2d Lt John J Lolli Commanding Officer Adjutant

Roster of Key Personnel (Cont'd)

Lt Col John E Sherman Capt R J Woodall

Operations Officer Aircraft Maintenance Officer

368th Bomb Sq

Lt Col Benjamin B Klose lst Lt Robert F Falbey Lt Col Charles Joyce Maj Ralph Bolnick

Commanding Officer Adjutant Operations Officer

Aircraft Maintenance Officer

369th Bomb Sq

Col Alan F Adams
lst Lt Albert A Bean
Maj Alpheus W Blizzard
Capt James C Dickinson, Jr

Commanding Officer
Adjutant
Operations Officer

Aircraft Maintenance Officer

306th Fld Maint Sq

Maj Carol V Hunter 1st Lt Richard F Miller Commanding Officer Adjutant

306th Air Rflg Sq

Maj Rowland H Worrell, Jr
Maj Harry Burnett, Jr
Maj Homer C Bell, Jr
Capt Gilbert W Earls

Commanding Officer Adjutant.

Operations Officer Aircraft Maintenance Officer

306th Avn Sq

Maj Alver K Spivey

Commanding Officer

306th Periodic Maint Sq

Lt Col Albert W Lambert Capt Albert H Anderson Capt Royce E Hudson Commanding Officer Adjutant

Aircraft Maintenance Officer

306th Arm & Elect Sq

Maj William E Swindal 1st Lt Raymond M Eastman

Commanding Officer Adjutant

Headquarters Squadron

Capt Charles S Wallen

Commanding Officer

Personnel, General

The Classification & Audit Branch of this Section of the Wing was

0 0 1

Personnel, General (Cont'd)

inactivated in accordance with new Table of Organization No. 1-1047P, Headquarters USAF, dated 1 May 1952, which became effective 16 June 1952. Classification & Audit personnel were transferred to Headquarters 809th Air Base Group 26 June 1952.

The personnel, function and responsibility of Schools Branch of this Section were transferred to Training Section, D/Operations, of this Wing 18 July 1952.

Present manning guides pertaining to redistributed space of the 98th Air Refueling Squadron remain applicable. Manning tables reflect augmentation authorization of 31 officers and 148 airmen.

Twenty-four officers are presently attending training schools during this period, 1 July - 31 July 1952, and 25 officers completed training courses during this period. The schools, their location, and the number of officers who completed training are, as follows: Instrument Pilot Instruction Jet Course, Moody AFB, Georgia - four; Staff Officers' (ECM) Indoctrination Course, Keesler AFB, Miss. - one: Squadron Officers' Course, Class 52-6, AC&SS, Maxwell AFB, Ala. - one: "K" Series System Operator Training, Class 52-12, Mather AFB, Calif. - five; B-H7 CCTS Training, Wichita AFB, Kans. - six; Staff Officers' Radar Bomb Indoctrination Training Course, Mather AFB, Calif. - four; DB Training Course, Sandia AFB, New Mexico. - four.

Twenty-five airmen completed training courses during this period,

1 July - 31 July 1952 and 80 airmen were in training during the same

period. The schools, their location, and the number of airmen who completed

training are, as follows: Intelligence Operations Specialist, Lowry AFE,

Colo. - two; "K" Series Systems Technical Course, Lowry AFE, Colo. - two;

Personnel, General (Cont'd)

Course, Chanute AFB, Ill. - five; Aircraft Electrician Specialist E-h7

Course, Chanute AFB, Ill. - three; Flight Engineer Technical Course, Chanute

AFB, Ill. - three; Flight Engineer Technical Course, Chanute

AFB, Ill. - three; Supply Technical Course, Francis E. Warren AFB, Wyo.
two; Engine Analyzer Training Course, Chanute AFB, Ill. - one: Spec. Training AN/ARN-Uh Maintenance Course, Scott AFB, Ill. - two; Factory Training

AN/ARC-27 Radio Equipment, Scott AFB, Ill. - two; Two Week Line Maintenance

& Minor Course on J-h7, General Electric Company, Lockland, Ohio - one; and

Weight & Balance Course, Chanute AFB, Ill. - one.

Promotions and/or Demotions

No airmen promotion quotas were received from Second Air Force for the month of July. A directive received from Second Air Force (TMX 2AFPRA 5210 dated 30 July 1952) established new promotion procedures and policy for airmen. Future promotion quotas will be allocated on a bi-monthly basis.

Morale

The recollistment rate of airmen discharged from the 306th Bombardment Wing for the month of July 1952 was 17.7%. The number of airmen discharged and recollisted, by grade, for the month of July were, as follows:

		Disch	Reenl
M/Sgt T/Sgt		1 6	1
S/Sgt		19	1 4
A/10 A/20		12	1 1
A/3C A/B		1	-
11/2			_
	TOTAL.	1,5	8

The reenlistment rate for July does not reach the desired goal of the 45 (TWX 2AFFRA 5210 dtd 30 Jul 52, See Exhibit " ")

Morale (Cont'd)

airmen discharged during the month. A large majority were Reservists who have fulfilled their obligation for service. Every effort is made to graphically portray to each airman the benefits of re-enlisting within Strategic Air Command; however, normally these people have previous commitments in civil life which over-ride their interest in a military career. We are continually placing emphasis on a campaign aimed at retaining our experienced people within Strategic Air Command.

SULMARY

During this month levies upon MacDill Air Force Base for personnel in the administrative and Career Guidance Fields have shown a sharp increase. The turnover of Administrative personnel is greatly effecting the completed work within the squadrons and it is not apparent that replacements are being assigned for airmen this Wing is reassigning. This is most evident with reference to "rotation". Assurance has been made this Wing that "in-rotation" equitable distribution is being made. However, in the interim squadron efficiency drops due to the withdrawal.

Headquarters Second Air Force has distributed a new directive outlining new procedures for maintaining control and identification of those personnel critical to the B-h7 program. Instructions include the submission of rosters of personnel that should be retained in the program for technical training they have received. From these lists, Machine Records Cards will be made. A quarterly machined roster, similar to the Key Personnel Roster, will be forwarded to units for correction and return. It is felt that this type of control better fills requirements since a leveling off of additions has been reached in "in-puts" to this Wing. Changes that will occur in the future will generally be in information (B-h7 Personnel Control Register Initial Rpt. See Exhibit " ")

SUMMARY (Cont'd)

submitted on individuals that is no longer current (i.e., rank, PAFSC, etc.).

Effective 18 July 1952, all personnel transferred to MacDill AFB for discharge are being assigned to Headquarters Squadron Section, Headquarters 809th Air Base Group. A "Separation Section" was set up in the Headquarters Squadron Section for separation of this personnel base-wide. This Headquarters Squadron Section separates only those personnel transferred to MacDill Air Force Base for separation. All other separations are being handled by the Squadrons concerned.



CHAPTER III

SUPPLY AND MAINTENANCE

A. CENERA .

The Directorate of Materiel began operating under the new Table of Organization. With the elimination of the position of Deputy Director of Materiel, and of the Armament-Electronic Staff Section, Lt. Col. William C. Dodds and Maj. Walter P. Lepski were transferred from this Wing to Headquarters 6th Air Division.

Maj. Francis Riedy departed on TDY for the purpose of attending the Logistics Course at Air Command and Staff School, Maxwell Air Force Base, Alabama.

Maj. Alfred T. Hearin returned from TDY at the Air Command and Staff School, Maxwell Air Force Base, and received orders placing him on TDY with "Project REDHMAD".

Maj. Alexander R. Birnie was appointed Wing Logistics Officer, and Maj. Charles B. Lounsbury was appointed Wing Supply Officer, vice Major Birnie.

Col. Robert E. Kimmel was appointed President of the Aircraft Accident Investigating Board to investigate accident involving KC-97 on 1 July. This aircraft was assigned the 305th Bombardment Wing.

Colonel Kimmel departed for 4 days TDY at Keesler Air Force
Base, Mississippi, to attend ECM Course. Maj. Wesley S. Mink took over
the duties of the Director of Materiel in the Colonel's absence.

Seven civilian engineers from the Armament-Electronics Section,
Lockheed Aircraft Corporation, arrived at MacDill on 29 July, for

SECRET

SECRET

approximately 2 weeks TDY. The purpose of this visit is for familiarization with B-47 K-system and allied equipment, the installation, acceptance, and flight test procedures of the above equipment, and the compass swinging procedures for the B-47 aircraft.

B. SUPPLY.

The continual mandatory quotas for the shipment of both officers and airmen in the Supply Career Field have almost depleted the Wing of adequately trained and experienced supply personnel. The Wing at present cannot see any input in this field and any further losses can and will seriously hamper the operational ability of the Wing.

This problem has been the subject of several meetings at Division Headquarters with the Supply Staffs of the Division, 305th and 306th Wings, Base Supply, and the Base Personnel Staff in attendance. The same serious shortage in the supply field exists in all units at MacDill. Base Personnel said they had advised Second Air Force of the situation. Yet Second Air Force Headquarters continues to levy these mandatory quotas against MacDill. The remedial action taken was to reshuffle the personnel in the supply field among all the units so that the burden would be distributed equally. Further, Base Personnel again contacted Second Air Force concerning the situation at this station, to preclude the possibility of further withdrawals.

Majors Birnie and Lounsbury made a visit to Wright-Patterson
Air Force Base to attend a meeting with Supply Staffs of Air Materiel
Command and Strategic Air Command, in an attempt to shake loose critical
items of equipment being held for Project SNOWTIME. The meeting did
not take place since SAC personnel departed Wright-Patterson prior to the
SECURITY INFORMATION

SECRET

SECRET

arrival of this Wing's representatives. Major Birnie and Major Lounsbury proceeded to the Air Depot at Rome, New York, on Project SNOWTIME.

Major Birnie conducted a meeting of all Tactical Squadron Supply Officers. The meeting was held to discuss requisitioning procedures to be employed during the interim period pending receipt of basic ECL's for the squadrons. It was determined that in view of the lack of ECL's prescribing the kits with which each squadron will be equipped, it will be necessary to translate all present kits into ECL authorization. With the arrival of the basic kit, which will clarify basic authorizations, it will then be necessary to turn in any excesses not prescribed in the new ECL's but acquired under the old T/O authorization.

C. MAINTENANCE.

There were 33 B-47's assigned at the beginning of July, and 32 at the end of July. Accidents resulted in the loss of 2 B-47 aircraft. One B-47 was gained during the month. During July an average of 32.5 B-47's flew an average of 24.1 hours each. Total flying hours decreased from 1063 in June to 873 in July. It should be emphasized that July cannot be considered a normal month for B-47 operations since they were all grounded on 22 July, pending investigation of the accident that occurred that morning, and no more flying was accomplished for the balance of the month.

During July B-47's were in commission 71.4% of the time and were flown 4.5% of the time in commission. The increase over June's 69.0% was not due to the grounding of B-47's during the latter part of the month, for the in-commission rate was running well above 70% at SECURITY INFORMATION



SEGNET

time of the grounding. An AOCP rate of 9.4% was at a satisfactorily low level, and an AOCM rate of 19.2% was about average for the Wing's B-47 aircraft.

Although the grounding of the B-47's has hampered operations and training, it has provided a welcome opportunity for Maintenance to get up to date on all B-47 inspections, and to do a lot of desirable, but not strictly necessary work on the aircraft, for which time was not previously available. The table below shows comparative figures for the past six months:

	Aver No	In Comm	AOCP Rate	Total AOCM	Breakdown of AOCM		
Month A	Acft Asgd				TOC	Per'd	Fld
Feb	17.8%	76.5%	12.7%	11.8%	2.2%	2.1%	6.5%
Mar	22.8	78.9	12.7	8.4	0.0	5.4	3.0
Apr	28.0	71.6	11.9	16.5	0.0	9.3	7.2
May	31.3	61.7	24.2	14.1	0.0	8.1	6.0
Jun	33.0	69.0	6.6	24.4	0.0	10.1	14.3
Jul	32.5	71.4	9.4	19.2	0.0	11.1	8.1

All during July there were 29 KC-97's assigned, and they averaged 50.6 hours flying per aircraft. This is a sharp increase over the 35.8 hours per KC-97 aircraft in June. Unfortunately, it appears that the otherwise commendable increase in KC-97 utilization will force the Wing to limit KC-97 flying in August and September to approximately 23 hours per aircraft per month. The flying time allocation for the first quarter of Fiscal Year 1953 reached the Wing only during the last week in July, and at that time more than half of the flying time for the quarter had already been used. As the situation now stands, the KC-97's are faced with relative idleness for the next two months unless the flying time allocation is augmented.

SECURITY INFORMATION



SECRET

During July the KC-97's were in commission 78.1% of the time and were flown 8.7% of the time in commission. This is a very fine increase over the 6.7% utilization rate for June. The in-commission rate was a healthy increase over 74.7% for the preceding month. This was achieved during a month in which the Wing flew the greatest number of KC-97 hours (1160 hours) of any of the past 12 months, and the greatest number of hours per KC-97 of any of the past months. Both ACCP and ACCM rates showed encouraging decreases from June levels. The table below shows in-commission status for the past six months for purposes of comparison:

	Aver No	In Comm	AOCP	Total	Breakdown of AOCH		
Month	Acft Asgd	Rate	Rate	AOCH	TOC	Per'd	Fld
Feb	18.2%	83.2%	9.0%	7.8%	0.0%	3.1%	4.7%
Mar	19.7	80.9	11.8	7.3	0.0	4.4	2.9
Apr	26.7	88.1	4.5	7.4	0.0	2.2	5.2
May	29.0	82.8	5.4	11.8	0.0	4.2	7.6
Jun	29.0	74.7	7.4	17.9	0.0	6.1	11.8
Jul	29.0	78.1	5.0	16.9	0.0	9.0	7.9

All during July there were 5 T-33's assigned and they averaged 19.8 hours each flying time. They were in commission 68.6% of the time and were flown 3.9% of the time in commission. The 68.6 in-commission rate of July was rather low as compared with 74.1% in June. The ACCP rate continued the sharp rise begun in June and amounted to 24.0% in July. The ACCM rate was quite low at 7.4%.

Before the grounding the B-47's attempted 163 sorties in July, naturally much fewer than the 222 for June. There were 5 aborts, 3 air and 2 ground, for a monthly abort rate of 3.1%. This rate equalled that of June. Of the 5 aborts, 4 were charged to material failure, and 1 to a maintenance failure. SECURITY INFORMATION

SECRET

SECRET

During July, 48 radar sorties were attempted by B-47's with 15 aborts (9 air and 6 ground) reported. Thus, the July radar abort rate was 31.3%, as compared with 30.6% for the month of June. All "K" aborts were charged to material failure.

The KC-97's attempted 17h sorties during July, as compared with 12h in June. There were 12 aborts, 4 air and 8 ground, for a monthly abort rate of 7.1%. This was a slight increase over June's 5.6%. Although still not excessively high, recent abort rates for KC-97 aircraft have shown an upward trend (April, 1.3%, May, 4.3%, and June, 5.6%). Of the 12 aborts in July, 2 were charged to Operations, 2 to Maintenance, and 8 to material failure.

T-33's attempted 54 sorties during July, as compared with 86 for June. There was 1 abort, a ground abort, the first T-33 abort recorded in the 8 months this Wing has had T-33's. Thus, the monthly abort rate was 1.9%.

This Wing has been experiencing a great deal of trouble with fuel leaks on B-47 aircraft ever since the first B-47's were assigned. This situation naturally presents a hazard in aircraft operation. It is understood that engineers are working on the problem; however, pending technical solution, this Wing has requested that higher head-quarters act promptly on the following recommendations:

- (1) Assignment of skilled technical representatives from companies concerned, to aid in the maintenance, preventive and routine, of the fuel cells.
- (2) A change in existing T/O's, to provide military personnel specifically trained in the maintenance of fuel cells. Despite the SECURITY INFORMATION





large amount of time spent coping with fuel leaks, and the replacement of defective and worn-out cells, there are no maintenance personnel authorized for that purpose.

Major Mink, Major Duty, and Captain Sherman spent a great deal of their time this month in the investigation of the two B-47 aircraft accidents.

B-47, #50-028, was ferried to Oklahoma City Air Materiel Area for Photo Pod modification and B-4 tail turret installation. The aircraft was unable to return to this station because of the order grounding B-47's.

Major Lloyd A. Crumpton, Chief of the Maintenance Standardization Team, and a team of specialists, visited Barksdale Air Force Base, Louisiana, for a period of one week, making a study of preplanned inspections.

SECURITY INFORMATION

SECRET

0026

CHAPTER IV

GENERAL:

July was a disastrous month for the wing. Two major B-h7 accidents occurred, one on 3 July, the other on 22 July. Three crew members, including the commanding officer of the 367th Bombardment Squadron, were killed in the first accident, and four crew members lost their lives in the second accident. These crew losses were a staggaring blow to the wing, from both a personal and a professional standpoint. As a result of the accident occuring on 22 July, all B-h7 aircraft were grounded as of that date, pending completion of the accident investigation. Haximum utilization of the grounding period was achieved by the squadrons in accomplishing required ground training.

In-flight refueling training was again practically nil during July, as it was during June. The KC-97's remained restricted from in-flight refueling practice because of the non-availability of hydraulic pumps.

New pumps were received on 15 July and refueling training, utilizing 305th Bomb Wing tankers, as directed by 6th Air Division, was started

on 16 July. However, B-47 aircraft were grounded on 22 July. During this six day period very few hookups were accomplished because of the many tanker aborts encountered.

Training in the 306th Air Refueling Squadron was devoted mainly to rendezvous missions and pilot proficiency, however, several support missions were flown. Information has been received that all of the present cargo configuration C-97's will be modified at Warner Robins Air Force Base, to include installation of booms, fuel flow panels, and other items necessary to convert these aircraft to tanker types.

A preliminary draft of the proposed 8-47 Tactical Doctrine was completed and should be in final form by the end of August or the middle of September.

During the latter part of the month, the T-33 aircraft were scheduled for two flights per day to maintain a semblance of pilot proficiency. If the B-47's remain grounded next month, the T-33 aircraft will provide the greater amount of flying time for B-67 pilots.

OPERATIONS:

Mission Planning:

A number of Operations Orders were written and others were revised.

These included Operations Order 19-52, which later was revised and redesignated Operations Order 27-52. This order, known by the code name of "Operations Checkout" was briefed, but not flown, due to the grounding of the B-h7's. Operations Order 28-52 involving KC-97 support aircraft to the Pacific was prepared, and Operations Order 202-52 involving KC-97 and B-h7 rendezvous was completed. Four of the six missions to be flown were

1. Flying Summaries, see Exhibit " ".

accomplished before the E-47's were grounded. Operations Order 115-52 was written and published. This order concerned the "Tropic Phase" of the environmental tests of special weapons.

One long range test mission was planned and flown in B-47B 2102 continuing the test program for the aircraft equipped with J-47-GE-23 engines.

A series of five (5) tentative Emergency War Flan missions were drawn up for the SAC War Flans Team during the course of their visit to this station.

The astrograph designed by the mission planning team observer was modified and flight tested. A Pelaroid Land Camera was secured to be used for Zenith photographs to be used in conjunction with the astrograph.

Special Weapons:

The major activity of the Special Weapons Training Section for the month was the training of personnel of the 306th Armament and Electronics Squadren to perform their special weapons duties as assigned by Strategic Air Command Manual 20-1 and Strategic Air Command Regulation 136-6. The formal training took a period of two weeks and practical training will utilize one instructor each day for an undetermined period.

The section had the major responsibility in preparing Wing Operations Order 115-52. The operation covered by this order began 14 July and is still underway.

Communications Section:

A policy of having weekly meetings of all communications officers in the 306th Wing in the wing communications effice was initiated. Three classes were conducted in a course of instruction being given pilets

and air crews of the 306th Air Refueling Squadron. Material covered includes aircraft and electronics equipment, cmmi-range utilization, emergency equipment, communications security and voice procedures.

Instructors from the B-47 MTD and the 136th Communications Security Squadron are assisting in the program.

Coordinated with the 306th Armament and Electronics Squadren on the installation of an AN/APN-68 and AN/APN-12 in the Armament and Electronic Maintenance shop for operation and maintenance training on rendezvous equipment.

In accordance with verbal directions from Hq 2 AF a survey of crystals physically en hand within the Wing was made to determine capabilities of conducting in-flight refueling communications on special frequencies.

In compliance with a letter from the Ease Communications Office a VHF crystal box for transport of crystals which was fabricated by this office was photographed to show its construction. These photographs will be forwarded to 2AF by base in compliance with 2AF directive. If VHF crystal box is approved 2AF will produce boxes for all 2AF bases for transport of crystals in aircraft.

Personal Equipment:

During the month of July Captain Carl R. Blythe of the 306th Wing Personal Equipment section and Major Hearty Fitchko of the 369th Bomb Squadron conducted an oceanic test in Tampa Bay on a New Survival Kit developed in June by a committee of six officers from the three tactical squadrons and Major George D. Williams, the wing personal equipment officer.

The results of the test were very satisfactory. The Kit with all information on past research on the matter is being hand carried by officers of the Operations Engineering Section to Headquarters

Air Materiel Command for further study, and if accepted, authorization for local modification of the A-1 Kit utilizing component parts from 2.

two other standard Survival Kits. Other activity in the personal include only routine duties.

2. News Clipping, see Exhibit " ".

003

TRAINING: 3.

Aircrew:

During the menth of July 1952 the Aircrew Training Section menitered activity in the following courses.

Lecal Courses:

B-47 MTD Refresher - - This course was presented to the 10 efficers enrelled in the B-47 Transition Class A/C-6. The full 20 hour course was given.

B-47 Flight Perfermance Refresher- - - Persennel enrelled in B-47 Transition Class A/C-5 and A/C-6 attended this 18 heur course during the menth.

Special Weapons Retrainer - - The retrainer was given to seven Bemb Commanders during the menth of July.

Physiological Indectrination - - The Altitude Chamber was placed in commission on 16 July 1952. Prior to the end of the menth, this Wing had trained 22 crew members in the Phase I requirement as established by 2AF Ltr 50-4, and 26 crew members in the Phase III requirement.

In-Flight Refueling MTD -- - During the menth of July six B-47 Pilets and 10 KC-97 Crew Members attended the course.

Beem Maintenance MTD - - - This course was given to six Beem Operators during the month.

Navigation and Communications Course for KC-97 Pilets - - - A total of 21 KC-97 Pilets completed this course during the month of July.

KC-97 MTD - - - There are five KC-97 Pilets attending the 120 hour KC-97 MTD Course. The course is being presented to pilet

3. Training Summaries, see Exhibit " ".

personnel who have not received the Kelly Field HTTU Courses An additional six crew members received the 35 hour MTD Refresher Course during the menth.

Off-Base Courses:

Basic Survival Training - - - A total of 22 KC-97 Crew Members attended Basic Survival Training during the menth. The completion of this group brings the number of untrained personnel in the Refueling Squadren to less than three full crews.

Bemb Commander Training - - - A total of 13 B-47 Crew Members received Bomb Commander Training during the month of July 1952

K Training at Mather AFB - - One B-47 AOB returned to this station from this training during July. There were five pilot AOB's in training at Mather as of the end of the month whose projected return date is approximately 16 August 1952.

The limitations imposed on the KC-97 for refueling activity were removed during the month, allowing a resumption in Refueling Flight Training. This indicated that a full scale resumption of IFR MTD Training for B-47 Pilots was in order. One class was entered in this training during the month, with the quotas for that class received from the 305th Bomb Wing. The 306th Wing has full use of this course beginning 11 August. It is the plan to maximum effort this training for B-47 Pilots beginning that date.

During July emphasis was placed on the recurring training requirements entlined by 2AF Reg 50-6. The grounding of the B-47 aircraft during the month made a great number of personnel available for activity in the directed subjects. Appreciable strides were made toward the accomplishment of as many annual and semi-annual requirements as possible.

Modification of the Celestial Navigation Trainer was started this month. With the completion and installation of the Periscopie Mount the trainer will then become a fairly useful training facility for B-47 Crews.

Non-Aircrew:

The KC-97 MTD received orders to transfer from MacDill to March Air Force Base, California. This news created quite a bit of disturbance, inasmuch as the Wing KC-97 MTD Training was only 23% complete, however, 68% of the untrained personnel are partially trained and must re-enter the training flow to complete the required training. Division took immediate action to Higher Hqs and a compromise was reached whereby MacDill was allowed to retain the KC-97 MTD, however Lockbourne Air Force Base would be allowed to fill one-half of the training quetas.

In order to effect better utilization and selection of personnel for off-base training, the School Section was transferred from Director of Personnel to Director of Operations, Training Section.

Attending NC-97 MTD, Aircraft Familiarization Course	40
Completed KC-97 MTD, Aircraft Familiarization Course	31
Attending KC-97 MTD, Electrical Specialist Course	15
Completed KC-97 MTD, Electrical Specialist Course	12
Attended EC-97 MTD, Engine Specialist Course	17
Completed KC-97 MTD, Engine Specialist Course	5
Attended and completed KC-97 MTD, Prop Specialist Course	6
Attended and completed KC-97 MTD, F-1 Aute-pilot Maint Course -	7
Attended and completed APS-/7 Reder Posts	8

Flying Safety:

The Wing flew a total of 2296:40 hours during the month of July 1952.

Major Theodore D Silva returned from Jet Instrument Instructors School

Moody Air Force Base, Georgia the 3rd of July.

July 3rd the Wing encountered its second major aircraft accident for the year, a B-47B which crashed at Myakka City, Florida. All erew members were fatalities, the plane tetally destroyed. Major Glaude D Mozely Jr Asst Flying Safety Officer was transferred to the 306th Air Refueling Squadron but due to the accident at Myakka City, he was temperarily held over to help compile information on the accident.

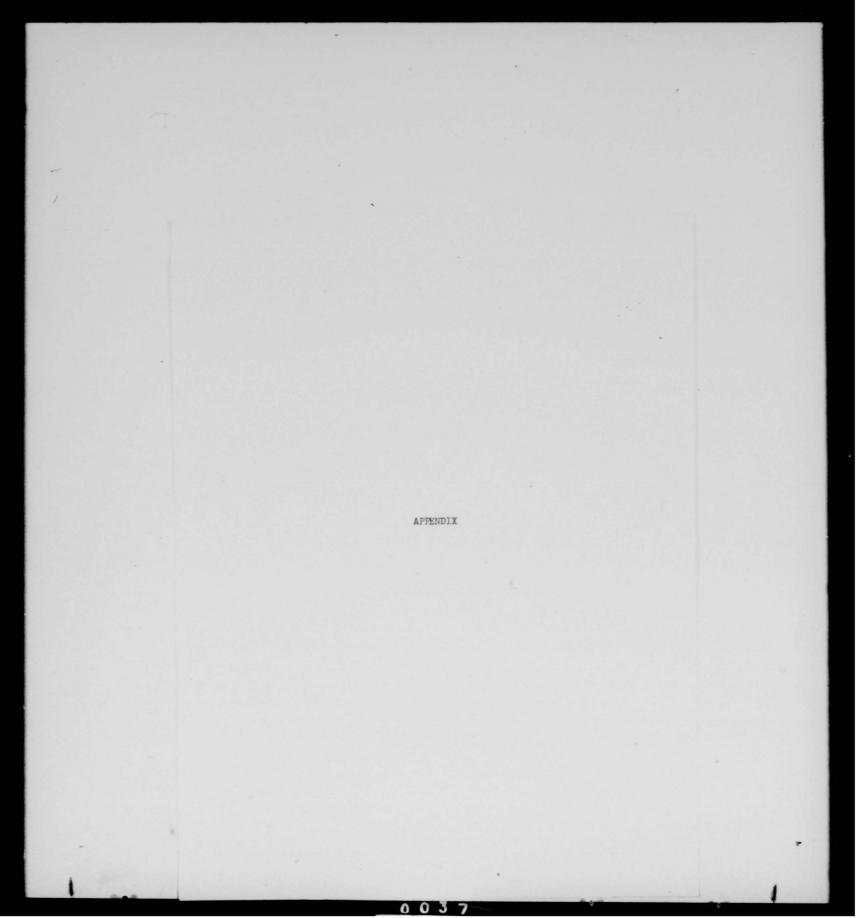
July 22nd, the Wing had its third B-47 major aircraft accident, 081 which crashed at Marianna, Florida killing all four members and totally destroying the aircraft. A composite accident board was formed with Major General Victor Bertrandias, Deputy Inspector General, USAF as president.

Due to the 081 accident, all B-47's were grounded until various items of equipment were thoroughly inspected. Because of the nature of both crashes, extensions of time were requested and granted on both accident reports.

Intelligence:

In preparation for the day that the 306th Bombardment Wing (M) will become combat ready, a Combat Reporting Unit is in the process of being established within the Operations Directorate. The need for such an organization was noted by the Intelligence Section about the latter part of May or early April. At that time a staff study was written on the "Establishment of a Combat Reporting Unit". The study recognized that a requirement existed for the organization and operation of a team within the Operations Directorate responsible to insure and facilitate the standard combat reporting system as established by Strategic Air Command Manual 55-6 on all missions directed. It was then immediately recognized that the tremendous work load, severe timeliness criteria and exacting technical skills for interrogation and reporting would require a special team to accomplish the requirements set forth in Strategic Air Command Manual 55-6.

A tentative organization was established to fulfill the requirements for Operation Checkout and although 306th Bombardment Wing (M) did not participate in the operation at the last minute due to the grounding of all B-47's this Wing had the organization all set and ready to operate.



THIS PAGE IS DECLASSIFIED IAW EO 13526

SEGRET

HEADQUARTERS, 306TH BG-BARDMENT WING (M)
MacDill Air Force Base, Florida

Class: SECRET
Auth: CO 306BW (M)
Date: 6 August 1952
Initials: CARCO

WING MONTHLY MANAGEMENT ANALYSIS FOR JULY 1952 (RCS: 2AF-CO-ML)

1. Important accomplishments attained versus the month's planned program,

a; During July the Wing had a net loss of 3 officers and a net gain of 31 airmen. At the end of the month there were 440 officers and 1773 airmen assigned, making the Wing 174 overstrength, or 109% manned. Manning in required specialties at the end of July stood at 93% for officers, 77% for airmen. Most of the vacant airman positions are still maintenance specialties. No squadron in the Wing is more than very slightly understrength, and most of them are considerably overstrength.

b. There were 33 B-47°s assigned at the beginning, 32 at the end of July. Accidents resulted in the loss of 2 B-47°s, and 1 was received. During July an average of 32.5 B-47°s flew on the average 24.1 hours each. Total flying hours decreased from 1063 in June to 783 in July. It should be emphasized that July cannot be considered a normal month for B-47 operations since they were all grounded on 22 July pending investigation into the accident which occurred that morning, and no more flying was done for the belance of the month.

During July B-47*s were in commission 71.4% of the time and were flown 4.5% of the time in commission.

c. All during July (as for May and June as well) there were 29 KC-97's assigned, and they averaged 50.6 hours flying per aircraft. This is a sharp increase over the 35.8 hours per KC-97 in June. Flying hours also increased from 1039 in June to 1467 in July. Unfortunately, it appears that this otherwise commendable increase in KC-97 utilization will force the Wing to limit KC-97 flying in August and September to approximately 23 hours per aircraft per month. The flying time allocation for the first quarter of FY 1953 reached the Wing only during the last week in July, and at that time more than half of the flying time for the quarter had already been used. This provides a strong argument for higher headquarters taking pains to see that bulk allocations of flying time reach the Wing well before the beginning of the first month of the quarter concerned so that realistic flying schedules may be set up and flying distributed fairly equally over the entire period. As the situation stands now, KC-97's are faced with relative idleness for the next two months unless the flying time allocation is augmented.

Cy 11 of 30 Cys

SECURITY INFORMATION

SECRE

Laket a

B-306-550

SEGRET

306th Bomb Wing (M) Monthly Management Analysis for July 1952, continued

During July KC-97's were in commission 78.1% of the time and were flown 8.7% of the time in commission. This is a very fine increase over the 6.7% utilization rate for June.

d. All during July there were 5 T-33's assigned, and they averaged 19.8 hours each. This was very close to the 20 hours per T-33 scheduled for July. In this instance allocated flying time, when received, was much greater than had been anticipated; and if the allocation had been received earlier much more flying could have been done. In view of the recently-received allocation it will be possible now to fly the Wing's T-33's 55 hours each per month during both August and September.

During July T=33°s were in commission 68.6% of the time and were flown 3.9% of the time in commission.

- e. The month of July was a SAC Optional Training Month. The Wing's B-47's were programmed to fly 252 missions for a total of 1280 hours. As of 22 July B-47's had flown 177 of these missions for a total of 777 hours. This accomplishment represented 70% of the proposed missions and 61% of the proposed flying time. Training was on schedule at that time; however, on 22 July the B-47's were grounded, remaining grounded for the balance of the month. This precluded the completion of the remainder of the programmed training.
- f. For the Optional Training Month KC-97's were programmed to fly 162 missions for a total of 1160 hours. In accomplishing their goal they actually flew 154 missions for a total of 1367 hours and completed 100% or more of their program in all areas except for the number of IFR Hook-ups for which there were no receiver aircraft available after 22 July.
- g. B-47's were in commission 71.4% of the time during July, the 9th complete month that the Wing has had B-47's assigned. The increase over June's 69.0% was not due to the grounding of B-47's during the latter part of the month, for the in-commission rate was running well above 70% at the time of the grounding. At 9.4% ACCP was at a satisfactorily low level, and ACCM at 19.2% was about average for the Wing's B-47's. Though the grounding of the B-47's has hampered operations and training, it has provided a welcome opportunity for maintenance to get up-to-date on all B-47 inspections and to do a lot of desirable, but not strictly necessary, work on them for which time was not available previously. The table below shows comparative figures on the maintenance job done for the past 6 months:



SECRET

306th Bomb Wing (M) Monthly Management Analysis for July 1952, continued

W- 41	Av No	In Comm	ACCP	Total	Breakdown of ACCM		
Month	Acft Asgd	Rate	Rate	AOCM	TOC	Periodic	Field
Feb Mar Apr May June July	17.8 22.8 28.0 31.3 33.0 32.5	76.5 78.9 71.6 61.7 69.0 71.4	12.7 12.7 11.9 24.2 6.6 9.4	10.8 8.4 16.5 14.1 24.4 19.2	2.2 0.0 0.0 0.0 0.0 0.0	2.1 5.4 9.3 8.1 10.1 11.1	6.5 3.0 7.2 6.0 14.3 8.1

h. KC-97°s were in commission 78.1% of the time in July, a healthy increase over June's 74.7%. This was achieved during a month in which the Wing flew the greatest total number of KC-97 hours of any of the past 12 months, and the greatest number of hours per KC-97 of any of the past 7 months. ..., Both ACCP and ACCM showed encouraging decreases from June levels. The table below shows commission status for the past 6 months for purposes of comparison:

Wanth	Av No	In Comm		Total	Breakdown of ACCM		
Month	Acft Asgd	Rate	Rate	ACCM	TOC	Periodic	Field
Feb Mar Apr May June July	18.2 19.7 26.4 29.0 29.0 29.0	83.2 80.9 88.1 82.8 74.7 78.1	9.0 11.8 4.5 5.4 7.4 5.0	7.8 7.3 7.4 11.8 17.9 16.9	0.0 0.0 0.0 0.0 0.0	3.1 4.4 2.2 4.2 6.1 9.0	4.7 2.9 5.2 7.6 11.8

i. The Wing's T-33's were in commission a rather low 68.6% of the time in July, as compared with 74.1% in June. ACCP continued the sharp rise begun in June, and amounted to 24.0% in July. ACCM was quite low at 7.4%.

j. Before the grounding B-47's attempted 163 sorties in July, naturally much fewer than the 222 in June. There were 5 aborts, 3 air and 2 ground, for a monthly abort rate of 3.1%. This rate equalled that for the month of June. Of the 5 aborts, 4 were charged to material failure, 1 to a maintenance failure.

k. During July 48 radar sorties were attempted by B-47's with 15 aborts reported, 9 air and 6 ground. Thus the July radar abort rate is 31.3%, as compared with 30.6% for June. All 15 July radar aborts were charged to material failure.

1. KC-97's attempted 174 sorties during July, as compared with 124 in June. There were 12 aborts, 4 air and 8 ground, for a monthly abort rate of 7.1% - a small increase over June's 5.6%. Though still not excessively

SECRET

SEGRET

306th Bomb Wing (M) Monthly Management Analysis for July 1952, continued

high, recent abort rates for KC-97's have shown an upward trend (April, 1.3%; May, 4.3%; June, 5.6%). Of the 12 aborts in July, 2 were charged to operations, 2 to maintenance, and 8 to materiel failure.

m. T-33's attempted 54 sorties during July, as compared with 86 in June. There was 1 abort, ground, the first T-33 abort recorded in the 8 months that the Wing has had T-33's. Thus the monthly abort rate was 1.%.

2. Problem areas that the Wing can solve within its own resources.

While there are the usual routine and recurring problems, solvable locally, which continually confront any wing commander, there are none recognized at present as sufficiently important to affect adversely either current or future operations, or important enough in themselves to warrant the attention of higher headquarters.

- 3. Problem areas that require the assistance of higher headquarters.
- a. Quarterly Allocation of Flying Time. As noted above the delay in providing the Wing with its quarterly allocation of flying time until the quarter was nearly one-third over has caused flying schedules to be disrupted and prevented realistic planning of training. Recommend that future quarterly allocations be furnished this Wing sufficiently in advance of the beginning of the quarter so that schedules and programs may be prepared and disseminated at least several days before the start of the first month of the quarter.
- b. Fuel Leaks on B-47's. This Wing has been experiencing a great deal of trouble with fuel leaks on B-47 aircraft ever since B-47's were first assigned. This situation naturally presents a hazard in aircraft operation. It is understood that engineers are working on this problem; however, pending its technical solution, request that higher headquarters are promptly on the following recommendations, which will be received in the near future.
 - Assignment of skilled technical representatives from the companies concerned to aid in the maintenance, preventive and routine, of the fuel cells.
 - (2) A change in existing T/O's to provide military personnel specifically trained for the maintenance of fuel cells. Despite the large amount of time spent coping with fuel leaks and the replacement of defective and worn out cells, there are no maintenance personnel authorized for that purpose.
- that between September and January the Air Refueling Squadron will lose 9 pilots and 15 navigators as reservists are released from active duty. Approximately one-half will leave in January.

Recommend that action be taken at higher headquarters to provide qualified replacements for these departing crew members.

SECRET

SECRE

306th Bomb Wing (M) Monthly Management Analysis for July 1952, continued

4. Management improvement action within the Wing.

According to representatives of the CeeBee Chemical Company, 80 manhours are required to cleanse and polish the outer surface of aircraft the size of the B-47 and KC-97 with CeeBee cleaning compound. The commanding officer of the unit of the 306th Bomb Wing responsible for "dock" maintenance of aircraft contends that this time can be chopped at least in half.

To this end mechanics are constructing special stands, similar to those used by paint crews, which will permit easy access to all exterior surfaces with a minimum expenditure of time and effort. Through the use of the stands, crews will be able to move freely from nose to tail of the aircraft without dismounting. At the tail assembly there will be an inclined stand reaching to the top of the stabilizer.

It is estimated that half of the time expended under present cleaning systems at MacDill is in the shifting of stands from one position to another.

Based on the frequency prescribed for cleansing and polishing air-craft (once ever 90 days), and taking into consideration the number of air-craft with which the Wing will be equipped, it is estimated that 12,000 man-hours will be consumed by this job each year under the newly-devised system. By following the CeeBee Company's procedure, 24,000 man-hours would be expended.

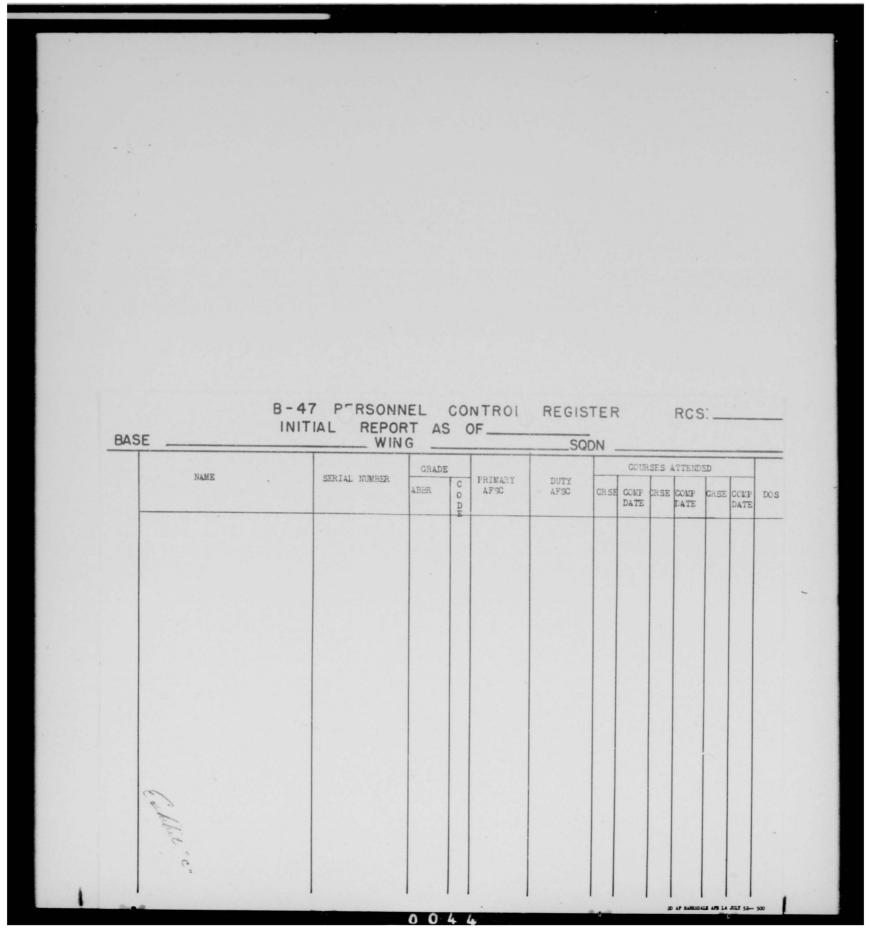
At present there is no concrete proof that a saving in man-hours will be realized from this plan. There is only the logic of the plan plus a wide-spread confidence that it will be worthwhile. Details will be reported after the system has been field-tested.

ALIAN R. BRENT
Major USAF
Comptroller

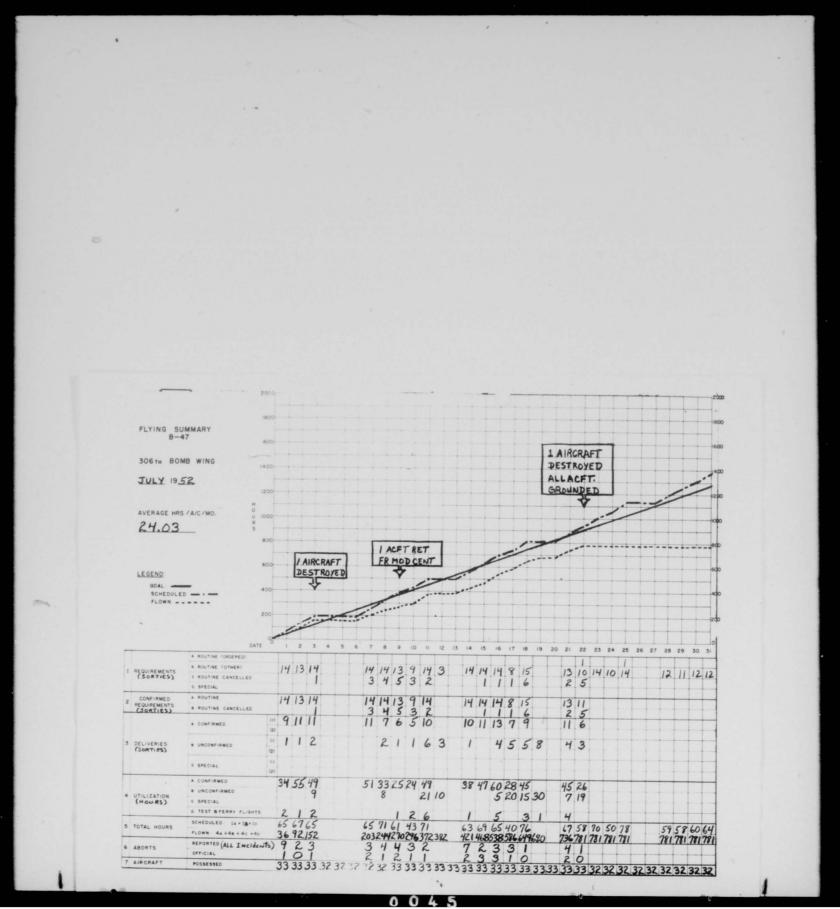
MICHAEL N. W. MCCOY Colonel USAF

Commanding

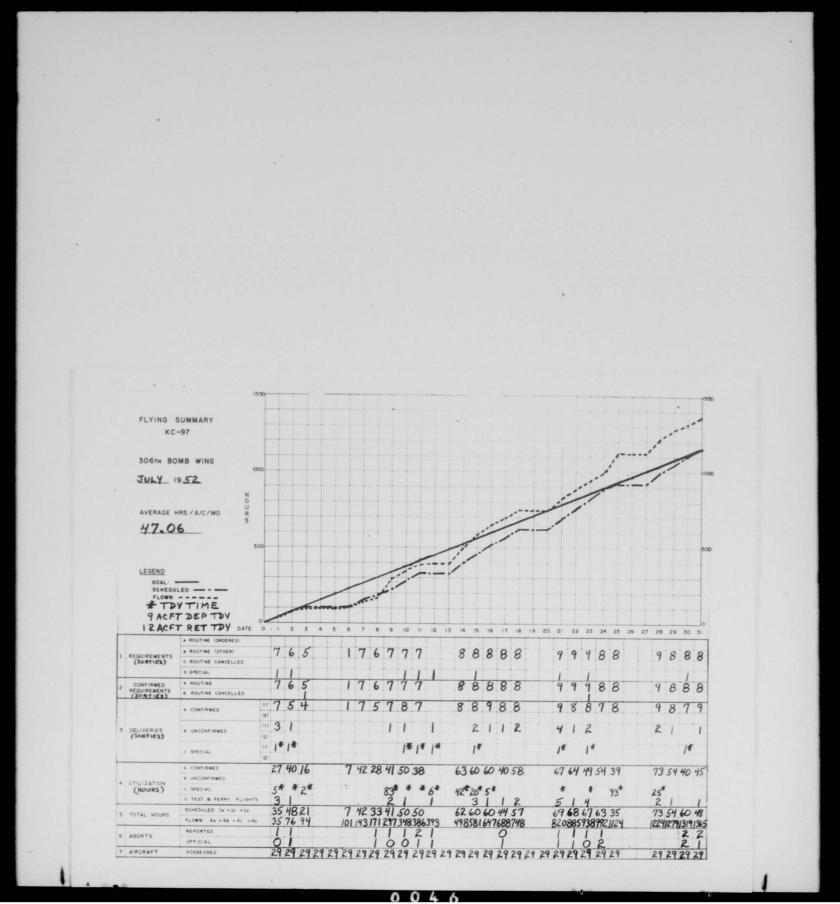
EXHIBIT 1. E-X-T-R-A-C-T FIL COLGELAR TWO BARKSDALE AFB LA TO JESDL/CGADIV SIX NACDILL AFB FLA /RESTRICTED/ 2AFPRA 5210. CRITERIA FOR PROM OF ANN SPECIFIED BY AFL 39-7 2 JUL 51 AS ANDD AND AS SUPPLO BY PAR LD PART IT AND PAR LA PART IV LTR BERPA 220.2 HQ SAC SUBJ: ANN FROM PROCEDURE AND POLICY DTD 24 AUG 51 AS ANDEDDED WILL APPLY EXCEPT A. PRON W/B ACCOMPLISHED NLT 16 AUG 52 IN ORDER THAT CHANGE IN STRENGTH BY GR W/B REFLECTED IN THE MONTH-END STRENGTH REPORT. B. FUTURE FROM QUOTA W/B ALLOC ON A BI-MONTHLY BASIS. 30/2252Z JUL JESBA lephot of

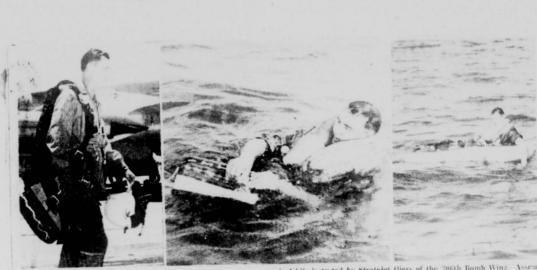


THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526





NEW INSURANCE POLICY—The latest thing in one-man survival kits is tested by Stratojet fliers of the 306th Bomb Wing. Assem SEW INSURANCE POLICY—The latest tining in one-man survival kits is tested by Stratojet titers of the 30cth Bomb Wing. Assembly contains more than two dozen items, including a small rubber raft, wrist compass, folding-type .22-calibre rifle, non-perishable food, fishing kit, plastic water containers and chemicals for treating salt water. Unit is designed to serve as a comfortable B-47 seat cushion until needed in an emergency. Capt. Carl R. Blythe (left) displays assembled kit and the way it rides at bottom of parachute. Maj. M. Hearty Fitchko gives it the water treatment (center picture), while at right Captain Blythe demonstrates the expanded

New Survival Kit Developed Here

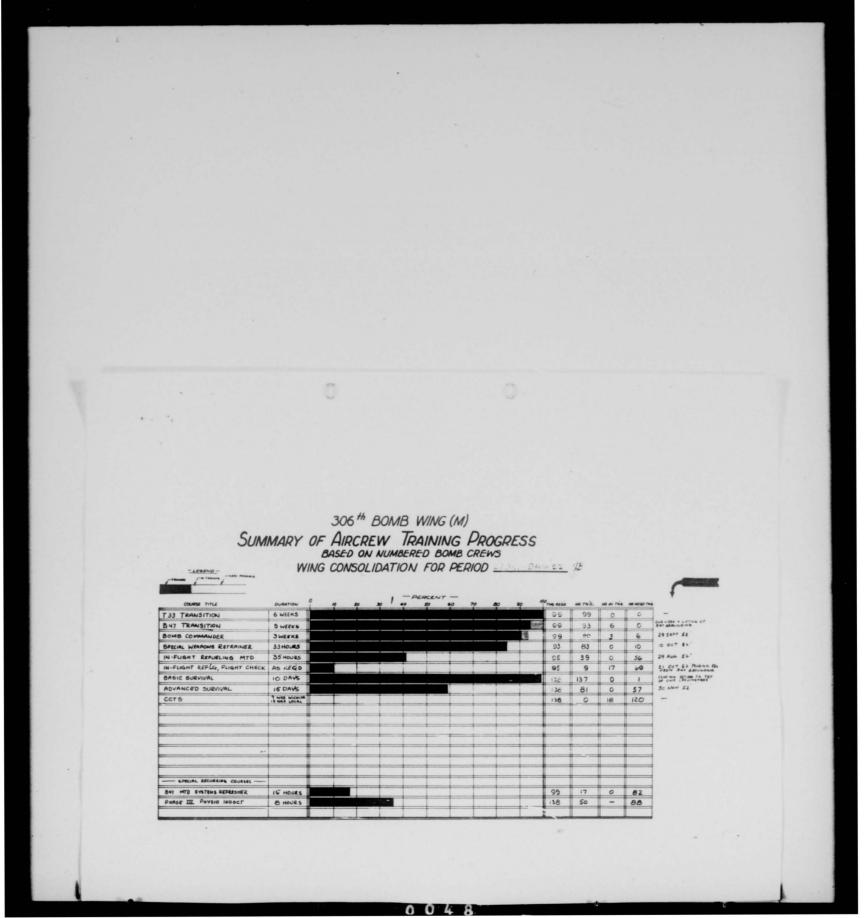
A quick-release survival kit that will serve a useful purpose even if it never is employed in an emergency, has been developed by a committee of jet there in the 2008th Bomb Wing. Designed primarriy for use in areas where temperate weather prevails. It will serve as a committee of jet there in the 2008th Bomb Wing. Designed primarriy to use in areas where temperate weather prevails. It will serve as a comfortable seat cushion until it is needed by some downed filer.

Dimensions of the kit are roughly the same as an ordinary seat cushion, except that it is ciclat in the continuous continuous provides and the continuous continuous provides at the bottom of the assembly to AMC for Air Force-wide and purpose over it was the sent tried out on emerging to the committee of seven jet crewmen in the developed the kit. The others cushing on a "few more B-47 lights, according to Lt. Col David Williams, operations of the kit are roughly the same as an ordinary seat cushion, except that it is ciclat in the ciclat in the continuous of the kit are roughly the same as an ordinary seat cushion, except that it is ciclat in the ciclat in the ciclat in the continuous of the case and built-in cushion were locally developed.

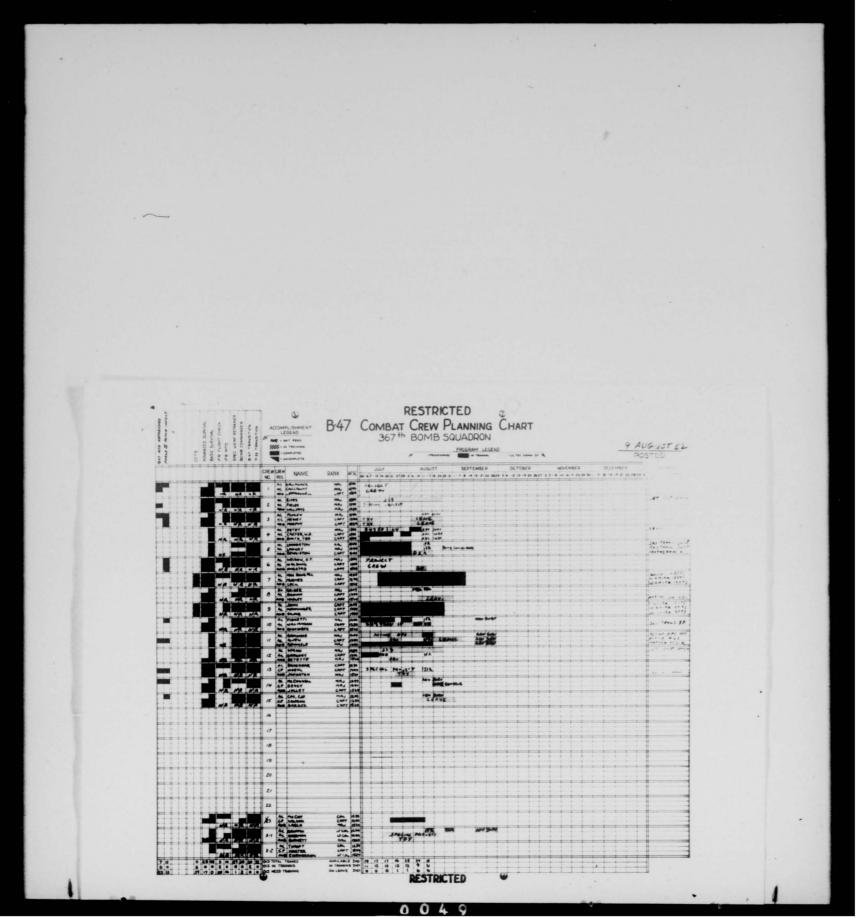
The team utilized the contents of three standard survival kits in fitting out their "temperate containers and chemicals for the case and built-in cushion were locally developed.

The team utilized the contents of three standard survival kits in fitting out their "temperate containers and chemicals for the case and built-in cushion were locally developed.

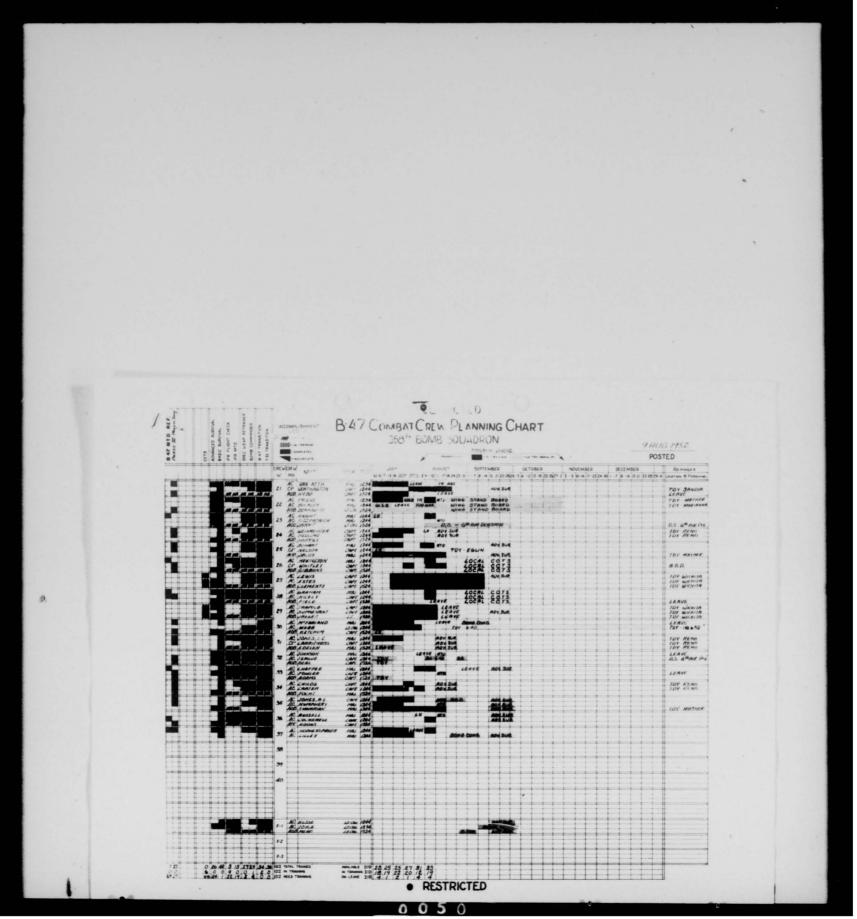
Maj. George D. Williams, per-



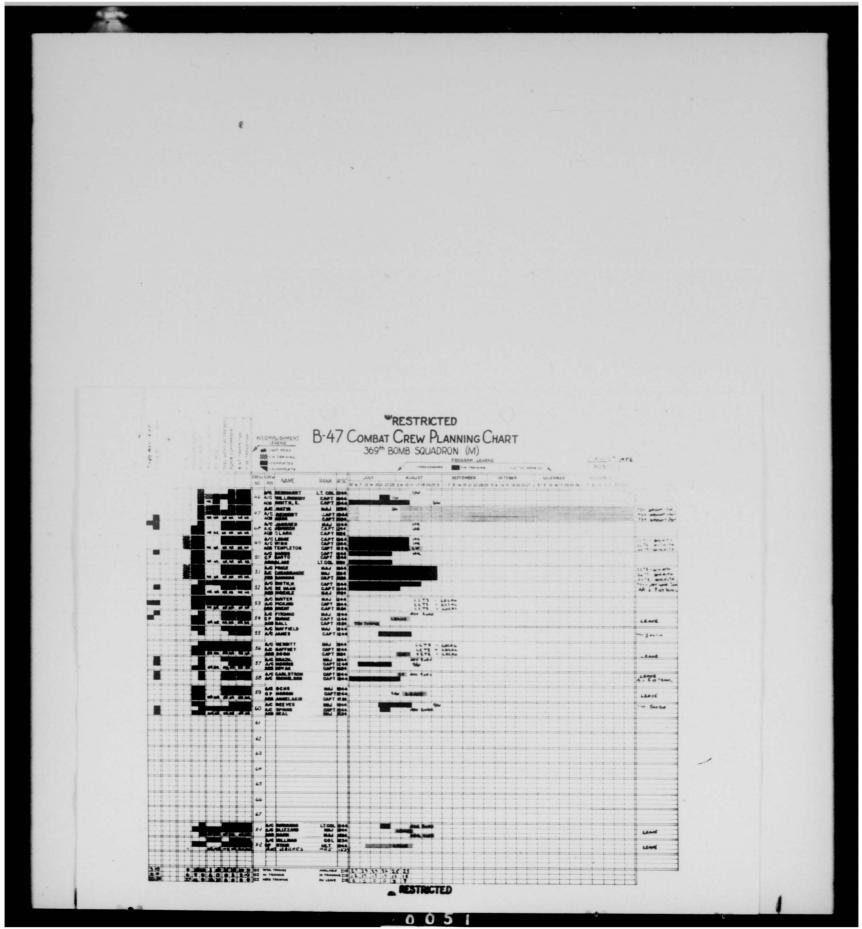
THIS PAGE IS DECLASSIFIED IAW EO 13526



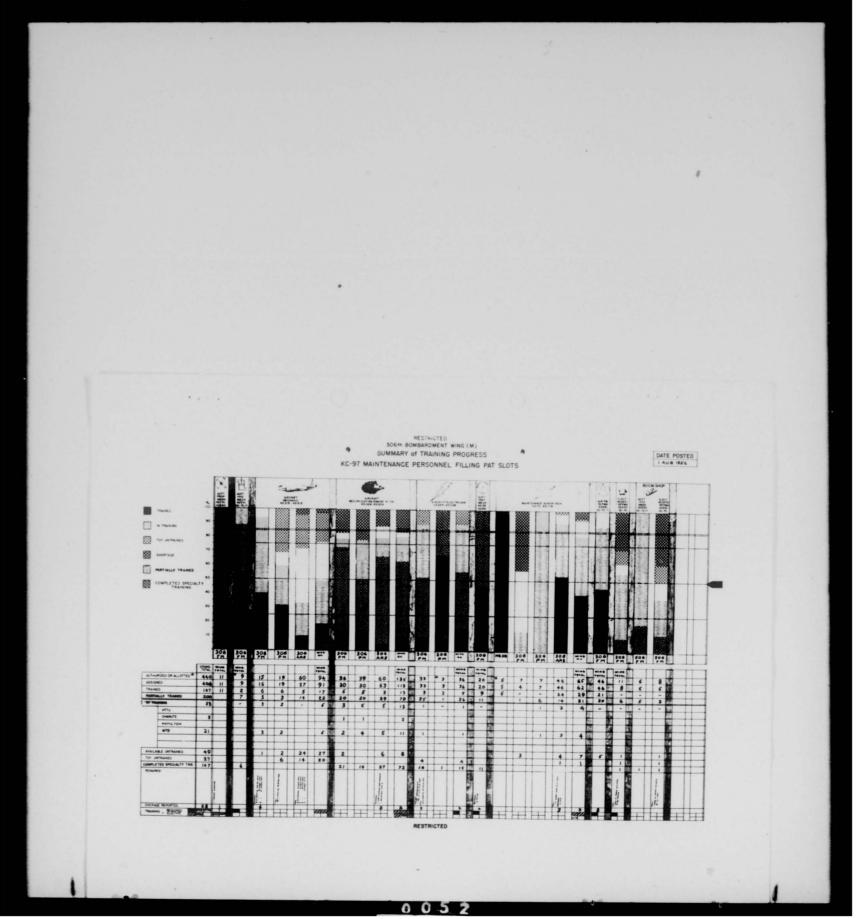
THIS PAGE IS DECLASSIFIED IAW EO 13526



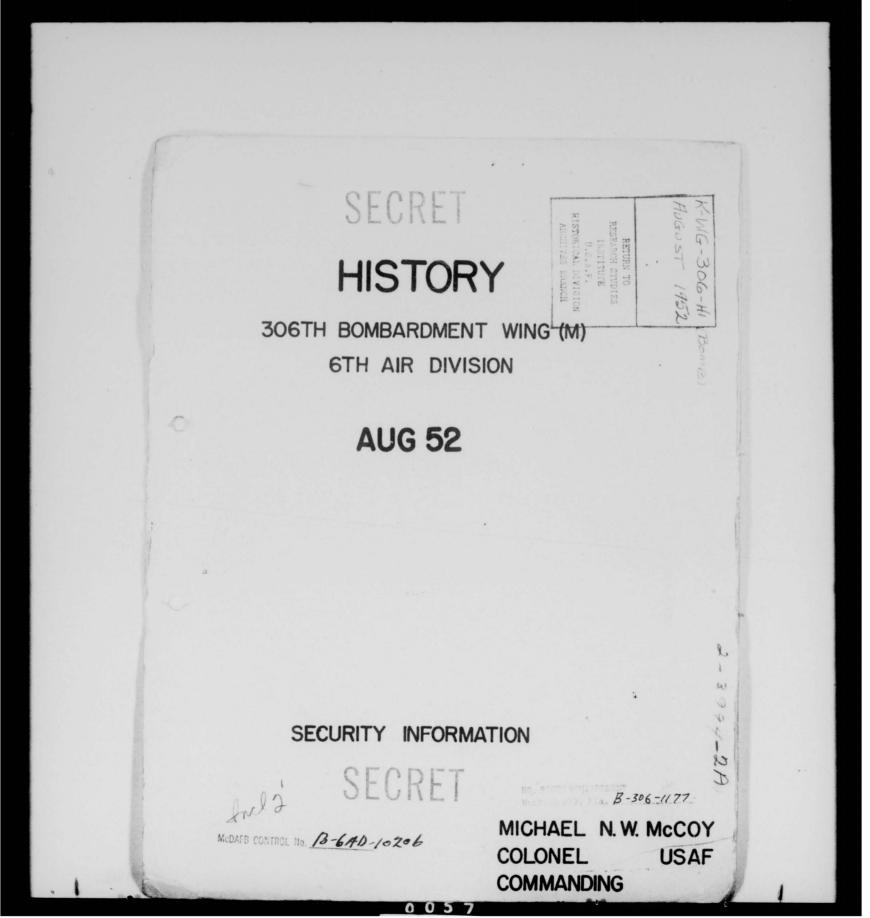
THIS PAGE IS DECLASSIFIED IAW EO 13526

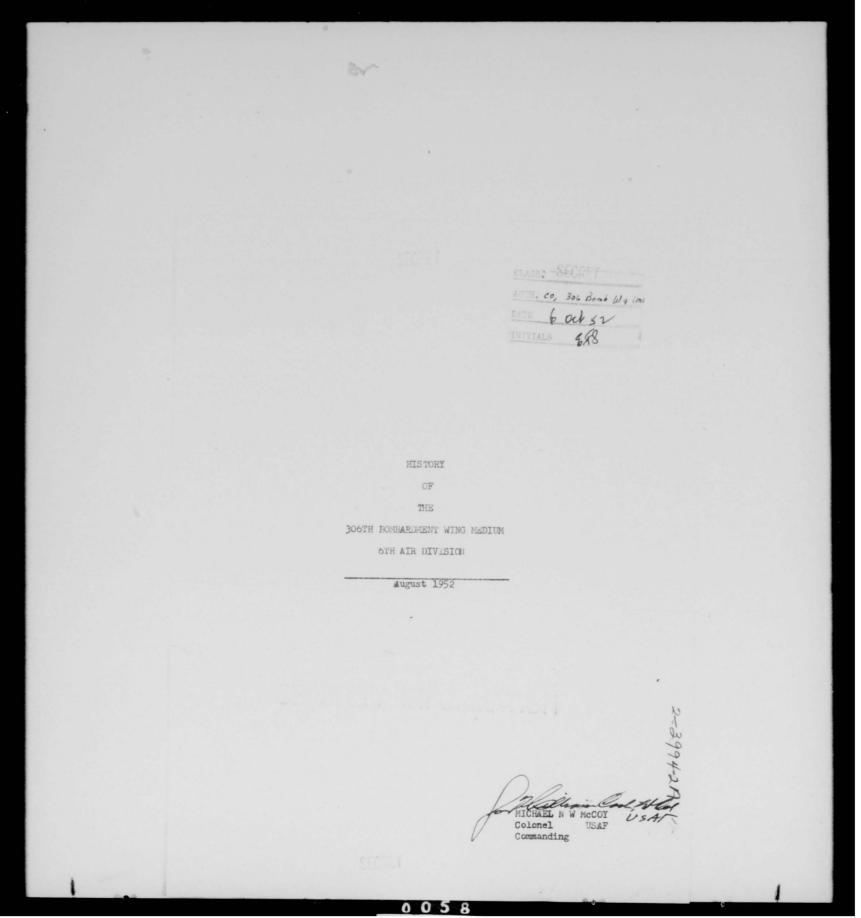


THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526





THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

CHAPTER	TITLE PAGE
I	Organization and Administration
II	Personnel . 4
III	Supply and Maintenance 10
IV	Operations and Training 17
	APPENDIX
	Exhibit "a", Wg General Order #23, dtd lh Aug 52
	Exhibit "b", Wg Monthly Management Analysis
	Exhibit "c", Redistribution of Spaces contained T/O 1-1179P
	Exhibit "d", Redistribution of Spaces contained T/O 1-1179P
	Exhibit "e", Redistribution of Spaces contained T/O 1-1179P
	Exhibit "f", Redistribution of Spaces contained T/O 1-1179P
	Exhibit "g", P-47 Combat Crew Planning Charts

CHAPTER I

ORGANIZATION AND ADMINISTRATION

Organization of the 306th Bombardment Wing Medium remained stable during the month of August. However, suggested Tables of Organization changes were forwarded for the units of the Wing. In addition, there were several significant administrative events worthy of note.

The Wing Adjutant, Major Joseph W Whitaker, departed on a 25 day leave and was temporarily replaced by Major Robert R Hopkins.

An inspection of the 306th Bombardment Wing Medium was conducted during the period 4 - 15 August 1952, by the Inspector General, Headquarters Second Air Force under authority of Air Force Regulation 123-1, dated 24 June 1948. The Inspector General stated in his inspection report that the Adjutant's Section was well organized and manned with qualified personnel. The methods of controlling correspondence and TWX's to the Air Division Headquarters, Wing Staff Agencies and lower units were excellent. Procedure for the submission, screening, and publishing special orders was outstanding as evidenced by the minimum number of amendments and corrections. Analysis of the maintenance of basic records and general squadron administration revealed that with the exception of the 306th Field Maintenance Squadron, the Wing was doing an excellent job on all phases except strength accounting.

The Wing Adjutant's Section lost the Wing Sergeant Major, Master Sergeant Thomas E O'Toole, who had held this position for approximately 15 months. The loss of M/Sgt O'Toole's smooth, friendly efficiency has been keenly felt throughout the entire Wing. He was replaced by Master Sergeant Daniel L Meisen, who stepped up from his previous assignment as NCOIC of the Wing Message Center:

On 14 August 1952, Colonel Donald E Hillman assumed command of the 306th Bombardment Wing Medium during the 13 day absence of Colonel Michael N. W. McCoy, Wing Commander.

In the most successful air Force Aid Society (AFAS) Fund Drive in the history of MacDill Air Force Base, the 306th Bombardment Wing Medium emerged as the highest per capita contributor of wing size at the installation. Of the \$17,020.40 collected Base-wide, \$2,211.26 came from this Wing, thus putting it in the lead of all other major units. The Wing's 368th Bombardment Squadron Medium led all units of comparable size with a per capita contribution of \$1.94.

The Comptroller's Section again in August published the Wing Monthly

Analysis, RCS: 2AF-CO-M1, a copy of which is attached.

Copy of 306th Bomb Wing General Order Number 23, see Exhibit "a"
 Wing Monthly Management Analysis Report, See Exhibit "b"

CHAPTER II

PERSONNET

Personnel Strength

The personnel strength of the 306th Rombardment Wing (M), as of 31 August 1952, was 435 officers and 1776 airmen. Under the present manning, the Wing is over-strength 64 officers and over-strength 108 airmen. The recapitulation by organization is, as follows:

Organization		Offs Asrd	Ann Ased
Headquarters Squadron Section, 306th Bombardment Wing (M) 306th Aviation Squadron, Bombardment (M) 367th Bombardment Squadron (M) 369th Bombardment Squadron (M) 306th Air Refueling Squadron (M) 306th Field Maintenance Squadron 306th Periodic Maint Sq 306th Armament & Electronics Maint Squadron		108 15 56 59 51 111 8 5	128 3h 112 116 117 328 381 212 3h8
	TOTAL	435	1776
		Gained	Lost
	AL OFFICERS AL AIRMEN	15 71	20 68

Roster of Key Personnel

Col	Michael N W McCoy
Col	Donald E Hillman
Lt Col	William Cook
Maj	Joseph W Whitaker
Maj	Allan R Brent
Lt Col	Colonel C Willis
Col	John C Thrift
Col.	Robert E Kimmel

Command

Wing Commander
Deputy Wing Commander
Executive Officer
Adjutant
Comptroller
Personnel Staff Officer
Director of Operations
Director of Materiel

Roster of Key Personnel (Contid) Lt Col Loyd D Griffin 2d Lt John J Lolli Commanding Officer Adjutant Lt Col John E Sherman Operations Officer Capt R J Woodall Aircraft Maintenance Officer Lt Col Benjamin B Klose 1st Lt Robert F Falbey Lt Col Charles Joyce Operations Officer Maj Ralph Bolnick Aircraft Maintenance Officer 369th Bomb Sq Lt Col George P Birdsong Commanding Officer 1st Lt Albert A Bean Adjutant Maj Alpheus W Blizzard Capt James C Dickinson, Jr Operations Officer Aircraft Maintenance Officer 306th Fld Maint Sq Maj Carol V Hunter Commanding Officer 1st Lt Richard F Miller Adjutant 306th Air Rflg Sq Rowland H Worrell, Jr Commanding Officer Maj Harry Burnett, Jr Adjutant Homer C Bell, Jr Operations Officer Joseph R Carpenter Aircraft Maintenance Officer 306th Avn Sq Maj Alver K Spivey Commanding Officer 306th Feriodic Maint Sq Lt Col Albert W Lambert Commanding Officer Capt Albert H Anderson Capt Royce E Hudson Adjutant Aircraft Maintenance Officer 306th Arm & Elect Sq Maj William E Swindal Commanding Officer 1st Lt Raymond M Eastman

Capt Charles S Wallen

Headquarters Sq

Adjutant

Commanding Officer

Key Personnel Changes

Col. Alan F. Adams assigned duty as Deputy Director of Operations, this Wing.

Lt. Col. George P. Birdsong, Jr. assigned duty as Commanding Officer, 369th Bombardment Squadron, vice Col. Alan F. Adams relieved.

Capt. Joseph R. Carpenter assigned duty as Aircraft Maintenance Officer, 306th Air Refueling Squadron, vice Capt. Gilbert W. Earls relieved.

Personnel, General

During the period November 1952- March 1953, the 306th Air Refueling Squadron will incur a loss of 22 navigators of the 30 assigned. All of the officers will revert to an inactive status. The greatest loss will be suffered during the month of January 1953 when 10 navigators will be released.

The pilot situation, although not in as desperate straits as the navigator outlook, will nevertheless remain critical for a loss of six pilots will occur during the month of January.

The aforementioned situation will cause the ineffectiveness of 22 air refueling crews. \upbeta

Since a minimum of 90 days is required to qualify an officer to effectively perform duties in a KC-97 aircraft, the input of replacement officers during the month, when losses occur, would not help the Air Refueling Squadron in the number of effective crews present to maintain a constant operational status. These officer replacements should arrive sufficiently in advance for training as replacements of the flying personnel being released. Otherwise, it appears a training program for Air Refueling crews may take place.

Personnel, General (Cont.d)

Headquarters Second Air Force message 2AFPC 5321 dated 29 August 1952 and Headquarters Strategic Air Command, message DFFOM 21652 dated 27 August 1953 directed the reassignment of six EC-97 crews to Emoly Hill Air Force Base, Kansas; three crews to the both Air Refueling Squadron to arrive 29 September 1952 (2 crews from the 305th Rombardment Wing and 1 crew from the 306th Rombardment Wing), and three crews to the 310th Air Refueling Squadron to arrive 27 October 1952 (1 crew from the 305th Rombardment Wing). Replacement crews will be made available from EC-97 school resources at West Palm Beach, Florida (less navigators).

Headquarters Strategic Air Command message DPFO 22595 dated h
September 1952 directed that of 12 recent Pilot AOB inputs to this
station seven be assigned to the 2nd Bombardment Wing, Hunter Air Force
Base, Georgia, and five be assigned to the 22nd Bombardment Wing, March
Air Force Base, California. The 12 AOB Pilots are presently TDY to
Mather Air Force Base, California, and will report direct to their new
duty station.

This Wing has authorization for 12 Supply officers and has 10 presently assigned. Of the 10 assigned, there are but four who can be considered effective. The six officers considered to be ineffective are in a status such as TDY Project "Redhead" and TDY Logistics Course PTC. Our projected picture to 1 January 1953 indicates that we will have but three Supply Officers assigned this Wing, providing replacements are not received before this date. The only known inputs within this career field are one in October and nine in November. These inputs are to the station and not to this organization. This situation

Personnel, General (Cont'd)

of shortages of Supply officers is not peculiar to this organization alone. It is a station-wide situation for which outside assistance must be obtained if our Supply functions are to continue to operate.

This area is considered to be critical in view of a similar situation within the airmen career field. Although reports do indicate bodywise we have sufficient numbers of airmen, however, a large percentage of these individuals are AFSC's 64010. We are well aware of the training requirement to qualify these airmen. However, the shortage of skilled supervisors will also hamper us considerably in the conduction of adequate training.

During the month of August 1952 this Wing received new distribution of spaces for the 98th Air Refueling Squadron plus augmentation of maintenance personnel for its support. Headquarters Strategic Air Command General Order No. 34 authorizes the manning of the 98th Air Refueling Squadron under T/O 1-1179P with the 306th Bombardment Wing, Medium, allocated spaces for 34 officers and 100 airmen. In addition, SAC PAV 6AD-3 authorizes for augmentation one officer and 139 airmen of which the 306th Bombardment Wing received one officer and 69 airmen spaces. This additional augmentation gives this Wing a total augmentation of 35 officers and 169 airmen. The breakdown by squadrons under the new augmentation varies in that more spaces have been allocated for support personnel. No change has been required in planning since the crews have been formed and the maintenance personnel are available approximately 60% from our own resources. No inputs are scheduled at this time to erase present manning shortages.

(Redistr. of Spaces in T/O 1-1179P, See Exhibits "c", "d", "e", & "f")

Promotions and/or Demotions

The airmen promotion quotas for the month of August were, as follows: Three master sergeants, ten technical sergeants, 27 staff sergeants, 59 mirmen first class, and 17 mirmen second class. The following quotes were not used and were turned back to Second Air Force: Three technical sergeants and ten airmon first class.

ment Wing for the month of August 1952 was 31%. The number of airmen discharged and reenlisted, by grade, for the month of August were, as follows:

		Disch	Reen.
M/Sgt T/Sgt S/Sgt A/1C A/2C A/3C A/B		7 5 18 6 2 1	4 1 6 - 1
	TOTAL	39	12



SUPPLY AND HAINTHANCE

A. GENERAL.

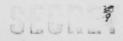
During the entire month of August the B-47 aircraft were grounded. All members of this Directorate were actively engaged in the inspection, maintenance and Technical Order compliance on the grounded B-47's.

This section received word that Major Lloyd A. Crumpton, Chief of the Maintenance Standardization Team, would be transferred to Lockbourne Air Force Base, Ohio, in the near future. Major Henry J. Markiel, recently returned from a tour of duty in Greenland, reported to this Wing for assignment. He was assigned to the Maintenance Standardization Team to work with Major Crumpton so that he would be able to take over as Team Chief when Major Crumpton departs.

Captain Joseph R. Carpenter, Assistant Maintenance Control Officer, took over the duties of Flight Line Maintenance Officer of the 306th Air Refueling Squadron, vice Captain Gilbert W. Earls.

Captain Merton M. Sirota departed this station for ten weeks TDY at Maxwell Air Force Base, Alabama, for the purpose of attending the Squadron Officers Course, Air Command and Staff School.

On 2 August Colonel Kimmel, Major Birnie and Major Lounsbury attended a Supply and Maintenance Conference held at 6th Air Division, with representatives from Oklahoma City Air Materiel Area, to discuss problems affecting the mission of this base. The following items were discussed: (1) Accelerated 1000-hour service test on one B-47 at OCANA, (2) Flyaway kits for B-47 and KC-97 aircraft, (3) Logistical



information for mobility purposes, (4) Haster repair schedule for major components, and (5) AHC decentralization.

B. SUI PLY.

The drain of both officers and airmen in the Supply Career Field continued from this Wing, and now has seriously impaired the functioning of the Wing. At the present time not one of the Tactical Squadrons has an assigned Supply Officer. Two of these squadrons are operating without trained or qualified Supply NGO's.

Majors Lounsbury and Birmie attended several meetings at 6th Air Division Headquarters reference this supply personnel shortage.

Colonel Sliker, Director of Personnel, Second Air Force, was present at one of these meetings. It was pointed out to Colonel Sliker that, with an authorized number of 12 officers, this Wing has now effectively assigned 4 Supply Officers, with an additional 3 TDY at school. On a projected basis, we will have an effective assignment of 3 Supply Officers, with none on TDY. Colonel Sliker indicated that his records at Second Air Force did not reveal the seriousness of the situation. He promised not only relief from further withdrawals, but also an input of officers in this field in the near future. However, later in the month, all signs again pointed to the fact that we will not get the relief promised since Second Air Force continued to levy mandatory shipments of Supply Career Field people out of MacDill Air Force Base.

A Task Force from Headquarters Air Materiel Command, made up of statistical and supply personnel, is on the base at the present time. The purpose of this task force is to revise the Base procedure for the gathering of consumption data. The goal for which they are striving is

SECRET

a day-to-day realistic and accurate consumption data upon which to base future procurement. This new reporting procedure will be placed in effect on 2 September 1952. Although it mainly concerns Base Supply, some of the reporting procedures within the Wing are undergoing minor modifications in order to fit into the new reporting scheme. This task force is expected to be on the base for approximately eight months.

C. NATHTENANCE.

No B-h7 flying was accomplished during August because the H-h7's were grounded for the entire month. At this time prospects are that flying will be resumed during the early part of September. September's flying will be limited only by the Wing's needs and ability to keep aircraft in the air, as the six or more weeks of grounding insure that there are now more flying hours left in the quarterly allocation of flying time than can possibly be utilized in September. All during August there were 32 B-h7's assigned.

B-47 aircraft were in commission an extremely low 18.9% of the time during August. Nearly all out-of-commission time was devoted to intensive inspection, maintenance and Technical Order compliance on all grounded B-47's. Particular attention was paid to fuel, hydraulic, and electrical systems.

ACCP was almost negligible, amounting to only 2% of the total hours on hand. This, however, does not present a true picture, since, when the grounding is lifted, perhaps 15% of the B-47's will revert to an ACCP status.

A Wright Air Development Center team of technicians was present at MacDill Air Force Base during August examining all B-47 fuel cells.

Leaking fuel cells was the principal reason for the B-47 grounding. The long and difficult task of making repairs to the fuel cells, or requiring their replacement when necessary, was nearing completion at the end of August, and should be finished early in September.

The table below shows comparative figures of the B-47 commission status for the past six menths:

	Aver No	In-Comm	ACCF	Total	Breakdown of ACCH		
Honth	Acft Asgd	Ilate	ate	AOCM	TOC	-er'd	Fld
Apr May Jun Jul Aur	22.8% 28.0 31.3 33.0 32.5 32.0	78.9% 71.6 61.7 69.0 71.4 18.9	12.7% 11.9 24.2 6.6 9.4 2.0	8.45 16.5 14.1 24.4 19.2 79.1	0.0	5.4% 9.3 8.1 10.1 11.1 2.2	3.0% 7.2 6.0 14.3 6.1 62.1

All during August there were 29 KC-97's assigned. They averaged 19.3 hours flying per aircraft, a very sharp reduction from the 50.6 hours which was the July average. The lower figure was due to the relatively small allocation of flying time for KC-97's for the first quarter of Fiscal Year 1953. With the time left in the allocation KC-97 aircraft will probably not average more than 25 hours each for September.

During August KC-97's were in commission 71.1% of the time, and were flown 3.6% of the time in commission. This was less than half the utilization rate achieved in July.

This in-commission rate of 71.1% was a substantial decrease from last month's 78.1%. The decrease in in-commission time was due to increased field maintenance. The table below shows commission for the past six months, for the purposes of comparison:

SECURITY INFORMATION

				Silver S				
No	nth	Aver No Acft Asgd	In-Comm Rate	ACCI Rate	Total AOCH	TOC	akdown o	f ACCH
Ap la Ju Ju	or y en	19.7% 26.4 29.0 29.0 29.0 29.0	80.9% 58.1 52.8 74.7 78.1 71.1	11.85 4.5 5.4 7.4 5.0 6.2	7.3% 7.4 11.8 17.9 16.9 22.7	0.05 0.0 0.0 0.0 0.0	4.45 2.2 4.2 6.1 9.0 8.7	2.9% 5.2 7.6 11.8 7.9 14.0

All during august there were five T-33's assigned, and they averaged 50.8 hours each. This was a very large increase over the 15.8 hours which was the July average. The increased allocation of T-33 flying time which made the larger average possible was very timely, in that the pilots of the grounded B-47's have been able to maintain proficiency by flying T-33's.

During August T-33's were in commission 65.8% of the time, and were flown 10.4% of the time in commission. This is nearly three times the utilization rate for July.

This in-commission rate for August of 65.8% is rather low when compared with the 68.6% in-commission rate of July. ACCP dropped very sharply from 24.0% in July to 9.4% in August. However, this was more than counter-balanced by the sharp rise in ACCH from 71% to 24.7%.

Because of the S-47 grounding, there were no B-47 sorties attempted during the month. Therefore, there were no aborts. The grounding also meant that there were no radar sorties or aborts in August. *

KC-97's attempted 122 sorties during August, as compared with 174 in July. There were 12 aborts, 4 air and 8 ground, for a monthly abort rate of 9.8%. This was an increase over July's 7.1%. Though still not high enough to constitute a serious problem, recent abort rates for

KC-97's have shown a constant upward trend (April 1.3%, May h.3%, June 5.6%, July 7.1%, August 9.8%). Of the 12 aborts in August, 3 were charged to fauly maintenance, and 9 to material failures.

T-33's attempted 135 sorties during August, as compared with 5h during July. There was one abort, the second T-33 abort recorded in the nine months the Wing has had T-33's. Thus, the monthly abort rate was a very low 0.7%. The one abort occurred on the ground and was charged to fauly maintenance.

This Directorate was notified by Major Laird, Maintenance Division, Second Air Force, that SAC would be holding an Engine Conditioning and Adjustment Conference on R-4360 Engines at Castle Air Force Base from 3 to 8 September. SAC desires that the following MacDill personnel attend: NCCIC, Engine Conditioning Team; NCCIC, Maintenance Standardization Team (Flight Line engine man, AFSC 43170); and NCCIC, Engine Build-up (R-4360 Engines). Major Laird stressed the importance of having our best qualified R-4360 engine people attend this conference.

SECURITY INFORMATION

CHAPTER IV

CFERATIONS AND THATHER

GENERAL:

Because of the continued grounding of B-47 sircraft, maximum effort was expended toward the accomplishment of ground training requirements for all B-47 crews. These courses included:

B-47 Movile Training Detachment Refresher
In-Flight-Refueling Ground School
Special Weapons Retrainer
Examinations required by Second Air Force Regulation 50-6
Trainer Utilization

One B-47 pilot, Lt Stair, was sent TDY to Eglin Air Force Base to aid in the evaluation of a periscopic sextant mounted in a B-47 canopy at the co-pilot's position. The 306th Bomb Wing has long advocated the installation of a periscopic sextant at this location, and it is believed that the results of the tests being conducted at Eglin AFB will indicate the necessity for this installation in all modified aircraft to be delivered.

The parade of experienced B-47 pilots being sent FCS from this station continues. With known commitments of pilots to Lockbourne AFB, and the

Target Study and Target Frediction

expected commitment of at least five experienced 1069 pilots to 1025 school, crew integrity will continue to be lost, and the combat potential will continue to regress.

This problem of crew losses is even greater in the Air Refueling Soundron. It is anticipated that at least fifteen Air Refueling Crews will possess sufficient training to be declared combat ready by 1

September, with the probability that five more will be declared combat ready by 31 September. But, because of possible transfers and known separation dates, current retainability figures indicate that by 31

January 1953, only eight of these crews will remain intact. The remainder of these combat crews will lack at least one primary crew member which will cause an immediate regression in the combat capability of this organization.

On the brighter side, fifteen aircraft and crews are now participating in a special refueling exercise, which should indicate the readiness status of these crews, and the applicability of the months of training which they have completed.

OPERATIONS:

Mission Flanning:

The redrafting of 306th Bomb Wing Operations Order 39A-51 and the writing of a number of new Operations Orders was the bulk of the material turned out by the Mission Flanning Section.

Operations Order 39A-51 is the Wing Dispersal Flan which was completely rewritten to include tactics and timing schedules. The new Operations Orders which were drawn up included; 203-52 on Security Forces, 302-52 for the deployment of one B-47 to the Facific for special tests, 304-52 covered

the Operational Suitability Test to be made by three B-47's at March AFB, Cal., 35-52 was a refueling support mission utilizing 14 KC-97's at Ernest Harmon Field, Newfoundland, while 45-52 set up procedure for airlift of salvage crews.

In the line of new developments, a new Airspeed-Mach Number Chart was devised; and, at a conference at Wright AFD with WADC personnel, it was decided to construct a prototy e model of a Zenith Navigation Device.

Special Weapons Section:

One class of seven Bomb Commanders completed 33 hours of retrainer instruction during the month of August. This was the only class scheduled during the month, due to the necessary activities of the Section in assisting Sixth Air Division Headquarters in drawing up Standing Operating Procedures for the MacDill Air Force Base Control Team, and in aiding in the execution of Second Air Force Operations Order 115-52.

The entire Bomb Control Team portion of the SOF was drawn up by the Section, in addition to sid and advice in drawing up the other portions of the SOF.

The Section also successfully completed the demands made upon it in the execution of 2AF Ops Order 115-52.

Communications Section:

The activities of the Communications Section for the month of August were affected only slightly by the grounding of the B-47s. The following is a summary of these activities for the month.

Current VHF crystal requirements for the wing have been changed twice

during the last two months. This office has broken down each of the channels into the required crystals by frequency and has coordinated the requisitioning of these crystals with the squadron supply officers and the Wing Material Section. Present requirements call for an "On Hand" stock of 229 VAF crystals required for the wing as outlined in present directives. It amounts to 19,652 units.

Capt Hilbur attended a series of meetings held by the Base Communications Officer to consolidate all information as to the status of the UFF program at MacDill AFB. These meetings were attended by AACS, OES, Wing Communications Officers, AAC, and WADC representatives. It was concluded at these meetings that the short sup by of maintenance and installation parts will continue to retard the program of the UHF program for at least six months.

The Wing Communications Section received copies of the Air Force Communications & Electronics Instructions. This document is designed as an encyclopedia reference file on all phases of Communications & Electronics. This file is being read and evaluated in order that suggestions and criticisms may be prepared for transmission to the Electronic Section, Maxwell AFB, Alabama.

A public address system for the Wing Briefing Room was requested from the D/ Material. The communications section has coordinated this action.

The Communications Section prepared a request for TONE Changes of airmen personnel within the Wing Comm Section. This request contained justification for the change of the presently authorized 29170 and 70250 to two 29370, Radio Operations Supervisors.

This section prepared a plan for the implementation of a voice Communications procedure for the D/ Material for use by Maintenance

Control Radio Operation.

A course of instruction in communications equipment, operation, and security for pilots and A/Cs of the 306th Air Refueling Scuadron was completed. Assistance in the presentation of the course was received from the B-47 LTU and the 136th Comm Security Scuadron.

Communications paragraphs, annexes, and flimsys were prepared for missions involving sircraft of the wing.

M/Sgt Kaech was discharged on the 11 August 52 and re-enlisted in the 3908th Strat Evel Sc as section chief in the Communications Section.

TRAINING:

Aircrew:

The B-47s were grounded throughout the month of August, consequently, maximum effort was placed on accomplishing ground training. In addition to accelerated training activity, a big up-swing in leave rate occurred. Furing the month the section monitored the scheduling of personnel into the following courses:

Local Courses:

B-47 MTD Refresher - - An 18 hour B-47 Refresher Course was presented at the MTD for B-47 Filots. A total of 48 pilots received this course during August. The entrance of a considerable number of maintenance personnel from Eglin Field, Florida prevented the scheduling of the Refresher during the last two weeks of August. Course will be resumed when TDY personnel have returned.

In-Flight Refueling MTD- - - A total of 29 crew members completed the required instruction during the month. Training in

this subject was disrupted during August in order to modify the curriculm. The SAC Refueling Team called a shutdown of the course after monitoring the course during the previous week. The evaluation of the course revealed a decided lack of B-47 information in the curriculum. A week was taken to revamp the course. The final course emerged as a great improvement over the original outline. B-47 MTD instructors were phased into the classroom activities and an abbreviated course, 20 hours in duration, was established for B-47 Filots, instead of the previous 37 hours. Crew members have given favorable comment on the new course.

Special Weapons Retrainer - - This section held one class in the Retrainer during the month. A total of seven Bomb Commanders were trained. The completion of this class leaves only those people who are currently in BC School, plus three who were unavailable in August, yet to be trained. Final class will be held in September.

Acuatic Survival and Swimming Froficiency - - A total of 19 crew members completed Acuatic Survival and 19 completed Swimming Froficiency tests during August.

Altitude Chamber- - - During August 76 E-47 Crew Members completed their annual and Phase III Physiological Indoctrination requirements. In the 306th Air Refueling Squadron, 22 crew members finished their annual requirements.

Domestic Target Study- - - All ACBs from the Bomb Squadrons attended weekly domestic target study classes in the Wing

Operations Building during the last two weeks of the month.

This activity will continue until all targets are thoroughly reviewed. A special ALC Flight Crew Monitor and ALC General Course was presented to approximately 52 B-47 Grew Members.

Revisation and Communications Course for KC-97 Filots - - A total of 19 KC-97 Filots attended this course during the month.

Off-Base Courses:

Advanced Survival - - A total of 19 B-47 Crew Members attended the SAC Advanced Survival Course during August. This was the first group of crew members from this Wing to attend this course at the new site of the school. The course was 18 days in duration. All personnel completed satisfactorily although four crew members suffered severely with some off form of May

Bomb Commander Training - - During the month of August nine crew members received BC Training. With the completion of the last class in August only three crew members yet require training; one of the three is scheduled during September and the remaining two tentatively scheduled for classes in October 1952.

Engine Analyizer Course - - The Wing Cruise Control Officer attended the 10 day KC-97 Engine Analyizer Course at Chanute.

All Tactical Squadrons were directed to extend a maximum effort toward bringing 2AF meg 50-6 requirements to 100% completion for all crew members. Ground Training requirements went well above the published prorated per cent of completion for the month of August. With the personnel away on leave during August returning to duty and being completed in early September, the ground training activity will greatly lessen for the remainder

Fever while at school.

of the year.

The 2AF Reg 50-6 requirements for Specialist Ground Training for all aircrew positions were advanced slightly during the month. Testing of personnel in the published subjects is a function of the B-47 and EC-97 Stand Boards. Both Stand Boards had personnel on leave during the month.

Non-Aircrew:

The B-47 MTD began a new four-hour course of instruction composed of the differences between a J-47-11 and J-47-23 Engines. This course is applicable to B-47 Aircraft Mechanics, B-47 Engine Mechanics and B-47 Maintenance Technicians and Supervisors.

Status of Non-Aircrew Training for August is as follows: Attended and completed B-47 MTD, J-47-23 Eng Familiarization Course - - - 99 Attended B-47 MTD, K Systems Mechanic Course - - - - 6 Com leted B-47 MTD, K Systems Mechanic Course - - - - - 5 Attending B-47 MTD, A-12D Auto-Filot Mechanic Course- - - - - - - - 17 Completed B-47 MTD, A-12D auto-Filot Mechanic Course- - - - - 7 Attended and completed B-47 NTD, A-12D Auto-Filot Refresher Course- - - 7 Attending B-47 MTD, APX-6 Maintenance Course - - -Attending B-47 MTD, ARC-27 Radio Equipment Course - - - - - - 9 Attending B-47 MTD, A S-42 Radar Equipment Course - - - - - - - - 10 Attending KC-97 MTD, Maintenance Familiarization Course - - - - - - 25 Completed KC-97 MTD, Maintenance Familiarization Course - - - - - 6 Attended and completed KC-97 LTD, Aircraft Familiarization Course - - - 32 Attended kG-97 MTD, Engine Specialist Course - - - - - -Completed MC-97 MID, Engine Specialist Course - - - - - 8 Attending KC-97 MTD, Electrical Specialist Course - - - - - - - 13 Completed NC-97 MTD, Electrical Specialist Course- - - - - -

E-x			
ach	onls	Bran	mla v

D DE TUS	01	off-base	truining	this	DANEL			follows:	
				7.1.1.16	- INTEREST	12	a.S	IOITows .	

COMPRE 1977	- ATTOMB:	
COURSE NAME, NOT BEEN AND LOCATION Airmen Courses:	NO. G. DUATED 10 OF AUG 52	AC. ATTENDING AS OF 31 A G 52
Rader Tech, Airborne Equip 30271, Reesler	1	
"A" Series System Mechanic 32150E, Lowry		1
"R" Series System Tech Orse 32171E, Lowry	7	
aircraft Homester and Sellie, Lowry		
aircraft Hydraulic Mech Spec 42250-1, Chaffute	4	
Aircraft Frogeller Mech 42350, Chanute		
wireraft hydraulic Lech 42550		2
Aircraft Mech Gen, Jet 43151-1 Channete		5
Acft Recir Eng Neah C		1
Acft Reci Eng Mech S ec R-4360, 43152A, Charate	14	3
Acft Electrician, Spec B-47, 43154-1	4	
Acft Elec Spec A/C Systems B-36 43154A, Charute	16	
Airplane Instrument Mech, 43156, Chanute	10	
Supply Technician 64050, F. E. Werren		7
Basic Glerical Rosso	. 2	
Basic Clerical 70250, F. E. Warren	1	
Fersonnel Speci Crse 73250, Lowry		
auditing Technical Course E3170, Lowry		2
p Tng on AFS-42 Radar Equip, Keesler		1
adre The on Asser On	5	5
adre Ing on Assey Orans, Sandia Base		3
ac Tng on F-1 Auto-Filot, Eclipse Pionser Div Ben	dix 4	
p AN/ARN 1/ Maint Crse, Scott ANB, Ill	2	
All/And 14 Meint Crse, Scott AFB, Ill		
actory Tng on Al/Anc-27 Redio Equi, Scott	1	
The on Wil Co.	2	
Tng on N-1 Compass, Chanate	3	

Sp Tng on E-4 Auto-Filot Gree 43156-53	2	
Engine Analyzer Tng, Chanute	1	
Totals	77	38
Officer Courses:		
Instrument 11t Sch, Moody APB, Ga	3	
B-47 CCTS, Wichite, Kansas	18	
Land Ordnance Crse, Indiarhead Maryland		1
Delivery-B Tng, Sandia Base, N. M.	3	
Armament System Officer Crse (Cross Ing)Lown	ry	2
Intelligence Officers Crae, Lowry		1
Staff Officer madar bomb Indoc, Mather	2	
Agvanced SAC Survival School, Reno, Nev	19	
Squadron Officers Crse, Maxwell AFB, Ala		5
Cadre Crse AR-E, AL-28 Sandia Base N. M.		4
Engine Analyzer Trg, Chanute		1
Totals	45	14
Grand Totals	122	52

Flying Safety:

During the month of August 1952, the Wing flew a total of 85:30 accident free hours. The low flying hours are due to all B-47 Aircraft being grounded as a result of the major aircraft accident at Marianna, Florida. They have been grounded during the entire conth for major insections.

Major Claude D. Mozley Jr. was transferred to the 306th Air Refueling Squadron and is now undergoing NTD Training in the KC-97 Aircraft. Major Mozley is expected to return after MTD Training to resume his duties as Assistant Flying Safety Officer.

lajor Theodore D. Silva, former Wing Flying Safety Officer, was transferred FCS to 1025 school in Texas and has been replaced by Major Herbert W. Moore.

One wing Flying Safety meeting was held during the month. This was held in the wing Briefing Room by Major Theodore Silva just prior to his departure for school. It concerned primarily the last two major aircraft accidents occurring in the Wing.

The scheduling of pilots for instrument examinations has been taken over by the Wing Ground Training.

Passive Defense Section:

Flans were formulated and arrangements made for the ABC Indoctrination program to be held on the 6th, 13th, and 20th of Au ust. Instructors were notified and informed of their lecture content and time of presentation. Films were reserved as well as the projector.

S/Sgt Knise started preparation of Decontamination Team Lectures.

Meeting with ABTF personnel, Capt Thompson, 305th Passive Defense Officer, resulted in consolidation and standardization of the Passive Defense Program for MacDill AFB. Plans were made to present a unified program with the cooperation of all units of the base, i.e. 306th Bm Wg, 305th Bm Wg, and 809th ABG. Since Lt Shain is on TDY the Passive Defense responsibilities for the Air Base Group are being borne by Capt Simpson of the ABTF. Tentative dates were decided upon for the Decontamination Team and the ABC Monitor Team. Concurrence was indicated by all concerned and preparation of the examination, scheduling, etc, was begun to provide as much time as possible to the participating organizations for scheduling of their personnel. Dates decided upon for the Decontamination Team was

the 15th of September, and for the Monitor Team the 13th of October 1952. Wing keg 50-4 was amended to provide four men plus the ABC Team for the ABC Monitor Team. It was decided that the former allotment of ten men for the teams mentioned was excessive and that the cuties of the respective teams could be efficiently performed by the suggested strength.

A course for Airborne Lonitors was given by S/Sgt Knise to approximately 15 crew members on the 23rd of August. On the 30th of August a combined course embodying paragraphs 5 & 6 of 2AF Reg 50-6, Supplement 1, Annex 8 was presented to a class of 43 officers. An exam of fifty cuestions was given.

INTELLIGENCE:

General:

Activities within the Intelligence Section followed a normal pattern during the month of August. The only event of particular significance this month was the inspection of the intelligence sections of wing and tactical squadrons by a 2AF Inspection Team.

Personnel:

Capt Robert D. Stark returned from Lowry AFB, where he attended the Intelligence Officers School and Capt Joseph C. Westerkemp returned from Maxwell AFB, where he attended the Staff Officers Intelligence Course. Both officers were assigned duties in the Wing Intelligence Section as assistants to the Intelligence Officer, handling the Mission Support and Mission Reporting phase of the Intelligence Mission. Major Robert Spieth was assigned to the 12th AF in Europe in a FCS status.



HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida

GENERAL CRIDERS) NUMBER 23) 14 August 1952

ASSUMPTION OF COMMAND

Under the provisions of AFR 2h-1 and AFR 35-5h, the undersigned hereby assumes command of the 306th Bombardment Wing Medium, effective this date, during the temporary absence of COLONEL MICHAEL N W McCOY, 915h.

DONALD D HILLIAM
Colonel USAF
Commanding

Cahbet 'a"

SEGRET

HEADQUARTERS, 306TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida

Class: SECRET
Auth: CO 306 BW (M)
Date: 6 Sept 1952
Initials: 248

WING MONTHLY MANAGEMENT ANALYSIS FOR AUGUST 1952 (RCS: 2AF-CO-MA.)

1. Important accomplishments attained vs. the month's planned program.

a. During August the Wing had a net loss of 5 officers and a net gain of 3 airmen. At the end of the month there were 435 officers and 1776 airmen assigned, making the Wing 172 overstrength, or 108% manned. Wing strength has been very consistent for several months; however, the bulk of the losses of reservists will occur in December and January, and by the end of the latter month the Wing will probably be at or below authorized strength unless it receives many personnel within the next 5 months. Manning in required specialties at the end of August stood at 93% for officers (same as end of July), 75% for airmen (3% less than end of July).

b. There was no B-47 flying whatsoever during the month of August since B-47's were grounded during the entire month. At present prospects are that flying will be resumed during the first week in September. September flying will be limited only by the Wing's needs and ability to keep aircraft in the air, as the 6 or more weeks of grounding insure that there are now more flying hours left in the quarterly allocation of flying time than can possibly be utilized in September. All during August there were 32 B-47's assigned.

c. All during August (and ever since May) there were 29 KC-97*s assigned, and they averaged 19.3 hours flying per aircraft, a very sharp reduction from the 50.6 hours which was the July average. The lower figure was due to the relatively small allocation of flying time for KC-97*s for the first quarter of FY 1953; and with the time left in the allocation KC-97*s will probably not average more than 25 hours each for September.

During August KC= 97^{*}_{S} were in commission 71.1% of the time and were flown 3.6% of the time in commission - less than half the utilization rate achieved in July.

d. All during August there were 5 T-33's assigned, and they averaged 50.8 hours each, a very large increase over the 19.8 hours which was the July average. The increased allocation of T-33 flying time which made the larger average possible was very timely in that the pilots of the grounded B-47's have been able to maintain proficiency by flying T-33's.

During August T-33's were in commission 65.8% of the time and were flown 10.4% of the time in commission. This is nearly three times the utilization rate for July.

Copy 25 of 31 Copies

Exhibit " 6"

SECRET

B-306-853

0088

th Bomb Wing (M) Monthly Management Analysis

306th Bomb Wing (M) Monthly Management Analysis for August 1952, continued

e. Air crew training was limited during August. Training for B-47 crew members was confined to ground courses except for 4 crews who received some CCTS training at Wichita AFB during the month; other training cannot be resumed until B-47's commence flying and until IP's and crew members are checked out again in the aircraft following their enforced idleness of 6 or 7 weeks. B-47 Transition for tactical crews can be finished by one week's training after B-47's are completely operational again; this, however, may not be until late in September. When B-47 Transition is completed, the Wing can devote its attention completely to its CCTS program. KC-97 training during August had to be compressed to fit the smaller amount of flying time available; however, the Air Refueling Squadron is in a good position as far as training is concerned. During August it engaged in successful refueling operations with the 2nd Bomb Wing and if it could retain its present personnel would certainly be ready to perform its primary mission in this Wing when required to do so. Two factors which might adversely affect this capability are the known losses of reservist crew members, particularly pilots and navigators, which will occur principally in December and January, and the periodic requirements that the Wing send trained crews to other organizations.

f. B-47's were in commission an extremely low 18.9% of the time during August. Nearly all of the out-of-commission time was devoted to intensive inspection, maintenance, and tech order compliance on all grounded B-47's. Particular attention was paid to the fuel, hydraulic, and electrical systems. ACCP was almost negligible, amounting to only 2% of the total hours on hand; this, however, does not present a true picture since when the grounding is lifted perhaps 15% of the B-47's will revert immediately to an ACCP status.

A WADC team of technicians was present at MacDill during August, examining all B-47 fuel cells, the principal reason for the grounding of B-47's, and making repairs or requiring their replacement as necessary. This long and difficult job was nearing completion at the end of August and should be finished during the first week of September.

The table below shows comparative figures on the B-47 maintenance job done for the past 6 months:

	Av No	In Comm	AOCP	Total	Bre	eakdown of A	LOCM
Month	Acft Asgd	Rate	Rate	ACCM	TOC	Periodic	Field
Mar Apr	22.8	78.9	12.7	8.4	0.0	5.4	3.0
May	31.3	71.6 61.7	11.9	16.5	0.0	9.3 8.1	7.2 6.0
June	33.0 32.5	69.0 71.4	6.6	24.4	0.0	10.1	14.3
August	32.0	18.9	9.4 2.0	19.2 79.1	0.0	11.1	8.1

g. KC-97's were in commission 71.1% of the time, a substantial decline from last month's 78.1%. The decrease in in-commission time was due to increased field maintenance. The table below shows commission status for the past 6 months for purpose of comparison:



306th Bomb Wing (M) Monthly Management Analysis for August 1952, continued

	Av No	In Comm	ACCP	Total	Bre	eakdown of A	OCM
Month	Acft Asgd	Rate	Rate	ACCM	TOC	Periodic	Field
Mar	19.7	80.9 88.1	11.8	7.3 7.4	0.0	4.4	2.9
May June	29.0 29.0	82.8 74.7	5.4 7.4	11.8	0.0	6.1	7.6
July Aug	29.0 29.0	78.1 71.1	5.0	16.9 22.7	0.0	9.0 8.7	7.9 14.0

h. The Wing's T-33's were in commission a rather low 65.8% of the time in August, as compared with 68.6% in July. ACCP dropped very sharply from 24.0% in July to 9.4% in August; however, this was more than counterbalanced by the sharp rise in ACCM from 7.4% to 24.7%.

i. Because of the B-47 grounding there were no B-47 sorties attempted during the month, and therefore no aborts. The grounding also meant that there were no radar sorties or aborts in August.

j. KC-97's attempted 122 sorties during August, as compared with 174 in July. There were 12 aborts, 4 air and 8 ground, for a monthly abort rate of 9.8% - an increase over July's 7.1%. Though still not high enough to constitute a serious problem, recent abort rates for KC-97's have shown a constant upward trend (April, 1.3%; May, 4.3%; June, 5.6%; July, 7.1%; August, 9.8%). Of the 12 aborts in August, 3 were charged to faulty maintenance and 9 to material failures.

k. T-33's attempted 135 sorties during August, as compared with 54 during July. There was 1 abort, the second T-33 abort recorded in the 9 months that the Wing has had T-33's. Thus the monthly abort rate was a very low 0.7%. The 1 abort occurred on the ground and was charged to faulty maintenance.

2. Problem areas that the Wing can solve within its own resources.

While there are the usual routine and recurring problems, solvable locally, which continually confront any wing commander, there are none recognized at present as sufficiently important to affect adversely either current or future operations, or important enough in themselves to warrant the attention of higher headquarters.

3. Problem areas that require the assistance of higher headquarters.

a. Shortage of Supply Officers. At the present time the Wing has effectively assigned only 4 of the 12 supply officers which it is authorized. This has been working a hardship upon both Wing headquarters and the squadrons. The outlook for the future is not bright, as by January only 3 of these supply officers will remain assigned to the Wing (if they are not transferred to fill mandatory quotas). Recommend that action be taken at higher headquarters to transfer supply officers to the 306th Wing.



306th Bomb Wing (M) Monthly Management Analysis for August 1952, continued

- b. Losses of Crew Members in Air Refueling Squadron. A potentially serious situation is developing in the Air Refueling Squadron with respect to losses of reservists who are now on KC-97 orews. The critical point will be reached in January. From November 52 to March 53 the ARS will lose 22 of its 30 navigators, the greatest loss coming in January when 10 reservist navigators will be released from the service. Although the pilot situation is not quite so bad, 6 pilots will be released during the month of January alone. This means that unless additional navigators are received there will be a very serious crew regression during January. Since it requires a minimum of 90 days to qualify a pilot or a navigator to perform duties in a KC-97, replacements for the departing crew members should arrive next month if there is to be no crew regression. Unless there is some source of trained KC-97 crews, it begins to look as though the Air Refueling Squadron will be back in the training business again in January for another several months. This will be at a time when trained KC-97 crews should be integrated into the training program for B-47 combat crews, and unless these trained KC-97 orews are present the effect upon the total Wing potential may be serious. The Wing recognizes that this situation is certainly not unique within 2AF or SAC, but requests that in view of its particularly critical need a high priority be awarded to it for the assignment of KC-97 crew replacements.
- c. Quarterly Allocation of Flying Time. Late receipt of its quarterly allocation of flying time has in the past severely handicapped the Wing in planning its training realistically in advance. Although it is realized that when such an allocation is not received in time the Wing may continue to fly at a rate equal to that of the preceding quarter (or at least was so authorized for the first quarter of FY 1953), this does not solve the Wing's problem, since allocations have-changed materially from quarter to quarter. In this way, the Wing's KC-97's flew more during the month of July than they will during August and September combined. Recommend that future quarterly allocations. be furnished the Wing as far as possible in advance of the beginning of the quarter so that schedules and programs may be prepared, discussed, revised if necessary, and disseminated at least several days before the start of the first month of the quarter. For example, with the second quarter of FY 1953 commencing in less than a month, it would be extremely helpful to the Wing to have its allocation of flying time for that period by the 20th, or even by the 25th, of this month.
- d. K-System Spares. Lack of adequate K-System spares for stock is continuing to cause a high AOCP rate.
- e. ECL's and UFREAL's. Lack of basic ECL's and UFREAL's is preventing the proper establishment of supply requisitioning, accounting, and provisioning of tools and equipment for units of this Wing.
- f. T/A 1=21. The provisions of T/A 1=21 are not predicated upon the SAC concept of mobility. It is requested that a clarification of the provisions of T/A 1=21 be published for the benefit of SAC units and for providing a means of requisitioning those items which are required for the implementation of the SAC concept of mobility but which are presently in violation of the provisions of T/A 1=21.



306th Bomb Wing (M) Monthly Management Analysis for August 1952, continued

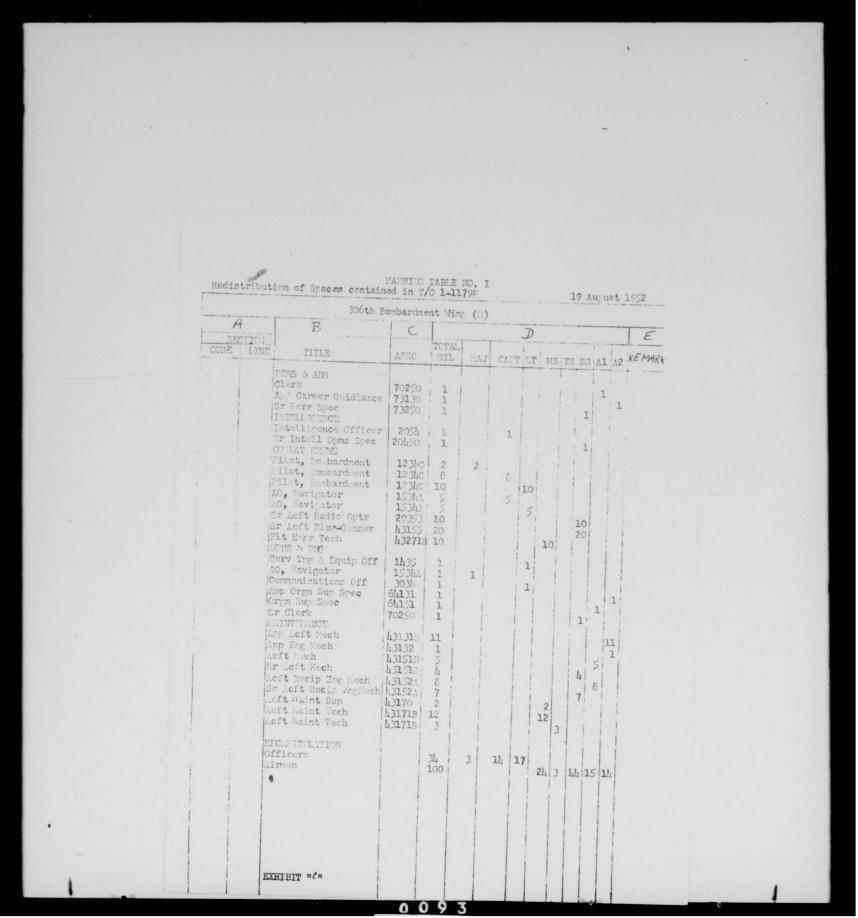
g. ACCP Problem during Fuel Cell Inspection. The necessity of dropping a B-47 aircraft form ACCP during a time when it is out of commission for fuel cell inspection under the present fuel cell difficulty conditions precludes the proper functioning of maintenance facilities and further precludes the mosting of maintenance facilities and further precludes the meeting of operational commitments by Maintenance. A statement of policy is requested requiring that when B-47 aircraft are out for fuel cell inspection they may be carried ACCP on other items.

h. Need for Conference of Logistics Officers. Because of the increasing requirements placed upon the Logistics Section, it is recommended that Second Air Force Logistics Section call a conference of all Logistics Officers for the purpose of establishing policy, procedure, channels of coordination for all future operational commitments, and for the proper implementation of such items as flyaway kits, station facility reports, logistical planning data files,

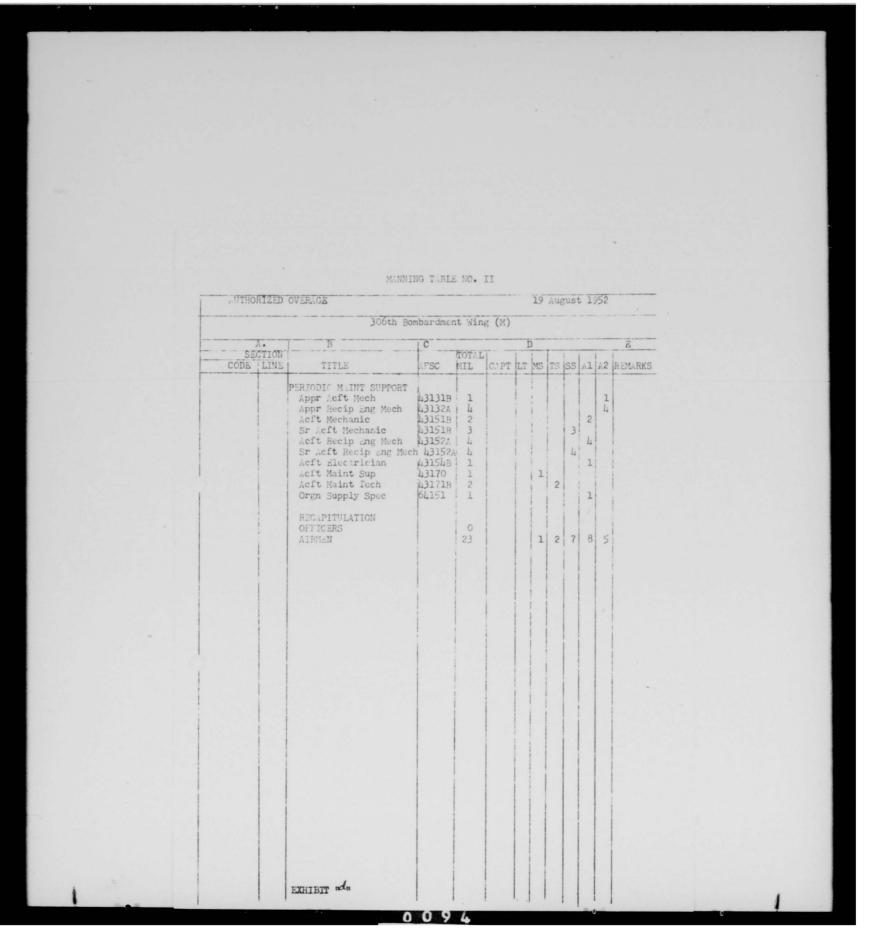
i. Stock Lists. This station has continuously experienced great difficulty in securing proper Stock Lists on Air Force items of equipment.

for: ALIAN R. BRENT
Major USAF
Comptroller

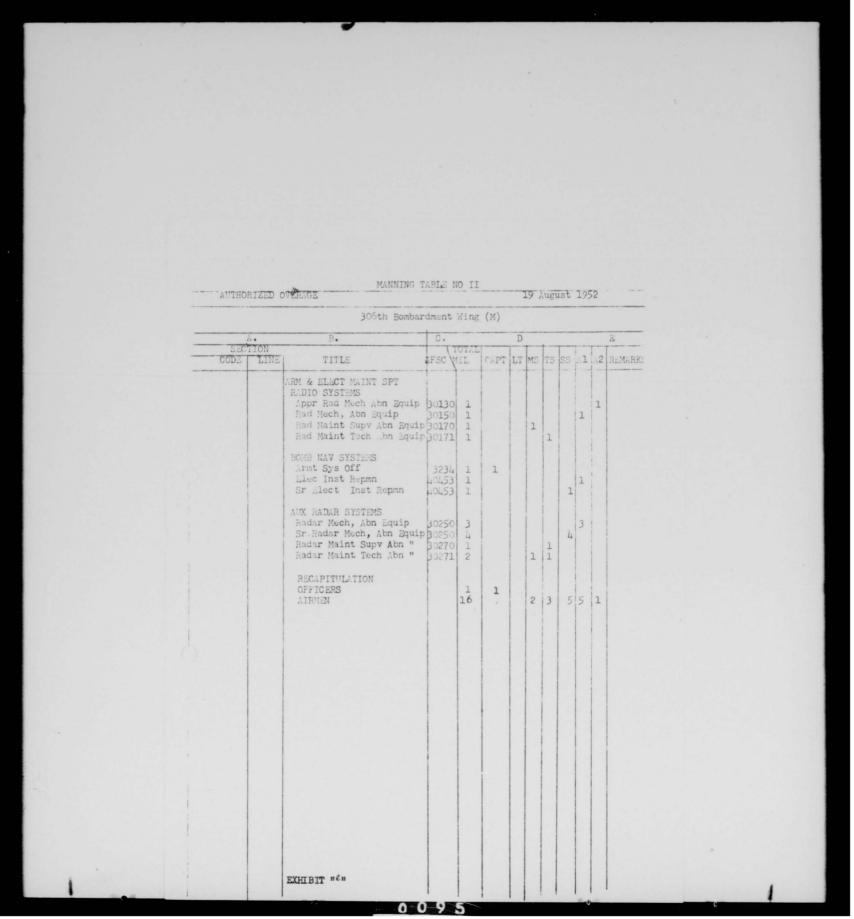
Michael N. W. MoCOY Colonel



THIS PAGE IS DECLASSIFIED IAW EO 13526



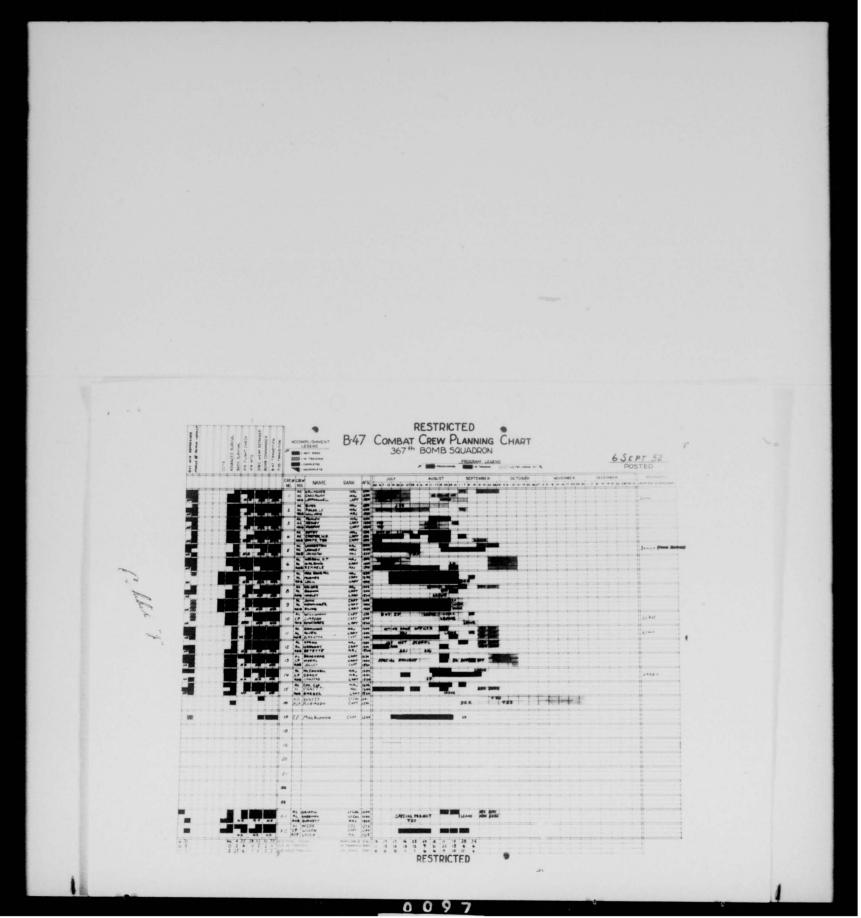
THIS PAGE IS DECLASSIFIED IAW EO 13526



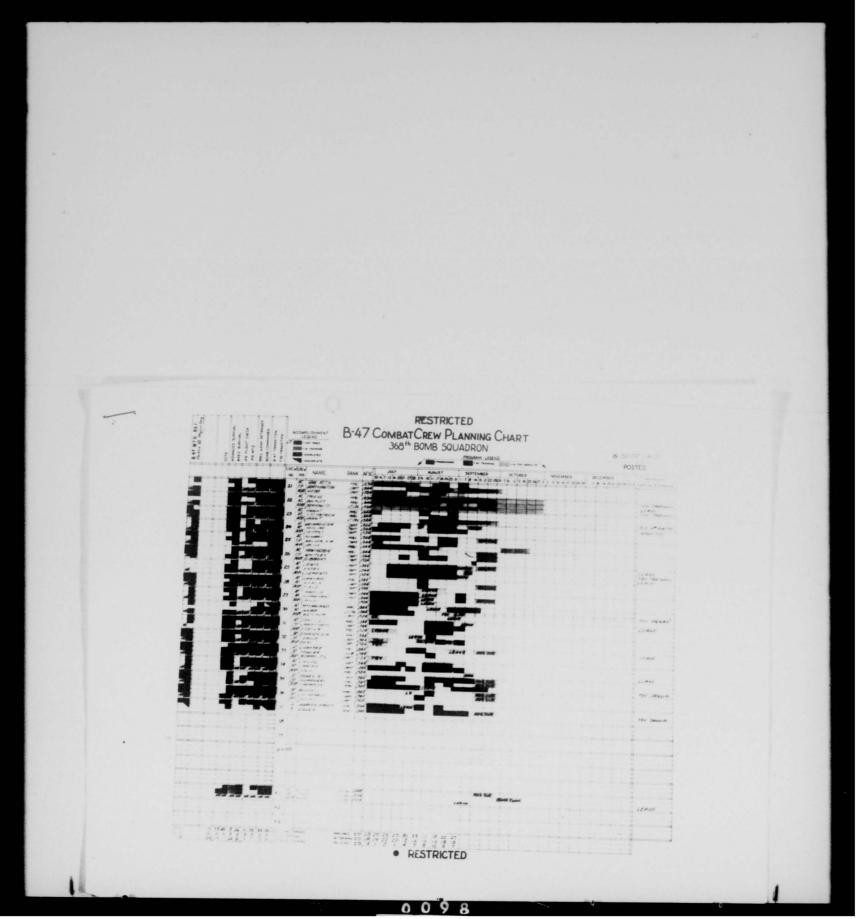
THIS PAGE IS DECLASSIFIED IAW EO 13526

							,	
FUA	THORIZED OVERAGE	MANN	ING TABLE	E NO II			19 August 1952	
		STH BOMBA	ARDMENT W	VING (M				
SE	A B	C	TOT!	D	1		REMARKS	
COD	DE LINE TITLE FIELD MAINTENANCE	AFSC	MIL CPT	LT MS	TS SS	Al A2	VENINKS	
	ENGINE TEARDOWN							
	Acft Eng Mech Sr Acft Eng Mech POMER PACK REPAIR	43152A 43152A	1		1	1		
	Acft Mech AMRO REPAIR	43151B				1		
	Sr Acft Mech Acft Maint Tech IN FLIGHT REFUELING	43151B 43171	1		1			
	App Acft Hyd Mech Sr Acft Hyd Mech	42530 42550	1	l:	1	1		
	Acft Elec Acc Rprm Sr Acft Elec Acc Rprm Acft Elec Acc Tech	42650 42650 42671	1 1		1			
	INST & OFFICE MACH RP	43156 43156	1		1			
	Sr Acft Inst Mech ACFT ENG BUILDUP Acft ang Mech		1		1			
	Sr Acft Hng Mech	43152A 43152A	1		4 3	1 ;		
	App Airframe Rprm Sr Airframe Rprm Airframe RprmTech PROPELLER	53430 53450 53471	1		1	1		
(P)	App Acft Prop Mech Sr Acft Prop Mech		1		1	1		
	ELECTRICAL	58130	1.	14		1		
	Acft Elec Acc Rprm Sr Acft Electrician	42650 43154B	1		1			-
	HYDRAULIC Acft Hyd Tech ENGINE CHANGE	42571	1,		1			
	App Acft Eng Mech	43132A 43152A	1		1	1		
	RECAPITULATION				1 1			
	OFFICERS AIRMEN		30		4 13 8	5		
					1	11		
	EXHIBIT "							
		0	0 9					

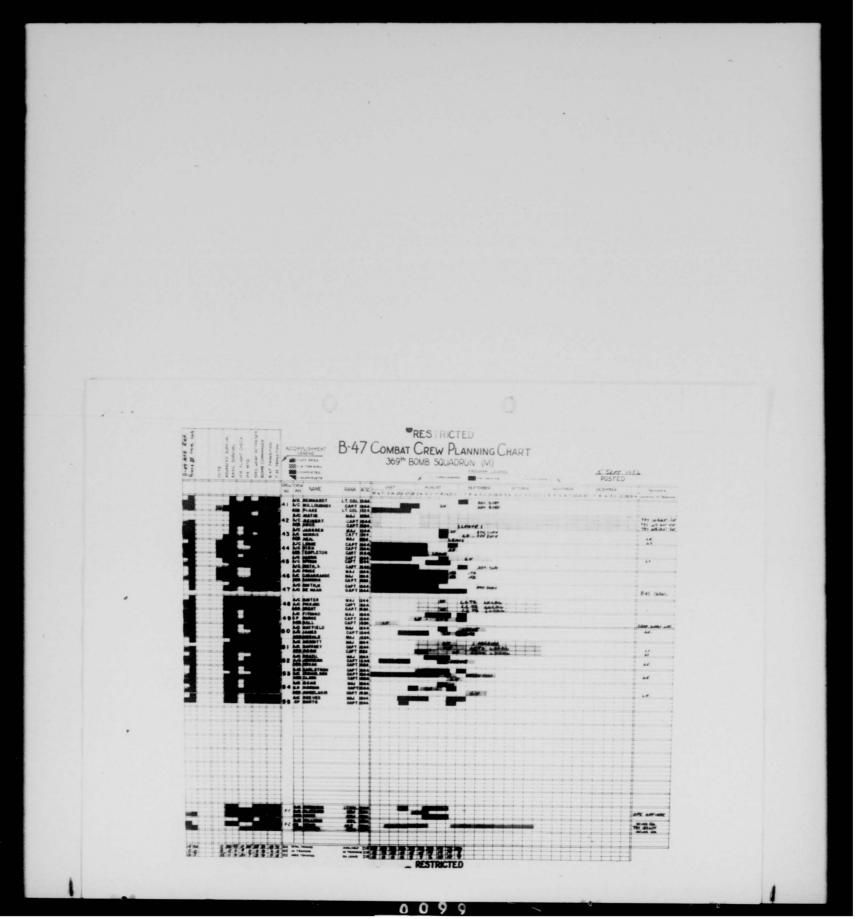
THIS PAGE IS DECLASSIFIED IAW EO 13526



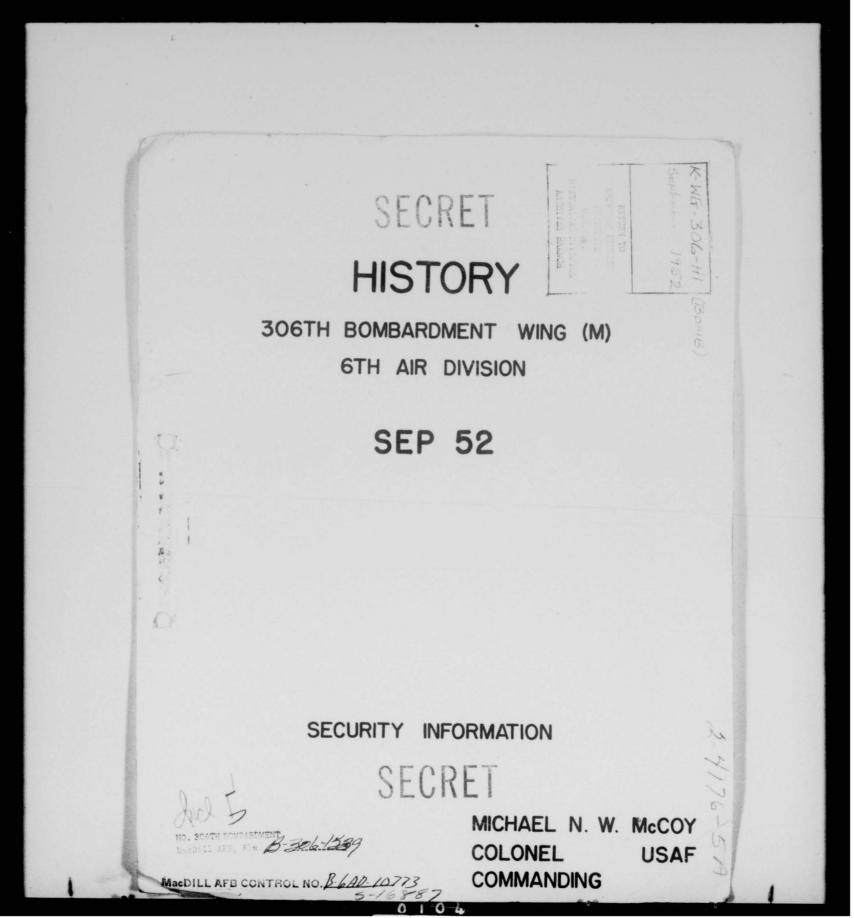
THIS PAGE IS DECLASSIFIED IAW EO 13526

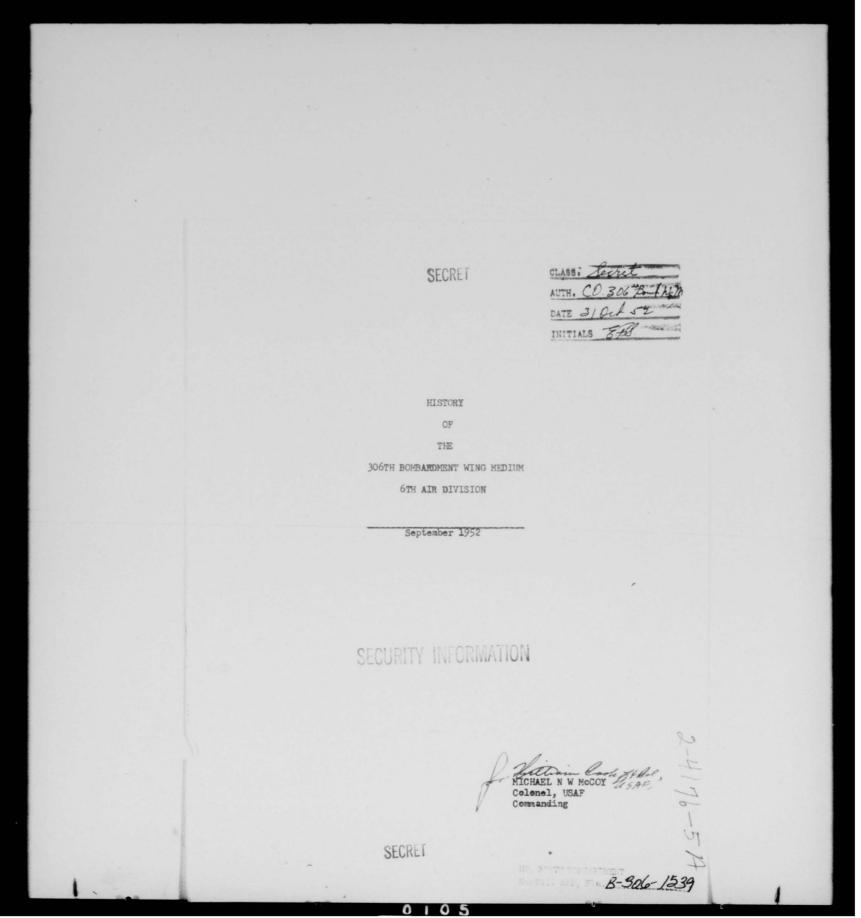


THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526





THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

CIIA DOWN	
CHAPTER	TITLE PAGE
I	Organization and Administration
II	Personnel
III	Supply and Maintenance
IV	Operations and Training
	APPENDIX
	Exhibit "a", Phetograph of "Leadership & Morale Award"
	Exhibit "b", Wg Menthly Management Analysis
	Exhibit "c", Wg General Order #29, dtd 18 Sep 52
	Exhibit "d", Wg General Order #30, dtd 19 Sep 52
	Exhibit "e", Ltr Hq 6AD, Subj: Daily Pers Status Report w/Incl
	Exhibit "f", Flying Summary - B-47
	Exhibit "g", Flying Summary - KC-97
	Exhibit "h", Training Accomplishment Charts
	SECURITY INFORMATION

SECRET

CHAPTER I

ORGANIZATION AND ADMINISTRATION

Organization of the 306th Bembardment Wing Medium remained stable during the month of September, however, there were significant administrative events worthy of note.

The Wing Adjutant, Majer Jeseph W Whitaker, returned from leave. His replacement, Majer Rebert R Hepkins, was transferred to the 809th Air Base Group.

Other changes in key personnel are as follows: Major George R
Adams replaced Lt Celenel Celenel C Willis as Personnel Staff Officer.
Captain Lawrence G Starkey replaced Major Allen R Brent as Wing
Comptreller. Major Cernelius E Buckley replaced Major Herbert W Moore
Jr as Flying Safety Officer. Personnel were relieved due to everseas
assignment, discharge and assignment to AOB School, respectively.

The 368th Bembardment Squadren Medium of the Wing wen the Basewide "Leadership and Merale Award" for the menth of September. Colonel
Vandevanter made the plaque presentation to the Squadren Commander,

1.
Lt Colonel Benjamin B Klose.

Greund Safety for September marked a month of achievment for the 306th Bombardment Wing Medium. The MacDill Air Force Base Safety Director, for the second consecutive month, awarded a special plaque to the Wing for having the lowest private vehicle accident rate on the base.

1. Photograph of the "Leadership and Morale Award" presentation, see Exhibit "a" SECURITY INFORMATION

SECKE

It is also worthy of note that the Base Statistical Summary showed we had no disabling injuries of any nature within the Wing for the month of September. The Wing Commander pointed out that this achievment was especially noteworthy due to the fact that the exposure rate was unusually high as a result of an extremely heavy work lead.

on 27 September 1952, the 306th Bembardment Wing Medium was host to approximately 6000 spectators, over half of which were youngsters, in observance of National Kids! Day. This Wing was selected by the Base Commander to supervise the program, working in close harmony with the Tampa Kiwanis Club, and supported by various units of the 809th Air Base Group. Personally directed by Captain Frank C Vanatta, 306th Bembardment Wing Medium Aide de Camp, this exercise met with most gratifying success and is believed to have wen many friends to the Air Force in this area. One highlight of the program was the presentation of "Miss America" (Miss Neva Jane Langley) who formally christened a B-h7 aircraft named in her honor. It was strongly recommended to higher headquarters that this event be observed annually by units of the Air Force.

A recent survey conducted by the Wing Adjutant has revealed that heavy lesses among administrative personnel within the units of this Wing are anticipated for the menths of December 1952 and January 1953.

In addition to known scheduled lesses, it is felt that many other administrative personnel will be lost to the Wing through the current policy of the build-up in number of units without assignment of additional personnel.

SECRET

Due to the critical status of many maintenance and operational AFSC's, it appears that the administrative specialties will be most thinly spread within the foreseeable future.

To combat this problem the Wing is experimenting with the practice of utilizing aircrew personnel in administrative positions as a second-ary duty assignment. Inasmuch as this Wing has not yet reached a fully operational status, the practicability of the above practice cannot be fully determined at this time.

In addition, plans are being formulated for the setting up of a part time school within the Wing whereby newly assigned, untrained personnel may be brought to a higher level of proficiency prior to entry into formal training.

During the month of September, staff visits were made to various units of this Wing by the Assistant Adjutant for the purpose of indectrinating administrative personnel with better administrative procedures. These visits have resulted in closer coordination and higher standards of administration throughout the Wing.

The Comptreller's Section again in September published the Wing

Monthly Management Analysis, RCS: 2AF-CO-Ml, a copy of which is attached.

2. Wing Monthly Management Analysis Report, see Exhibit "b"



CHAPTER II

PERSONNEL

Personnel Strength

The personnel strength of the 306th Bombardment Wing (M), as of 30 September 1952, was 424 officers and 1816 airmen. Under the present manning, the Wing is over-strength 49 officers and over-strength 127 airmen. The recapitulation by organization is, as follows:

Organization	Offs Asgd	Amn Asgd
Headquarters Squadron Section,		
306th Bombardment Wing (M)	92	120
306th Aviation Squadran, Bombardment (M)	16	33
367th Bombardment Squadron (M)	59	115
368th Bombardment Squadron (M)	58	118
369th Bombardment Squadron (M)	- 58	115
306th Air Refueling Squadron (M)	108	312
306th Field Maintenance Squadron	7	385
306th Periodic Maintenance Squadron	5	228
306th Armament & Electronics Maintenance Squadron	21	390
TOTAL	424	1816
	Gained	Lost
TOTAL OFFICERS	20	30
TOTAL AIRMEN	156	119

Roster of Key Personnel

Command

Col	Michael N W McCoy	Wing Commander
Col	Donald E Hillman	Deputy Wing Commander
Lt Col	William Cook	Executive Officer
Maj	Joseph W Whitaker	Adjutant
Capt	Lawrence G Starkey	Comptroller
Maj	George R Adams	Personnel Staff Officer
Col	John C Thrift	Director of Operations
Col	Robert E Kimmel	Director of Materiel

SECURITY INFORMATION

SEUNE

Roster of Key Personnel (Cont'd)

367th Bomb Sq

Lt Col Loyd D Griffin 2d Lt John J Lolli Lt Col John E Sherman Capt R J Woodall Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

368th Bomb Sq

Lt Col Benjamin B Klose lst Lt Robert F Falbey Lt Col Charles Joyce Maj Ralph Bolnick

Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

369th Bomb Sq

Lt Col George F Birdsong lst Lt Albert A Bean Maj Alpheus W Blizzard Capt James C Dickinson, Jr

Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

306th Fld Maint Sq

Maj Carol V Hunter 1st Lt Richard F Miller Commanding Officer Adjutant

306th Air Rflg Sq

Maj Howland H Worrell, Jr Maj Harry Burnett, Jr Maj Homer C Bell, Jr Capt Joseph R Carpenter

Commanding Officer Adjutant Operations Officer

Aircraft Maintenance Officer

306th Avn Sq

Maj Alver K Spivey

Commanding Officer

306th Periodic Maint Sq

Lt Col Albert W Lambert Capt Albert H Anderson Capt Royce E Hudson Commanding Officer Adjutant Aircraft Maintenance Officer

306th Arm & Elect Sq

Maj William E Swindal 1st Lt Raymond M Eastman Commanding Officer Adjutant

Headquarters Sq Sec

Capt Charles S Wallen

Commanding Officer

Key Personnel Changes

Capt. Lawrence G. Starkey assigned duty as Comptroller, vice Major Allan R. Brent relieved. Major Brent departed from this station for release from active duty.

Major George R. Adams assigned duty as Personnel Staff Officer, vice Lt. Col. Colonel C. Willis reassigned to Headquarters FEAF.

Personnel, General

Message DPFOM 25478, dated 17 September 1952, from Headquarters Strategic Air Command, directed that three KC-97 replacement crews from Class 52-K, which formerly were to receive transition training at KC-97 school resources at West Palm Beach, Florida, will be trained locally, as that school cannot handle all crews reassigned from Randolph Air Force Base, Texas. The remaining nine crews of Class 52-L will report direct to MacDill Air Force Base for local transition. The reassignment of the six KC-97 crews to the 40th Air Refueling Squadron, Smoky Hill Air Force Base, Kansas, was tentatively held in abeyance until new movement instructions were received from Headquarters Strategic Air Command. Headquarters Second Air Force message 2AFPG 6354, dated 25 September 1952, authorized movement of the aforementioned crews with a reporting date established by Headquarters 6th Air Division of 25 October 1952.

Four KC-97 crews were assigned from Kelly Air Force Base, Texas. Several crew members were not qualified, and on the job training was not possible. In some cases waiver could be granted. However, several airmen possessed AFSC's on which Headquarters Second Air Force will not allow conversion at the present time, such as aerial photographer and aerial gunner. Two of the airmen in the crews possessed B-29 flight

(306th Bm Wg GO 29 dtd 18 Sep 52, See Exhibit " ") (306th Bm Wg GO 30 dtd 19 Sep 52, See Exhibit " " ")

Personnel, General (Cont'd)

engineering AFSC's. They are being checked out on KC-97 panels and will be reclassified as soon as they become qualified.

With reference to the rotation of support personnel for indefinite TDY with the 307th Bombardment Wing, Medium, on Project 2AF-307-10-11/141, Second Air Force message 2AFPEB 5008, dated 20 September 1952, states that non FEAF returnees will be utilized for support of the 307th Bombardment Wing. Authority was requested of Base Personnel for the return of three airmen, FEAF returnees, previously shipped on the above project. Replacement personnel were selected and alerted, awaiting new reporting date to Port of Embarkation.

Base Personnel continues to assign personnel to this Wing with EDCSA up to 30 days previous to current date. This practice creates an unnecessary workload and reflects poor personnel accounting procedures. Personnel concerned are usually being rotated from the 307th Bomb Wing (CE). Base Personnel states that non-receipt of 307th Bomb Wing Special Orders is the primary cause of this problem.

The 306th Bombardment Wing Personnel and Administrative functions received an excellent rating from the latest inspection completed by Second Air Force Inspectors in August. The only great administrative deficiency was the discrepancies noted in the Airmen's records of the 306th Field Maintenance Squadron. Action was taken immediately to eliminate all deficiencies and bring all the records up to a current status. This action was completed in September.

The loss of officers due to separation will become a serious problem with the 306th Air Refueling Squadron, as 22 navigators in this squadron will be separated during the period November 1952 - March 1953.

Personnel, General (Cont'd)

Unless replacement personnel become available for duty two to three months in advance of separation date of departing personnel, crew regression will result, for it requires that length of time to train navigators to become proficient in KC-97 aircraft.

Seven officers were separated during the month of September from this Wing, of which three were supply officers. No further separation dates are due until November 1952. During the month of December 1952 the separation of officers will accelerate and reach its peak in January 1953.

Nine pilots of the 306th Air Refueling Squadron are due for separation also during the above-mentioned period. In addition, the Wing Comptroller, a staff operations officer, three administrative officers and three supply officers are due for separation during this same period.

Second Air Force has requested replacement personnel from Strategic Air Command. No arrival dates on incoming personnel have been received.

This Wing is presently short two administrative officers, AFSC 7024.

Of those presently assigned, the following losses will occur due to separation: one officer, AFSC 7024, with separation date of November 1952; one officer, AFSC 7021, with separation date of December 1952; one officer, AFSC 7021, with separation date of January 1953, and one officer, AFSC 7024, with separation date of July 1953. No losses of officer personnel in the 73 career field are foreseen at the present time.

Tables of Organizations Change Requests have been received from squadrons and staff sections of this Wing. They are presently being screened for adequacy and proper justification prior to being submitted to Base Manpower Office. Coordination is being maintained with the Base Manpower Office to determine whether Table of Organization changes should

8

Personnel, General (Cont'd)

be requested or whether request for revision of the Tables of Organizations should be made. No firm answer has been received to date from Base Manpower Office.

Airmen Proficiency Tests were administered to all eligible personnel of the 306th Bombardment Wing, Medium, in the 43, 64, and 70 Career Fields. The tests were given by the Test Control Officer of the Base Classification & Audit Section, Office of Director of Military Personnel. All airmen second class or higher, with PAFSC at the three levels, were administered the five level tests appropriate to their primary or duty AFSC, providing they have possessed their PAFSC or served in their DAFSC for at least 60 days. If no five level existed in the career field ladder for Staff Sergeant or higher with PAFSC at the five level, three level, they were administered the seven level tests appropriate to their primary or duty AFSC, providing they had possessed their PAFSC or served in their PAFSC for at least 90 days. Upon receipt of the tests' results from Base Personnel, there will be a good percentage of airmen in these fields eligible for upgrading of their AFSC.

The present Daily Personnel Status Report (RCS: MCD-DP-P8), is the result of much coordinated effort between the personnel of the 6th Air Division, 809th Air Base Group, 305th Bomb Wing, and 306th Bomb Wing. In an effort to have in effect a report which will give a clearer picture of the personnel situation and reduce the time spent in making such a report, this report was finally accepted as being the most satisfactory. Prior to the initiation of this report, the P-7 report was used for two weeks; however, it proved unsatisfactory. The P-8 report is similar to the previously used P-6 report, with the addition of four additional Columns

(Ltr Hq 6A Div, subj: Daily Pers Status Report w/l Incl, See Exhibit "E ")

9 SFORE SECURITY INFORMATION

Personnel, General (Cont'd)

A, B, C, and PFD in PAFSC. Column A covers assigned personnel not available for duty. Column B covers personnel nominated for shipment. Column C covers personnel selected for PCS shipment, and PFD in PAFSC covers the number of personnel actually present for duty in their primary AFSC. The submission of the P-8 is twice monthly, instead of the weekly P-6 previously submitted.

Personnel Staff Officers of the 305th Bombardment Wing, 306th Bombardment Wing, and 809th Air Base Group held a conference on leveling off the personnel within the 6th Air Division. All career fields were studied for overages and shortages, and adjustments were made accordingly.

Promotions and/or Demotions

As promotion quotas are allocated on a bi-monthly basis, no airmen promotion quotas were received from Second Air Force for the month of September.

Morale

The reenlistment rate of airmen discharged from the 306th Bombardment Wing for the month of September 1952 was 26%. The number of airmen discharged and reenlisted, by grade, for the month of September were, as follows:

		Disch	Reenl
M/Sgt · T/Sgt		11 7	4
S/Sgt A/1C		23	6
A/2C A/3C		4 0	0
A/B		_0	0
	TOTAT	E0	71.

SECURITY INFORMATION

SECRET

10

SECRET

CHAPTER ITT

SUPPLY AND MATHERMANOR

A. GETERAL.

In past monthly histories this section has gone on record in reporting shortages in the Supply Officer Career Field. These shortages have been due to release from the service, PCS, TDY, mandatory school quotas, etc. As it now happens, we find the same serious situation developing in the Maintenance Officer Career Field. Listed below are the chances that occurred during the month of September:

Captain Albert V. Sherman, Control Unit Officer, departed on TDY for ten weeks to attend the laintenance Officers Administrative Course at Chanute Air Porce Lase.

Captain Forest ry was moved from the insatisfactory Report Unit to fill in For Captain Sherman in his absence. Subsequently, Captain Fry received orders placing him on Indefinite TDY to PEAF.

Captain Delbert E. Falmer, Assistant quality Control Unit Officer, departed on TDM for three weeks, to attend a Stress Support Course at Boeing, Wichita.

Major Ralph Bolnick, Flight Line Maintenance Officer, 368th Bomb Squadron, departed for Indefinite TDY to FEAF. Major James McCabe was transferred from Wing Operations to the 368th to fill this vacancy.

Major Seldon H. Calhoon, Assistant Maintenance Control Officer, and Captain R. J. Woodall, Flight Line Maintenance Officer, 367th Boob Squadron, departed for TDY on Operations Order 306-52. Captain Cilbert W. Earls took over Major Calhoon's duties. When Major Calhoon returns from TDY, Captain Earls will be transferred to the 306th Field Maintenance Squadron.

O 11 11 1 1

On 17 and 18 September the Directorate was paid a Staff Visit by Colonel Dixon and Pajor McGee, Armament-Electronics Section, Strategic Air Command, and Major Processelbein and Major Saunders, Electronics Section, Second Air Force.

B. SULTY

Captain Hale A. Guss and Lieutenant Mark E. Mirball were transferred from the 809th Air Hase Group to the Directorate of Materiel, and are now working in wing Supply. It is planned to transfer Lieutenant Himball to the 306th Armament & Electronics Maintenance Squadron as Supply Officer, to allow the transfer of Marrant Officer Milliams to the 306th Field Maintenance Squadron as Supply Officer.

All sections of this Directorate met with the Wing Comptroller on 2 Deptember to discuss problem areas to be submitted in a report to Meadquarters Second Air Force by & September. Listed below are the four serious problem areas, supply-wise, submitted for consideration, the solutions to which are outside the scope of this Wing:

ECL's and UFREAL's:

proved ineffective as proper property accounting documents. Also, correlation between the UPREAL and applicable ECL's is most difficult at this time because of the lack of the basic ECL's themselves. It was recommended that a survey team from the Supply Section, Second Air Force, coordinate with Headquarters Air Lateriel Command, for the purpose of resolving property accounting and authorization problems relative to the new UPREAL's. These difficulties are known to members of the Second Air Force; Supply Division.

EC-97 Flyaway Lit:

Implementation of the HC- 7 Myaway Hit is severely hampered by the lack of proper priority in order to effect the assembling of this kit in time to meet the Emergency War Flan commitments for this Wing's Air Refueling Squadron. This matter has been taken up in detail with members of the Second Air Force Supply and Logistics Divisions.

Need for Nore 3-47 Support Equipment:

Energetic supply action on the part of higher headquarters is necessary to insure a more adequate supply of 8-47 support equipment at this station. This is occasioned by the repeated small Operations Orders with which the Wing must comply by dispatching one, two or more aircraft to different stations within and outside the Zone of Interior. This necessitates extensive dispatch of base support equipment to these IDY locations at the expense of maintenance at NacDill Air Force Base.

D-47 Flyaway Kit:

Vigorous supply action has been requested relative to the compiling and finalizing of a B-h7 Flyaway Kit for the purpose of properly implementing B-h7 Operations Orders requiring possible movement of fairly large numbers of B-h7 aircraft to a theatre of operations. Repeated postponement of B-h7 Flyaway hit Conferences has delayed the Logistics programming of the 306th Bomb Wing.

At 0900, 23 September, a fire was discovered in Warehouse #9. The building is utilized for the storage of organizational and aircraft 263 equipment by the three tactical squadrons and the Field Maintenance Squadron. The damage by fire was limited to the supplies of the tactical squadrons, and primarily to the equipment of the 360th Bomb Squadron. The Fire Investigation Board has determined that the cause of the fire

is unknown.

G. MAINTENANCE.

The 5-h7's resumed flying on h September, after having been grounded since 22 July. Flying started off at a very slow rate, limited as it was by the number of aircraft in commission, and increased gradually throughout the month as fuel cell work was completed and more aircraft were put in commission. There were 32 3-h7's assigned all during September and they flew a total of 395 hours for an average of 12.3 hours per aircraft. By the end of September 3-h7's were flying at close to the rate to which they were accustomed prior to the grounding, and the expectation is that October operations will be normal again, with an average of approximately 33 hours per assigned 8-h7.

During September 3-47's were in commission only 27.05 of the time and were flown 5.3% of the time in commission. The relatively good utilization rate is, of course, largely due to the low in-commission rate. Admittedly, this 27.0% is extremely low, but it is a substantial improvement over the 18.9% of August. Good progress was made in getting the B-47's back in commission after the grounding period ended on h September, and for the last week of the month the in-commission rate exceeded 50% and was climbing steadily. For the most part, 8-47's went back in commission as repair and installation of fuel cells was completed. The ACCF rate showed a small increase over the two months preceding the grounding. However, at 11.2% it was not a serious problem and was diminishing toward the end of the month.

The table below shows comparative figures on the B-47 maintenance job done for the past six months:

11

		J.	Der 16
Av To	In-Comm	AOGP	Total

	AV To	In-Comm	AOGP	Total	real	down of	AOCM
Month	Acft Asgd	Rate	Rate	AOGH	200	rer'd	17.4
Apr Hay Jun Jul Aug Sep	28.0% 31.3 33.0 32.5 32.0 32.0	71.6% 61.7 69.0 71.4 18.9 27.0	11.9% 24.2 5.6 9.4 2.0 11.2	16.5% 14.1 24.4 16.2 79.1 61.6	0.0,6 0.0 0.0 0.0 14.8 7.2	9.3% 0.1 10.1 11.1 2.2 3.9	7.2% 6.0 14.3 6.1 62.1 50.7

An average of 28.8 assigned EC-97's flew 1210 hours during September, averaging h2.0 hours for each of the aircraft. Slightly more than one-third of the flying time was amassed when EC-97's refueled B-50's over Newfoundland in a highly successful mission during the first week of the month. Flying hours more than doubled from a low 559 hours in August. The allocation of flying time for October will permit only about 32 hours per aircraft unless special augmentations are received for special projects.

During September RC-97's were in commission 71.0% of the time, virtually the same as August's 71.1%. These RC-97's were flown 8.0% of the time in commission - more than twice the utilization rate achieved in August. The ACCP rate nearly doubled over the previous month, reaching 12.3%, the largest figure in six months. However, the situation seemed to be in a large measure alleviated by the end of September.

The table below shows comparative figures on the KC-97 maintenance job done for the past six months:

Month	Av No Acft Asgd	In-Comm Rate	AOGP Rate	Total AOGM	Break	down of	AOCM
Apr May Jun Jul Aug Sep	26.4% 29.0 29.0 29.0 29.0 29.0	88.1% 82.8 74.7 78.1 71.1 S171.0	4.5% 5.4 7.4 5.0 6.2 12.3	7.45 11.8 17.9 16.9 22.7 16.7	0.0% 0.0 0.0 0.0 0.0	2.2% 4.2 6.1 9.0 8.7 7.0	5.2% 7.6 11.8 7.8 14.0 9.7

All during September there were 5 T-33's assigned, and they averaged 55.0 hours each, a small increase over the 50.8 hours which was the August average. Flying of T-33's was greatly increased during both August and September because of a larger allocation of flying time, combined with the fact that they were in great depand by pilots of the grounded S-17's for maintaining flying proficiency.

The Wing's T-33's were in commission an excellent 37.6% of the time in September, a fine improvement over August's rather low 65.8%.

These T-33's were flown 0.7% of the time in commission. The ACCP rate was almost negligible - only a fraction of 1% - and the out-of-commission time was fairly evenly distributed between Periodic and Field Maintenance.

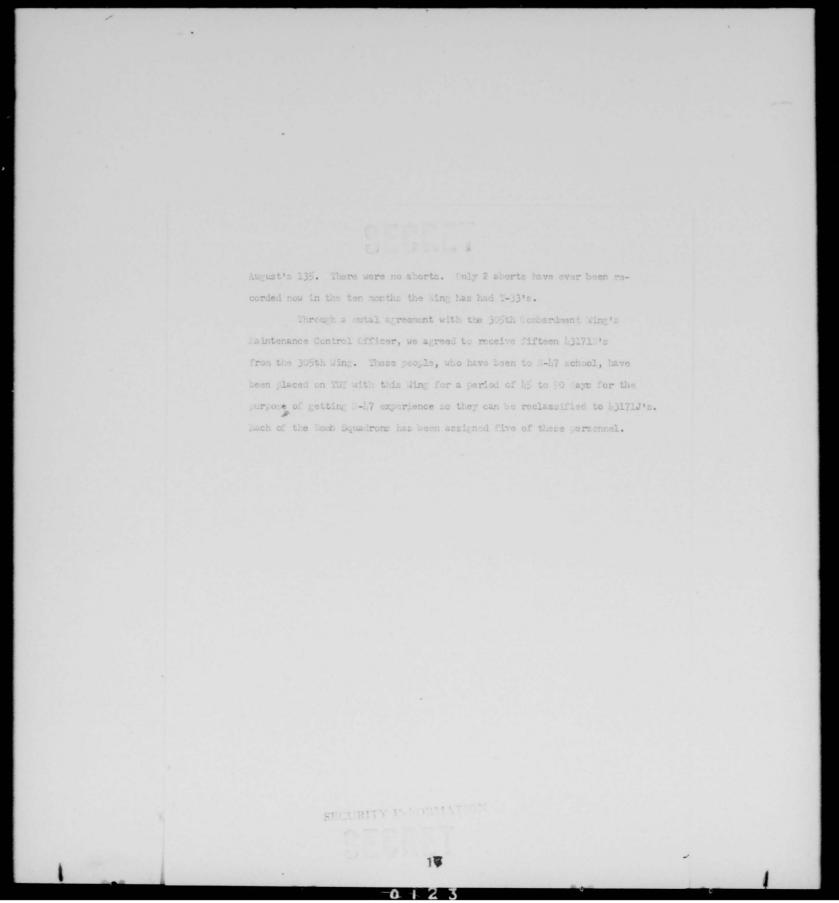
B-47's attempted 61 sorties during September, as compared with none during the previous month. There were 3 aborts, all ground, for a monthly abort rate of 3.7%. All of the aborts were charged to material failures.

During September 10 radar sorties were attempted by 3-47's, with 4 aborts (2 air and 2 ground), for a monthly abort rate of 40.0%.

Of the 4 aborts, 3 were charged to material failures, 1 to faulty maintenance.

MC-97's attempted 181 sorties during September, as compared with 122 during August. There were 5 aborts (h air and 1 ground), for a monthly abort rate of 2.8%. This reversed the five month trend of increasing KC-97 abort rates, with a peak of 9.8% for August. All of the 5 aborts in September were charged to material failures.

T-33's attempted 165 sorties during September. This was the largest number the Wing has ever flown, as well as a large increase over



SECRET

CHAPTER IV

OPERATIONS AND TRAINING

GENERAL:

The culmination of long months of training was realized this month, when the 306th Bombardment Wing (m) was placed, in part, into the current Strategic Air Command War Plan. Considerable effort was expended during the month in preparing overlays and plans for our participation in this plan. General Anderson, Commanding General, 8th Air Force was briefed on our proposed missions on 25 September, and General Atkinson, Commanding General 2nd Air Force will be briefed on 30 October.

B-47 flying is gaining momentum as more aircraft are placed in commission and should reach the normal flying effort in October. 1

Two T-33's were picked up by wing pilots at Bergstrom AFB, one being assigned to the 305th Bombardment Wing (M) and the other to the 367th Bombardment Squadron, (M) making a total of six T-33 aircraft assigned to the wing. These planes are still being used primarily for chase, instrument training, and formation training. SECURITY INFORMATION

1. Flying Summary, B-47, see exhibit "F"

SECRET

CRET

As in past months, a considerable amount of flying accomplished by the Air Refueling crews was expended in flying ordered support missions.

Approximately one third of the total 900 hours allotted to the refueling squadron was flown on missions of this type. Because of the high crew experience required by 2nd Air Force before a crew is considered qualified to fly support missions, combat ready crews are flying these missions, to the detriment of their primary training as refueling crews. Fortunately, a flow has been established to modify the presently assigned cargo aircraft as refueling aircraft. As these modifications are accomplished, more time can be spent on refueling training.

2. Flying Summary, KC-97, see exhibit "C"

SECURITY INFORMATION

SECRET

0 1 2 5

SECRET

OPERATIONS:

Mission Planning:

During September the Mission Flanning Team worked up a number of different types of war plan missions. These missions encompassed all types of tactics.

Some of these were included in Wing Operations Order 307-52 (TOP SECRET)

which covers the operational test of these tactics.

The flight plans for the operational suitibility tests of the B-47's at March AFB were revised to conform with the 35,000 foot altitude restriction.

On 16 September Major Ralph F Chaffee was assigned as the new head of the Mission Flanning Team. After familiarizing himself with general duties and responsibilities he started the preparation of Operations Order 55-52 (SAC YOKE - TOP SECRET).

SECURITY INFORMATION

20 SECRET

0 1 2 6

SECRET

COMMUNICATIONS:

Captain Robert F Hilbun was briefed on the status of B-47 HF Communications project by OES with the view of future cooperation in tests to be cinducted by OES and the 306th Bombardment Wing (M).

The Wing Communications Section assisted the 6th Air Division Communications Liaison Officer in compiling suggestions and recommendations for changes in communications procedures to fit the needs of the wings on this base. This information was put forth by 6th Air Division Communications Officer, at the Communications and Electronics Conference at Fort Worth, Texas.

SECURITY INFORMATION

21

A 1 2 5

TRAINING:

Aircrew:

The Aircrew Training Section monitored and scheduled activity in the following courses of instruction during the month of September 1952:

On Base Schools:

KC-97 MTD Courses as follows:

Four crew members completed the 50-33 Aircrew Refresher Course during the month. this course is designed to refresh current KC-97 Aircraft Commanders in the systems of the KC-97 on a semi-annual basis.

Six KC-97 Crew Members completed IFR MTD and seven finished the 35 hour Boom Maintenance Course during the month.

Four KC-97 Flight Engineers finished the 40 hour Cruise Control Course.

Altitude Chamber: 27 B-47 Crew Members finished the prescribed B-47 Physiological Indoctrination Course and 33 KC-97 Crew Members finished the course prescribed by Supplement II, Second Air Force Regulation 50-6.

Special Weapons Retrainer: A total of six Bomb Commanders completed the 33 hour Retrainer Course during the month of September.

Radar Target Study: All AOB's present for duty attended scheduled Radar Target Study Classes conducted by the Target Prediction Team.

Aquatic Survival: Atotal of persons on flying status completed the course during September. The program was delayed for three weeks effective 1 September 52 due to the absence of the ABTF Instructor.

3. Training Accomplishment Charts, see exhibit "H"

22

SECRE

SECRET

The CIC of the Altitude Chamber was released from active duty during the latter part of September. This left the Chamber short handed and necessitated the cancellation of training therein until the vacancy is filled.

During the month of September the Aircrew Training Section received the additional responsibility of monitoring the Air Training Activities of the Wing. This responsibility added the task of editing four additional Air Training Charts to the existing chart records of this section. The loss of the Aircrew Training NCO to PCS placed a tremendously increased work load on the Section. This added work load in addition to the changes in types of training yet required for the Wing led to the formation of tentative plans to reorganize the Training Section. The organization under consideration involves the establishment of three sections under the Wing Training Officer. These sections will be named Scheduling and Records; Requirements, Analysis and Inspection; and Cff Base Schools and CJT Sections. It is believed that all phases of Wing Training Activity will be efficiently covered under this organization.

Non-Aircrew:

The B-47 MTD began four Maintenance Courses on the 8th, 15th, 22nd and 29th of this month. The J-47-23 Engine Familiarization Course started on 2 SEPT. 52.

The KC-97 MTD began two Maintenance Courses on the 8th and 22nd of this month, four Aircraft Familiarization Courses, two Electrical Specialist Courses and two Recipricating Engine Specialist Courses.

Status of Non-Aircrew Training for September is as follows:

Attending MTD, B-47 Maintenance Course - - - - - - - - - - - - - 19

Attending and completed MTD - B-47 Eng Fam Course - - - - - - - - - - - - 148

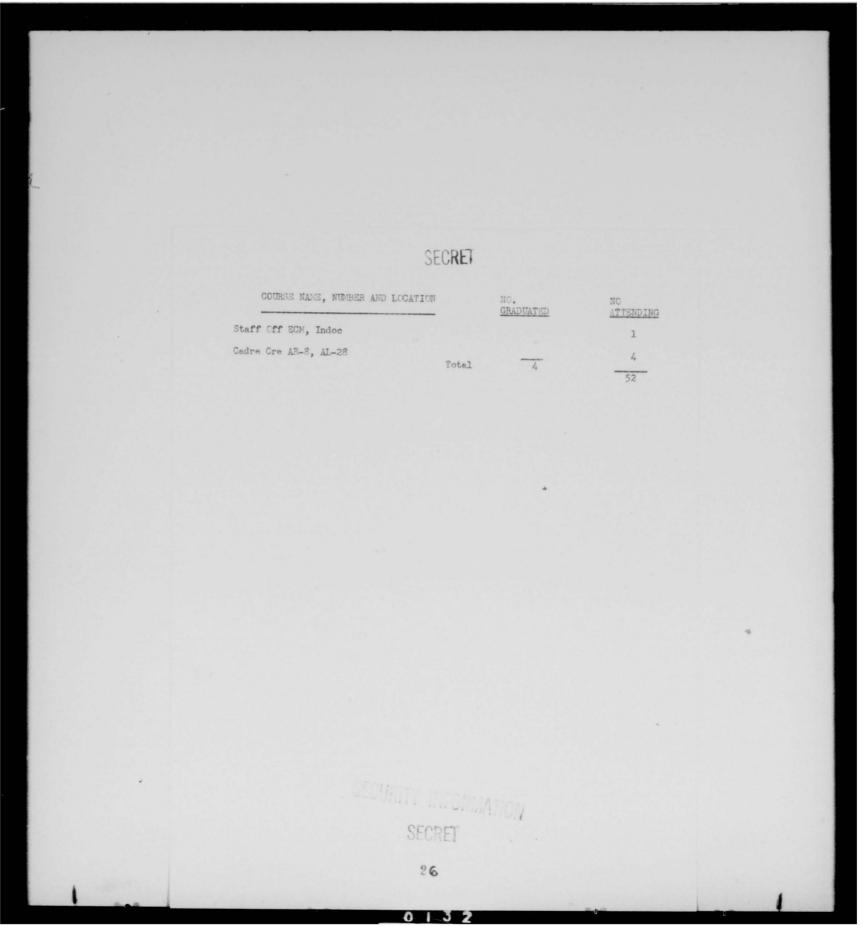
Attending MTD, KC-97 Maintenance Course - - - - - - 9

SECRET

23

Completed MTD, KC-97 Maintenance Course					
Attending MTD, KG-97 Familiarization Course					
Completed MTD, KC-97 Familiarization Course					
Attending MTD, KC-97 Elec Spec Course	8				
Completed MTD, KC-97 Elec Spec Course	88				
Attending MTD, KC-97 R-Eng Spec Course	8				
Completed MTD, KC-97 R-Eng Spec Course	5				
Schools Branch:					
Status of off-base training this month is as follows:					
COURSE NAME, NUMBER AND LOCATION NO. GRADUATED	NO. ATTENDING				
Airman Courses:					
Radar Tech, Airborne Equip 30271, Keesler	1				
"K"Series System Tech Course 32171E, Lowry	7				
Phase I Gunlaying Sys Mech B-47 32350C, Lowry 34					
Aircraft Propeller Mech 42350, Chanute	2				
Aircraft Hydraulic Mech 42550	5				
Aircraft Mech Gen, 43151, Sheppard	7				
Aircraft Mech Gen, Jet 43151-1, Chanute	1				
Acft Recip Eng Mech Spec R-4360, 43152A, Chanute	3				
Acft Elec Gen, 43154B, Chanute	5				
Acft Elec Spec A/C Systems B-36, 43154A, Chanute					
Acft Electrician, Spec B-47, 43154-1	16				
Airframe Repmn 53430, Chanute	7				
Airplane Instrument Mech, 43156, Chanute	7				
E-4 Auto Plt Crse #43156-33, Chanute	2				
Supply Technician 64050, F E Warren					
SECRET SECURITY	INFORMATION				

SEC	RET	
COURSE NAME, NUMBER AND LOCATION	NO. GRADUATED	NO. ATT=NDING
Personnel Specl Crse 73250, Lowry	2	1
Auditing Technical Course 83170, Lowry	1	
Flt Eng Tech, 43271, Chanute	2	
Sp Tng on APS-42 RADAR Equip, Keesler	5	
Cadre Tng on Assey Orgns, Sandia Base	3	
Fac Tng on F-1 Auto-Pilot, Eclipse-Piones	er Div	3
Sp AN/Arn 14 Maint Crse, Scott AFB, Ill	2	
B-4 Regulator Tng, Chanute	2	2
Sp AN/ARC 14 Maint Crse, Scott AFB, Ill	1	
Factory Tng on AN/ARC -27 Radio Equip, So	cott	3
Orgal Fld M and Minor Overhaul crse on J-	-47 GE-23	2
Sp Tng N-1 Compass, Chanute	2	
Engine Analyzer Tng, Chanute	<u>3</u>	112
Officer Courses:		
Instrument Plt Sch, Mood AFB, Ga		
Land Ordance Crse, Indianhead Maryland		1
Delivery-B Tng, Sandia Base, N M		1
Armament System Officer Crse (Cross Tng)		2
Acft Maint Admin Officers Crse, Chanute		1
Intelligence Officers Crse, Lowry		1 .
Factory Tng B-47 Stress, Boeing		4
Staff Officer Radar Bomb Indoc, Sandia	2 .	
Advanced SAC Survival School, Reno, Nev		32
Radar Prediction, Mather	1	
- Squadron Officers Crse, Maxwell AFB, Ala	SECRET	5
	25 deplie	ITV BUCADUATION
	DEUUN	



THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Flying Safety:

During the month of September, the Wing flew a total of 1,771:15 accident free hours. Although an accident report (minor) was submitted on E-47 #50-072 A when the Navigators Escape hatch came off in flight, Headquarters Strategic Air Command (SAC) and Headquarters Second Air Force have agreed that this should be classified as an Incident, so this Headquarters will submit a TWX to CAC requesting it be downgraded to an incident. Also, a T-33 landed with left gear collapsed, however, damage was so minor no accident report was required, this again was classified as an incident.

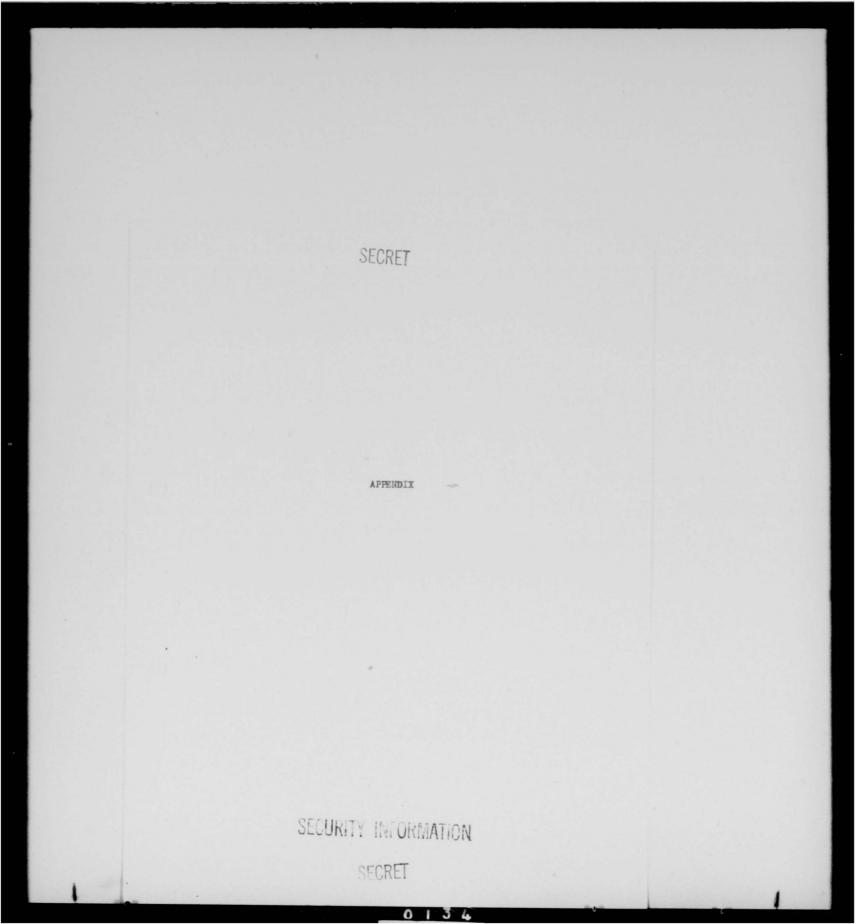
Major Cornelius E Buckley and Major Claude D Mozley attended the Fifth Semi-Annual Flying Safety Accident Prevention Conference at Headquarters SAC 23 and 24 Sep 1952. A formal report of the conference has been submitted to the Wing Commander.

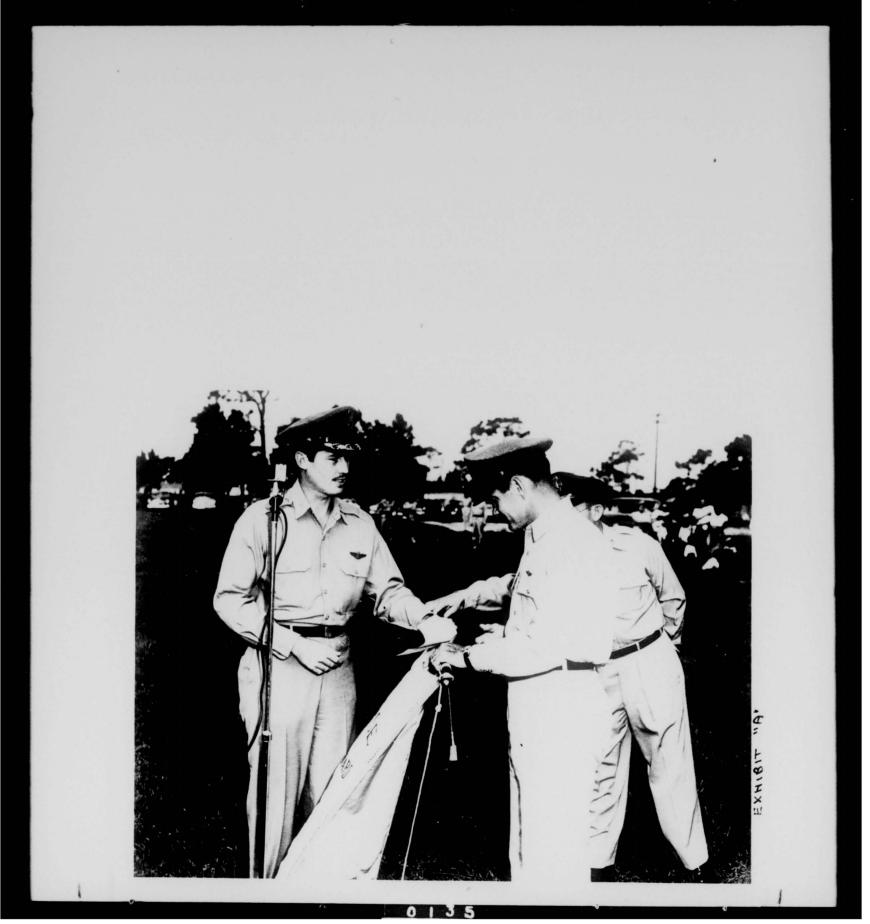
Since the beginning of 1952, the Flying Safety Section has been conducting a survey on the reporting of Aircraft Incidents. The survey and recommended form have been completed for several months. It was learned at the recent Flying Safety conference at Headquarters SAC that the form recommended by this Wing has been adopted and will be used by all SAC Units.

SECURITY INFORMATION

SECRET

27





THIS PAGE IS DECLASSIFIED IAW EO 13526

FI

HEADQUARTERS, 306TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida

Class: SECRET
Auth: CO 306 BW (M)
Date: 7 October 152
Initials: List

WING MONTHLY MANAGEMENT ANALYSIS FOR SEPTEMBER 1952 (RCS: 2AF_CO_MI)

1. Important accomplishments attained vs. the month's planned program.

a. During September the Wing had a net loss of 6 officers and a net gain of 40 airmen. At the end of the month there were 429 officers and 1816 airmen assigned, making the Wing 176 overstrength, or 109% manned.

The early release of reservists (up to 6 months earlier than their normal dates of release when they are declared surplus to the needs of 6th Air Division) has destrived the Wing of the services of a limited number of airmen who were valuable members of the Wing and serving in key positions. Very few offices have obtained early release. Actually the early release program has had only a minor impact upon the Wing personnel situation, and the major losses of reservists will still occur mainly in December and January with the principal area affected the crews of the Air Refueling Squadron. The situation there is potentially serious, and the time for replacement action is growing ever shorter.

Manning in required specialties at the end of September stood at 90% for officers (3% less than end of August) and 75% for airmen (same as end of August).

b. B-47's resumed flying on 4 September after having been grounded since 22 July. Flying started off at a very slow rate, limited as it was by the number of aircraft in commission, and increased gradually throughout the month as fuel assigned all during September, and they flew a total of 395 hours for an average of 12.3 hours per aircraft. By the end of September B-47's were flying at close to the rate they were accustomed to prior to the grounding, and the expectation per assigned B-47.

During September B-47's were in commission only 27.0% of the time and were flown 6.3% of the time in commission. The relatively good utilization rate is, of course, largely due to the low in-commission rate.

Copy 29 of 32 Copies

SECURITY INFORMATION

SELEC

Machine AFB, Fla. 8-306-1930

EXHIBIT "B"

SECRET

306th Bomb Wing (M) Monthly Management Analysis for September 1952, continued

c. An average of 28.8 assigned KC-97's flew 1210 hours during September, averaging 42.0 hours for each of the aircraft. * Slightly more than one-third of the flying time was amassed when KC-97's refueled B-50's over Newfoundland in a highly successful mission during the first week of the month. Flying hours more than doubled from a low 559 hours in August. The allocation of flying time for October will permit only about 32 hours per aircraft unless special augmentations are received for special projects.

During September KC-97's were in commission 71.0% of the time and were flown 8.2% of the time in commission - more than twice the utilization rate achieved in August.

d. All during September there were 5 T-33's assigned, and they averaged 55.0 hours each, a small increase over the 50.8 hours which was the August average. There was much-increased flying of T-33's during both August and September because of a larger allocation of flying time combined with the fact that they were in great demand by pilots of the grounded B-47's for maintaining flying proficiency.

During September T=33's were in commission 87.6% of the time and were flown 8.7% of the time in commission.

- e. B-47 air crew training continued on a limited scale in September, being confirmed mostly to ground courses. Very little of the B-47 flying time locally was used for training, most of it being devoted to checking out B-47 pilots after their grounding of 6 weeks. At Wichita AFB most of the month was devoted to reprogramming and revising the curriculum of CCTS, and Wing personnel there received only token training. There is a quota of 3 crews to be sent there by the Wing in October. There was no opportunity to complete B-47 Transition during September; it was scheduled to begin again on 6 October and be completed within 2 weeks thereafter.
- f. KC-97 crew training showed very remarkable progress during September. Although there was, of course, little opportunity to practice refueling of B-47's. An air refueling mission over Newfoundland during the first week of the month gave more than half of the crews practical experience under operational conditions in refueling B-50's. Good progress was made also in checking out crews in refueling fighter aircraft (F-84's). By the end of the month 17 of the 30 crews had been checked out in refueling fighters.

^{*} Several KC_97's were absent from this base at the time this was written on trips which began prior to the end of the month. Thus there is incorporated in this figure an estimate of their flying time during the period they were away in September. The final figure, to be determined when all the aircraft return, will probably be close to the 1210 hours given here, slightly more if anything.

SECRET

306th Bomb Wing (M) Monthly Management Analysis for September 1952, continued

Best measure of the improvement made during the month is shown in the combat readiness of KC-97 crews: at the beginning of the month there were no crews considered to be combat ready; at the end of the month there were 17. As mentioned in last month's Analysis, this very commendable progress will probably be halted, and there may even be a considerable regression, when serious losses of reservist crew members, principally navigators and pilots, occur in December and January.

g. B-47's were in commission only 27.0% of the time during September, still extremely low but a substantial improvement over the 18.9% of August. Good progress was made in getting B-47's back into commission after the grounding ended on 4 September, and for the last week of the month the in-commission rate exceeds 50% and was climbing steadily. For the most part B-47's went back into commission as repair and installation of fuel cells was completed. ACCP showed a small increase over the 2 months immediately preceding the grounding; however, at 11.2% it was not a serious problem and was diminishing toward the

The table below shows comparative figures on the B-47 maintenance job done for the past 6 months:

Month	Av No Acft Aspd	In Comm	ACCP	Total	Br	eakdown of A	OCM
Apr May June July Aug Sept	28.0 31.3 33.0 32.5 32.0 32.0	Rate 71.6 61.7 69.0 71.4 18.9 27.0	Rate 11.9 24.2 6.6 9.4 2.0 11.2	ACCM 16.5 14.1 24.4 19.2 79.1 61.8	TOC 0.0 0.0 0.0 0.0 14.8 7.2	Periodic 9.3 8.1 10.1 11.1 2.2 3.9	Field 7.2 6.0 14.3 8.1 62.1 50.7

h. KC-97's were in commission 71.0% of the time, virtually the same as August's 71.1%. ACCP nearly doubled over the previous month, reaching 12.3%, measure alleviated by the end of September.

The table below shows comparative figures on the KC-97 maintenance job done for the past 6 months:

Month	Av No Acft Asgd	In Comm	AOCP	Total	Br	eakdown of A	OCM
Apr May June July Aug Sept	26.4 29.0 29.0 29.0 29.0 29.0 28.8	Rate 88.1 82.8 74.7 78.1 71.1	Rate 4.5 5.4 7.4 5.0 6.2 12.3	7.4 11.8 17.9 16.9 22.7 16.7	TOC 0.0 0.0 0.0 0.0	Periodic 2.2 4.2 6.1 9.0 8.7	Field 5.2 7.6 11.8 7.9 14.0

i. The Wing's T-33's were in commission an excellent 87.6% of the time in September, a fine improvement over August's rather low 65.8%. ACCP was almost negligible, only a fraction of 1%, and the out-of-commission time

3

SECRET

306th Bomb Wing (M) Monthly Management Analysis for September 1952, continued

was fairly evenly distributed between periodic and field maintenance.

- j. B-47's attempted 81 sorties during September, as compared with none during the previous month. There were 3 aborts, all ground, for a monthly abort rate of 3.7%. All of the aborts were charged to material failures.
- k. During September 10 radar acrties were attempted by B-47's with 4 aborts, 2 air and 2 ground, for a monthly radar abort rate of 40.0%. (The last 2 rates reported were July's 31.3% and June's 30.6%.) Of the 4 aborts, 3 were charged to material failures, 1 to faulty maintenance.
- 1. KC-97's attempted 181 sorties during September, as compared with 122 during August. There were 5 aborts, 4 air and 1 ground, for a monthly abort which had reached a peak of 9.8% for August. All of the 5 aborts in September were charged to material failures.
- m. T-33's attempted 165 sorties during September, the largest number the Wing has ever flown as well as a large increase over August's 135. There were no aborts. Only 2 aborts have been recorded now in the 10 months the Wing has had
 - 2. Problem areas that the Wing can solve within its own resources.

While there are the usual routine and recurring problems, solvable locally, which continually confront any wing commander, there are none recognized at present as sufficiently important to affect adversely either current or future operations, or important enough in themselves to warrant the attention of higher headquarters.

- 3. Problem areas that require the assistance of higher headquarters.
- a. Losses of Crew Members in Air Refueling Squadron. Attention is again called to the serious situation in the Air Refueling Squadron with respect to the losses of reservist crew members which was presented in more detail in last month's Analysis. December and January will be the critical months, particularly the latter month when one-third of the navigators and one-fifth of the pilots are scheduled for release. The Wing needs a high priority for the assignment of KC-97 crew replacements.
- b. ECL'S and UREAL's. UREAL's received by units of the 305th Bomb Wing (M) have proved ineffective as proper property accounting documents. Also, correlation between the UREAL and applicable ECL's is most difficult at this time team from the Supply Section, 2nd Air Force, coordinate with Hq, AMC, for the purpose of resolving property accounting and authorization problems relative to the new UREAL's. These difficulties are known to members of the 2nd Air Force Supply Section.

SECRET

SECRET

306th Bomb Wing (M) Monthly Management Analysis for September 1952, continued

- c. KC-97 Flyaway Kit. Implementation of the KC-97 Flyaway Kit is severely hampered by lack of proper priority in order to effect the assembling of the kit in time to weet EWP commitments for this Wing's Air Refueling Squadron. This matter has been taken up in detail with members of the 2nd Air Force Supply and Logistics Section.
- d. Need for More B-47 Support Equipment. Energetic supply action on the part of higher headquarters is necessary to insure a more adequate supply of B-47 support equipment at this station. This is occasioned by the repeated small operations orders with which the Uing must comply by dispatching one, two, or three aircraft to different stations within and without the ZI. This necessitates extensive dispatch of Base support equipment to these TDY locations at the expense of maintenance at MacDill AFB.
- e. B-47 Flyaway Kit. Vigorous supply action is requested relative to the compiling and finalizing of a B-47 Flyaway Kit for the purpose of properly implementing B-47 operations orders requiring possible movement of fairly large numbers of B-47 aircraft to a theatre of operations. Repeated postponement of B-47 Flyaway Kit Conferences has delayed the Logistics programming of the 306th Bomb Wing (M).

Rawrence J. Startay
LAWRENCE G. STARKEY
Captain USAF

Comptroller

Colonel N

Commanding

WEADQUARTERS 306TH BOWN RIVER WING MEDIUM MacDill Air Force Bane, florida OBNER L ORDER: 18 September 1952 Confirming verbal order Commanding Officer, 1h September 1952, CAPPAIN LAWRENCE G. STARKEY AO 6509h2, Headquarters 305th Combardment Ming Medium is aunounced Wing Comptroller (00150) Effective 1h September 1952 vice, MAJOR ...LLEN R. BREWY 10 51,9158. BY ORDER F COLONEL McCOY: OFFICIAL: J W WHIT KER Major, USF J W WHITAKER M.JOR, USAF Adjutant DISTRIBUTION: 11/11 EXHIBIT "C"

MacDill Air Force Bass, Florida GRYTHAL ORDERS 19 Saptember 1952 NUMBER 30 Confirming verbal order Commanding Officer, 13 September 1952, INJOR 33030F & 41845 AO 568092, Headquarters 306th Bombardment Wine Medium is Appointed Personnel Staff Officer (7311) vice LT.COLO 31 COLOUGE C WILLIS 40 2083375 reed. BY ORDER OF COLOUBL McCOY: OFFICIAL: J W WHITTAKER Major, USAF JW MITTAKER Major, USIF Adjutant DISTRIBUTION: EXHI BIT " D "

HEADQUARTERS 6TH AIR DIVISION MacDill Air Force Base, Florida

DPE 319.1

25 September 1952

SUBJECT: Daily Personnel Status Report (RCS: MCD P8)

Commanding Officers 6th Air Division Units MacDill Air Force Base, Florida

- 1. The purpose of this letter is to establish a uniform procedure by which the Division Personnel Director and other Directors of Personnel are able to maintain a daily inventory of available skill within this command. This report will supercede the Personnel Accounting Report (RCS: MCD-DP-P6A) and Daily Personnel Status Report (RCS: MCD-P7).
 - 2. This letter is applicable to all 6th Air Division units.
- 3. For the purpose of this report, the following terms are defined as follows:
- a. The term "Officers" as used in this letter includes Commissioned and Warrant Officers.
- b. The term "Airmen" as used in this letter pertains to all Air Force Enlisted personnel.
- μ_\bullet . The twice-monthly report submitted will be a complete inventory of all PAFSC skills (officers and airmen) in the organization, listed under the following column headings:

AFSC AUTH ASGD PAFSC ASGD DUTY IN OUT A B C PFD in PAFSC

- a. AFSC: Air Force Specialty Codes will be listed numerically.
 All Officer codes will be grouped soparately, followed by all airmen codes.
 b. AUTH: (Col #1) Enter the number of authorizations for
- the given specialty in this column. Coordination will be effected with the Base Manpower Officer for the correct figures in this column.
- c. ASGD PAFSC: (Col #2) Enter the number of personnel with the given specialty code who are assigned to the organization as of the date of the report. The total of this column will be in agreement with
- the total assigned strength of the Morning Report as of that day.

 d. ASGD DUTY: (Col #3) This column will be used to report
 the number of personnel actually working in their given specialty as of
 the date of the report. (Col #2 plus Col #4 minus Col #5 equals Col #3).

 e. IN: (Col #4) This column will be used to show anyone working
 from another AFSC field of upgraded in the same career ladder.

 (Translet 2000 to 2020 to 2020
- (Example: 70010 to 70230, or 70010 to 73230).

 f. OUT: (Col #5) Thes column will be used to show anyone working out of his Primary AFSC, or performing duty in another AFSC.

EXHIBIT "E"

B/Ltr: Hq 5th ADrDPE 319.1 dtd,25 Sep 52; Daily Personnel Status Report

g. A: (Col #6) This column will include the following: (1) Attending service schools off the base

In hospital

(3) In guardhouse

(4) On a delay in route (incoming personnel)
(5) On TDY in excess of ten (10) days

(6) ANOL

h. $\underline{\text{H}}$: (Col #7) This will include the number of all personnel nominated to higher headquarters for possible selection and reassignment.

i. C: (Col #8) This will include the number of all personnel selected for FCs, but whose Effective Date of Strength 'cccuntability

has not arrived.

j. PFD in PAFSC: (Col /9) This column will show the number of personnel actually present for duty in their primary AFSC. The "key" to derive this number is: Col /2 minus the sum of Cols 6, 7 and 8 equals

On each work day following the twice-monthly submission, the report will indicate only the appropriate additions and deletions, using the same column headings as on the twice-monthly report. Only Specialty Codes in which at least one change has occurred during the day of the report will be shown and complete data will be given for that specialty in all columns. All figures presented will reflect amounts resulting from the changes. After eash ASGD PAFSC line a brief notation will be made similar to the following examples:

Add two assigned - two in Duty Column Subtract one assigned - one in Column C Add one authorized

Transfer two from Column A to Duty Column

6. a. Reports of Changes of all units will be submitted in quadruplicate to the Base Statistical Services Office, attached to the morning report of that unit for the same date. One copy each will be distributed to the 6th Air Division Director of Personnel Base Personnel Officer, 305th Bomb Wing Personnel Officer, and 306th Bomb Wing Personnel Officer. Negative Reports will be submitted.

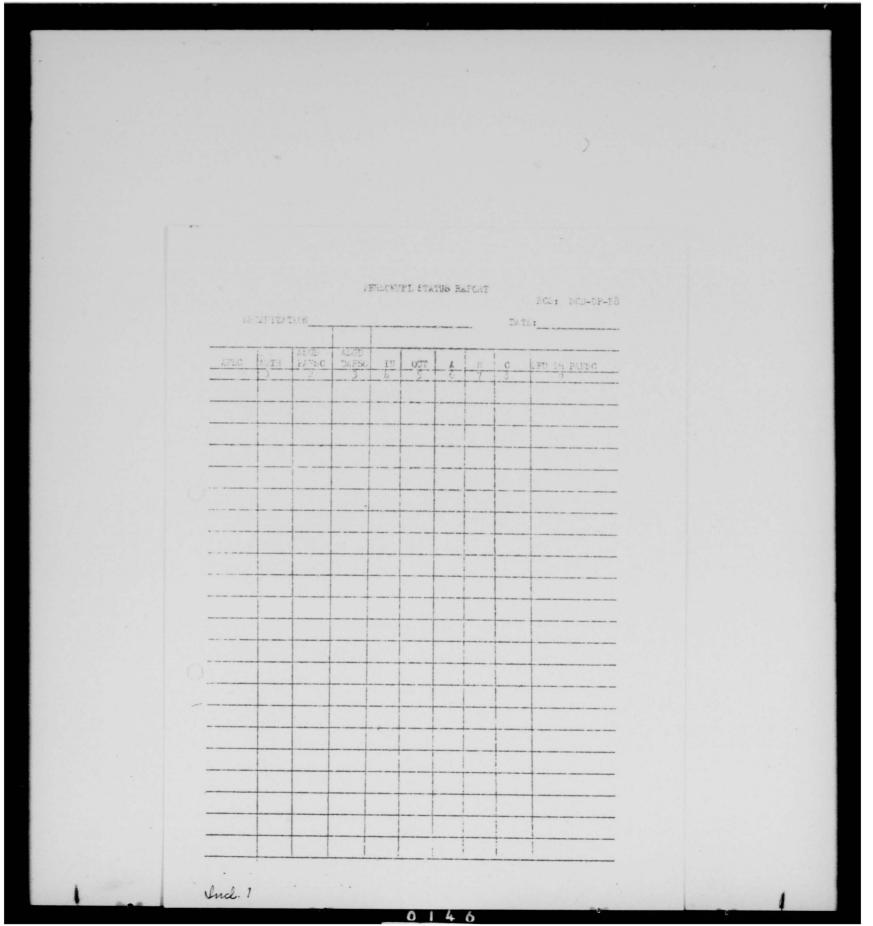
b. Reports of Changes will be made daily except that changes for Saturdays and Sundays, and for legal holidays and the day preceding the holiday, will be consolidated into a single report. If a legal holiday comes on Monday, a single report will be submitted for Saturday, Sunday and Monday.

c. The twice-monthly report will be consolidated by the Bomb Wing and the Air Base Group, and submitted in quadruplicate to the Base Statistical Services Office.

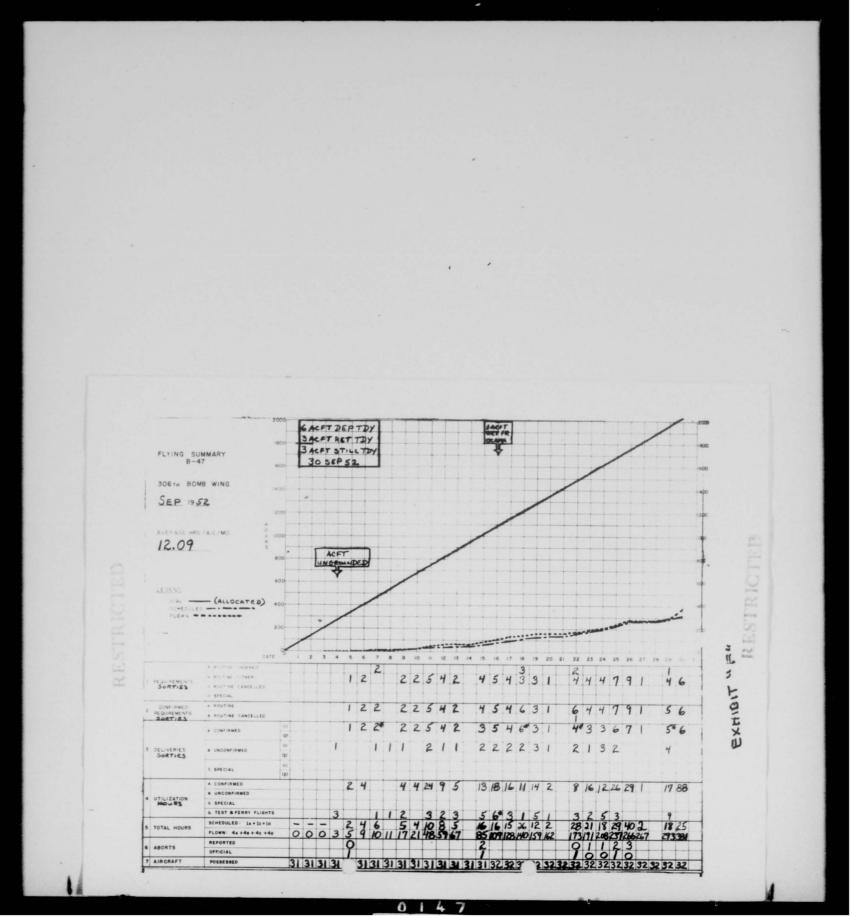
The twice-monthly consolidated report will be submitted on the 15th and last day of each month and will be due at the Base Statistical Services Office by 1400 hours the third (3rd) working day following the 15th and last day of each month.

8. The format of the daily change report will be as shown in the sample (Incl #1). The size of the sheet will be $8" \times 10^{\frac{1}{2}"}$. The form will be reproduced within the various sections.

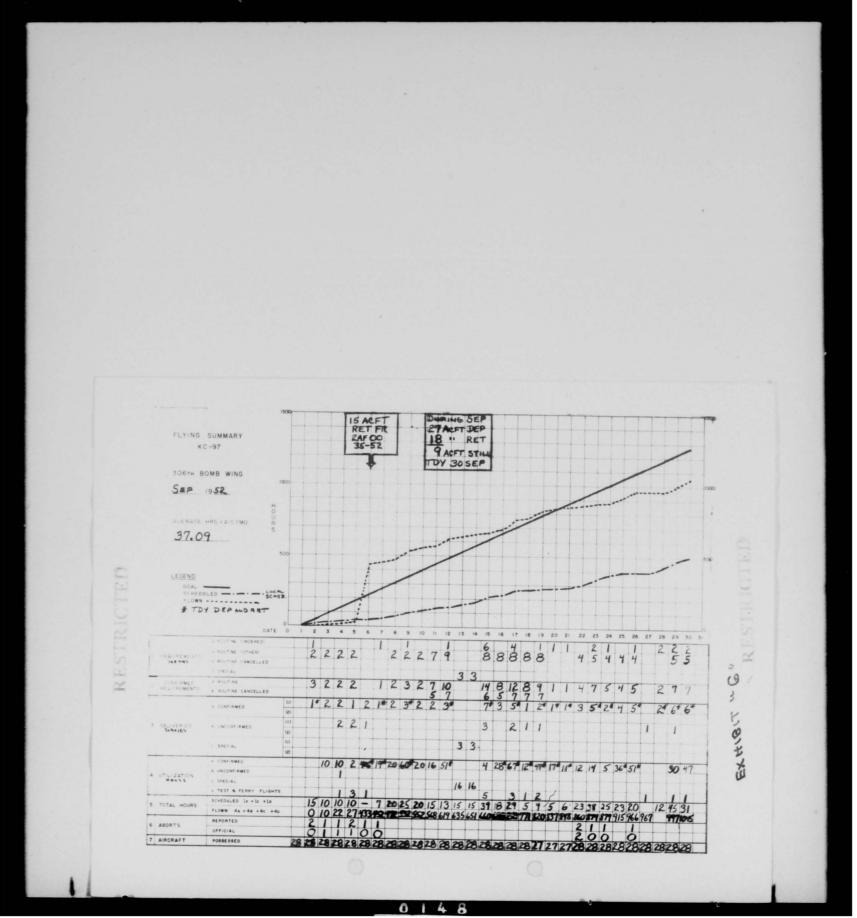
B/Ltr: Hq 6th AD DTE 319.1 dtd 25 S. p 52; Daily Tersonnol Status Report 9. The Reports Control Symbol for the report is MCD-28. BY ORDER OF COLONEL VANDEVANTER: B. J. MINNEPLYN
Major, USAF
Adjutant General 1 Incl: Format DISTRIBUTION: "D" Minus Mon-Sac Organizations



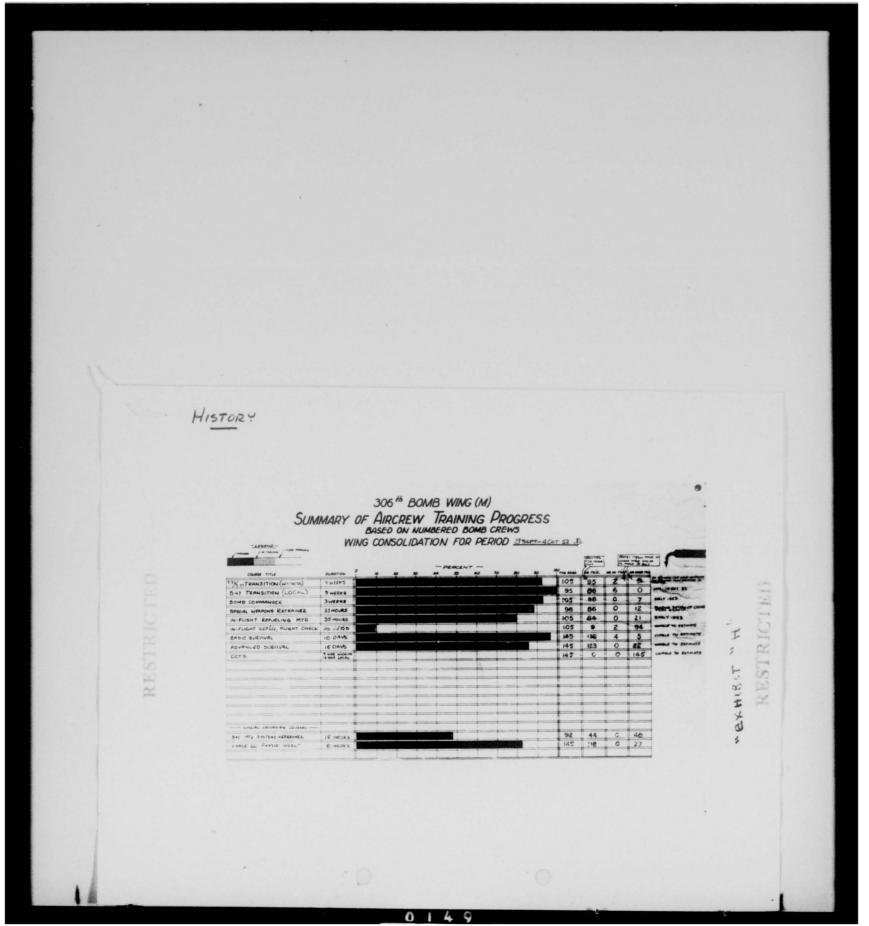
THIS PAGE IS DECLASSIFIED IAW EO 13526



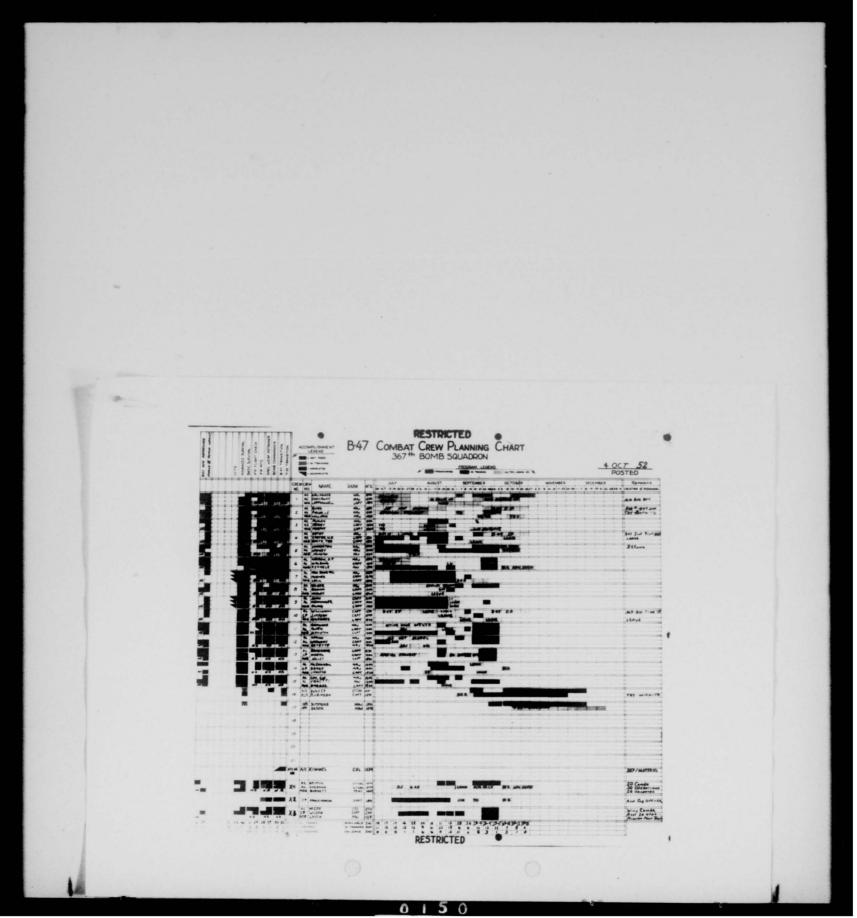
THIS PAGE IS DECLASSIFIED IAW EO 13526



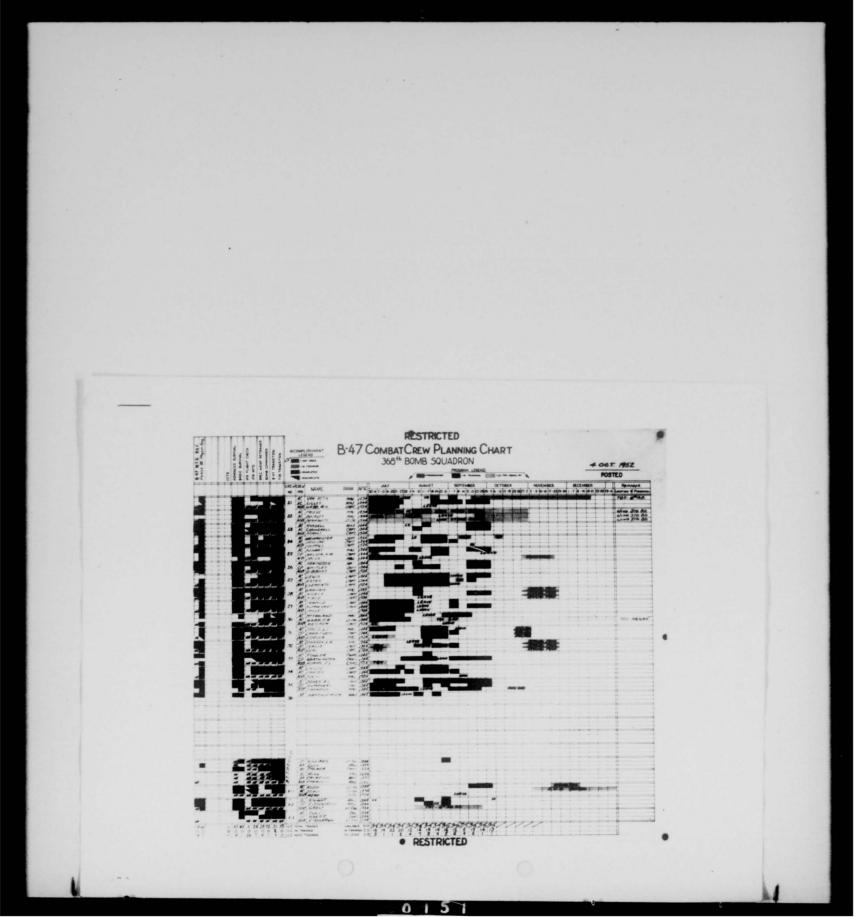
THIS PAGE IS DECLASSIFIED IAW EO 13526



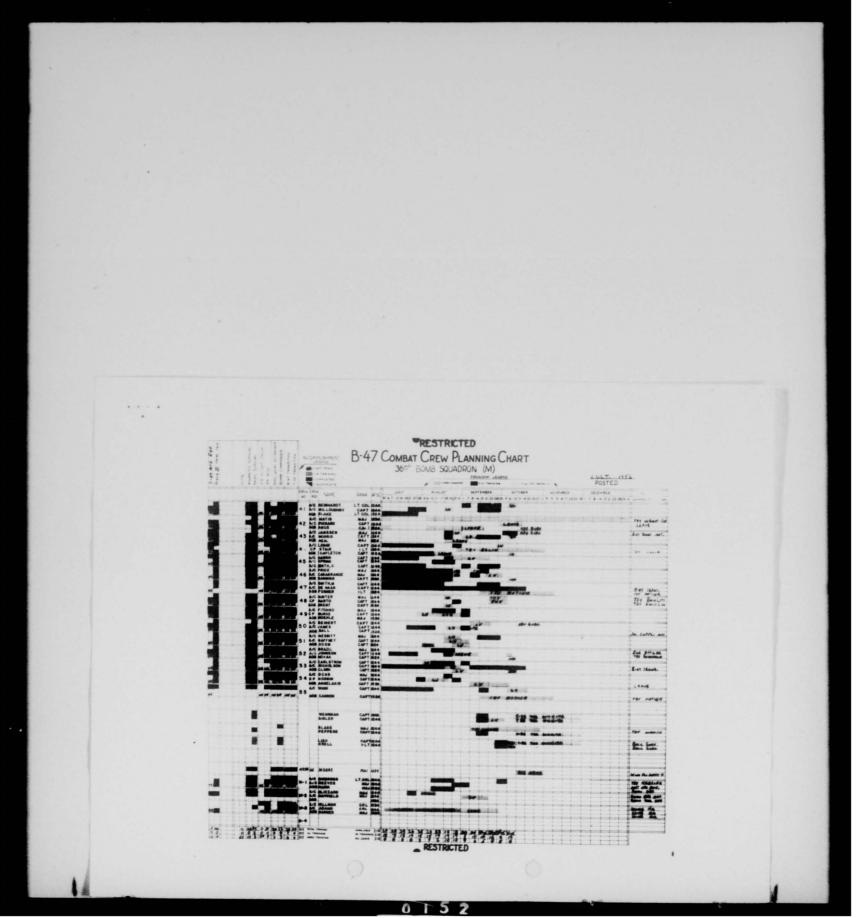
THIS PAGE IS DECLASSIFIED IAW EO 13526



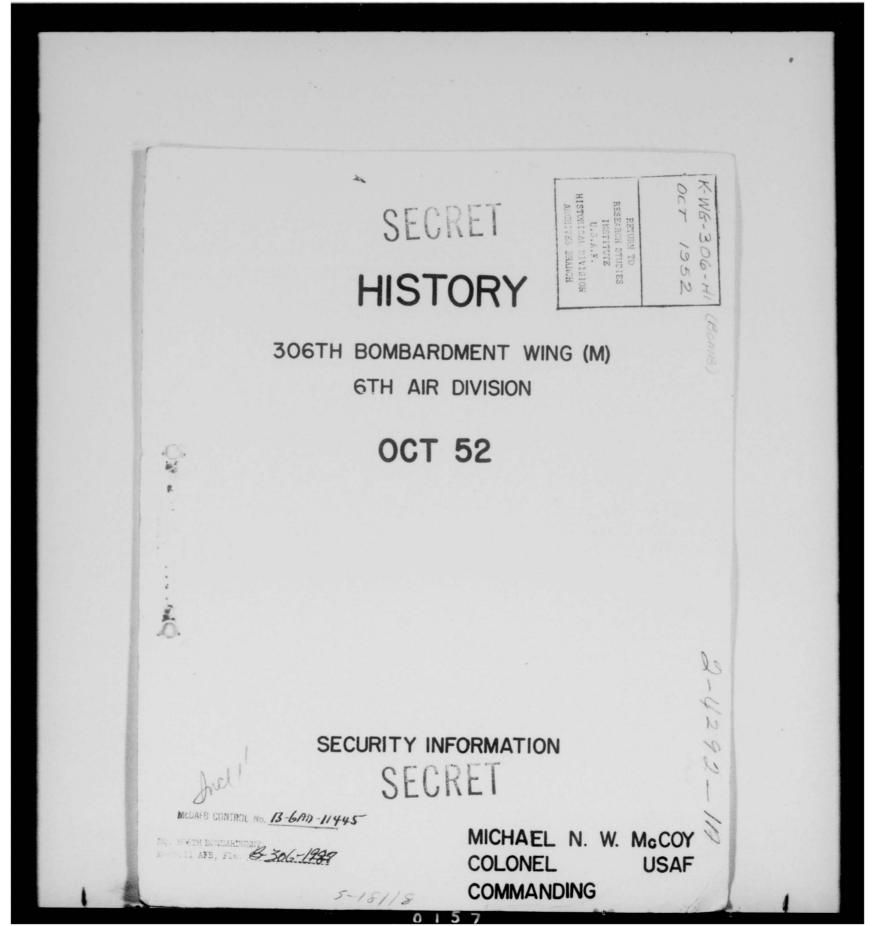
THIS PAGE IS DECLASSIFIED IAW EO 13526

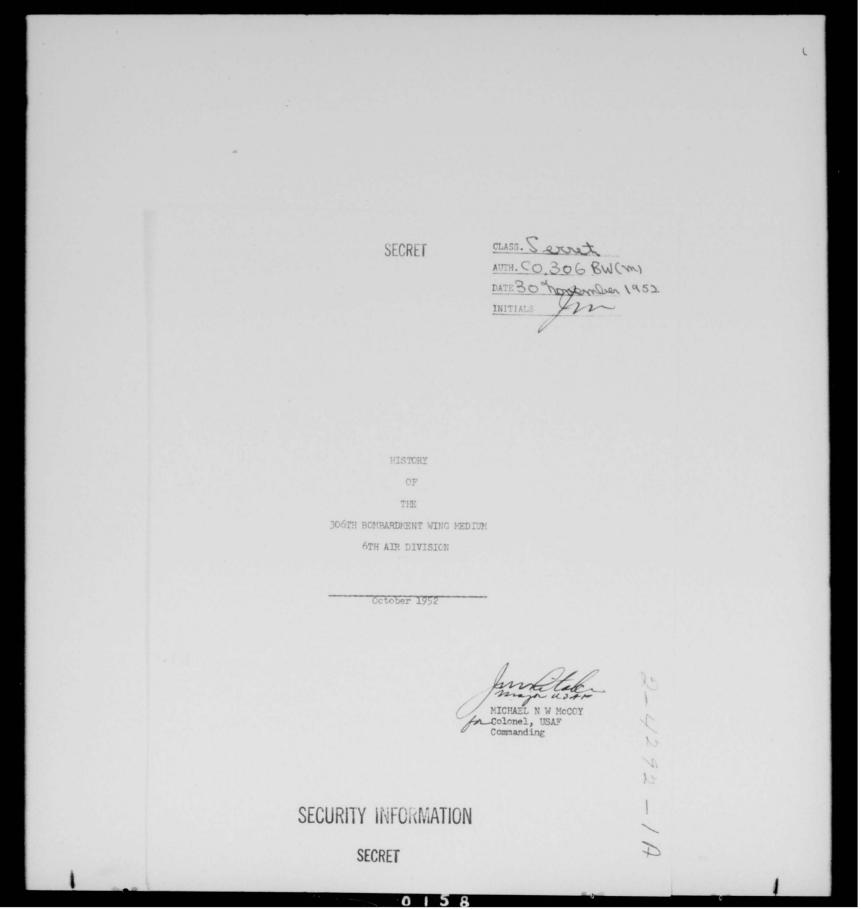


THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526





SECRET

TABLE OF CONTENTS

CHAPTER	TITLE	PAGE
I	Organization and Administration	1
II	Personnel	2
III	Supply and Maintenance	8
IA	Operations and Training	15
	APPENDIX	
	Exhibit "a", Wg Monthly Management And	alysis
	Exhibit "b", B-47 Combat Crew Planning	g Chart
	Exhibit "c", Flying Summary - B-47	

SECURITY INFORMATION

SECRET

SECRET

CHAPTER I

ORGANIZATION AND ADMINISTRATION

Organization of the 306th Bombarument Wing Medium remained stable during the month of October. There were no major problems encountered in that field.

In the field of administration, however, there is a different picture. Although administrative functions of the Wing are still being performed in a satisfactory manner, the recent heavy losses of key personnel in the staff sections and units of the Wing are being felt with increasing intensity. With no replacements anticipated within the foreseeable future, the administrative personnel problem is expected to become even more acute and will necessitate working long hours overtime. At present all personnel within the Wing Adjutant Section are being cross-trained in all aspects of administration so that the loss of no one individual will disrupt the smooth functioning of the section.

The 306th Bomb Wing was awarded the Ground Safety Flag for the month of October. It was also awarded the MacDill Safe-Wheels Flaque for the third successive month. It was noted by the Base Ground Safety Officer that the 306th Bomb Wing had been free of disabling injuries during the entire period of 2 August to 5 November, a period of 94 days.

Also in October, the Comptroller prepared and published the Wing 1.

Monthly Management Analysis.

SECRET

1. Monthly Management Analysis, see Exhibit "A".



CHAPTER II

PERSONNEL

Personnel Strength

The personnel strength of the 306th Bombardment Wing (M), as of 31 October 1952, was 417 officers and 1854 airmen. Under the present manning, the Wing is over-strength 39 officers and 165 airmen. The recapitulation by organization is, as follows:

Organization Of	fs Asgd	Amn Asgd
Headquarters Squadron Section, 306th Bombardment Wing (M) 306th Aviation Squadron, Bombardment (M) 367th Bombardment Squadron (M) 368th Bombardment Squadron (M) 369th Bombardment Squadron (M) 306th Air Refueling Squadron (M) 306th Field Maintenance Squadron 306th Periodic Maintenance Squadron 306th Armament & Electronics Maintenance Squadron	74 19 64 60 59 110 8 5	119 32 123 118 122 320 399 225 396
TOTAL	417	1854
Ga	ined	Lost
TOTAL OFFICERS TOTAL AIRMEN	19 152	22 114

Roster of Key Personnel

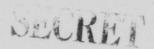
Command

Col	Michael N W McCoy
	Donald E Hillman
	William Cook
Maj	Joseph W Whitaker
Capt	Lawrence G Starkey
Maj	George R Adams
Col	John C Thrift
Col	Robert E Kimmel

Wing Commander
Deputy Wing Commander
Executive Officer
Adjutant
Comptroller
Personnel Staff Officer
Director of Operations
Director of Materiel



Roster of Key Personnel (Cont'd) Hq Sq Sec Capt Charles S Wallen Commanding Officer 367th Bomb Sq Lt Col Loyd D Griffin Commanding Officer 2d Lt John J Lolli Adjutant Lt Col John E Sherman Operations Officer Maj Wilbur C Carraway Aircraft Maintenance Officer 368th Bomb Sq It Col Benjamin B Klose Commanding Officer 1st Lt Robert F Falbey Adjutant Operations Officer Lt Col Charles Joyce Aircraft Maintenance Officer Maj James C MacCabe 369th Bomb Sq It Col George F Birdsong Commanding Officer 1st Lt Albert A Bean Alpheus W Blizzard Operations Officer Capt James C Dickinson, Jr Aircraft Maintenance Officer 306th Avn Sq Maj Alver K Spivey Commanding Officer 306th Fld Maint Sq Carol V Hunter Commanding Officer 1st Lt Richard F Miller 306th Air Rflg Sq Rowland H Worrell, Jr Commanding Officer Harry Burnett, Jr Homer C Bell, Jr Adjutant Maj Operations Officer Aircraft Maintenance Officer Capt Joseph R Carpenter 306th Periodic Maint Sq . It Col Albert W Lambert Commanding Officer Capt Albert H Anderson Capt Royce E Hudson Aircraft Maintenance Officer 306th A&E Sq Maj William E Swindal Commanding Officer 1st Lt Raymond M Eastman Adjutant



Key Personnel Changes

Major Wilbur C. Carraway assigned duty as Aircraft Maintenance Officer, 367th Bombardment Squadron, vice Capt. R. J. Woodall relieved. Capt. Woodall reassigned to 307th Bombardment Wing on indefinite TDY to FEAF.

Major James G. MacCabe assigned duty as Aircraft Maintenance Officer, 365th Bombardment Squadron, vice Major Ralph Bolnick reassigned to 307th Bombardment Wing on indefinite TDY to FEAF.

Personnel, General

During the month several conferences were held concerning Operation "SMOKE OUT". The purpose of this project is to reclaim, by formal training, those individuals who have skills inconsistent with assignments or whose potential has not been fully exploited. The 306th Bombardment Wing gained approximately 28 airmen and lost 15 airmen through the project. The job in the future is to insure that every production slot is filled with a person who can accomplish, as he has been trained, to perform the duties required of the job assigned him.

This Wing has found through numerous incidents, since the initiation of Operation "STOKE CUT", that complete cooperation with and by Base Classification Section is paramount, if this program is to be a success. Continued coordination and avoidance of premature and indiscriminate reclassification action will prevent making vitally needed airmen of this Wing eligible for outside assignments when their services could be fully utilized within the Wing. This will make personnel planning or action at Wing level far less difficult. It has been suggested that the Personnel Staff Officer, or his representative, be contacted by Base Classification Section and anticipated or suggested changes be coordinated prior to

Personnel, General (Cont'd) publication.

Airmen Proficiency Tests were administered to all eligible personnel of this Wing in the 27, 29, 46, 47, 60 and 73 Career Fields.

The Warrant Officer examination will be administered during the week of 24 November 1952. All master sergeants who have been in grade for six months will be eligible to take the examinations, which will consist of two parts - USAF Supervisory and Job Proficiency.

Reserve Officer Indefinite Appointment forms were distributed to all squadrons of the Wing with a receipt and reporting system established to insure that each officer has received his offer of an indefinite appointment. Periodic reports will be submitted to Sixth Air Division during the sixty day period (15 November 1952 to 15 January 1953) on the number of officers accepting or declining these appointments.

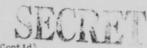
An Officer Loss and Shortage Survey was completed at the end of October 1952. This survey included the projected officer losses for the next six months, shortages which would be created by these losses, and presently existing shortages. The greatest losses will occur in the 306th Air Refueling Squadron where 22 navigators and nine pilots are due for separation during the next six months. This was reported in the Wing History of last month, September 1952.

Only five of the requested 40 names of pilots have been submitted to Second Air Force as being eligible for PCS to Handolph CCTS for classes

December 1952 - June 1953. The number is limited, since the names of B-47

Control Register pilots, KC-97 trained pilots, and Pilot AOB graduates

were not included. Other pilots failed to meet eligibility requirements.



Personnel, General (Cont'd)

During the month of October, 12 officers, Pilot AOB graduates, reported to this Wing from Mather Air Force Base, California. Six were assigned to the 367th Bombardment Squadron, while the remaining six were assigned to the 368th Bombardment Squadron. In addition, two Observers, AOB graduates, reported in to this Wing from Mather Air Force Base. One officer was assigned to the 367th Bombardment Squadron and the other to the 369th Bombardment Squadron.

Permanent Change of Station transfers accounted for the loss of 20 officers from the 306th Bombardment Wing. Five of the officers were paper losses, as the officers never physically reported into the Wing. In addition, one officer was separated under the early release criteria.

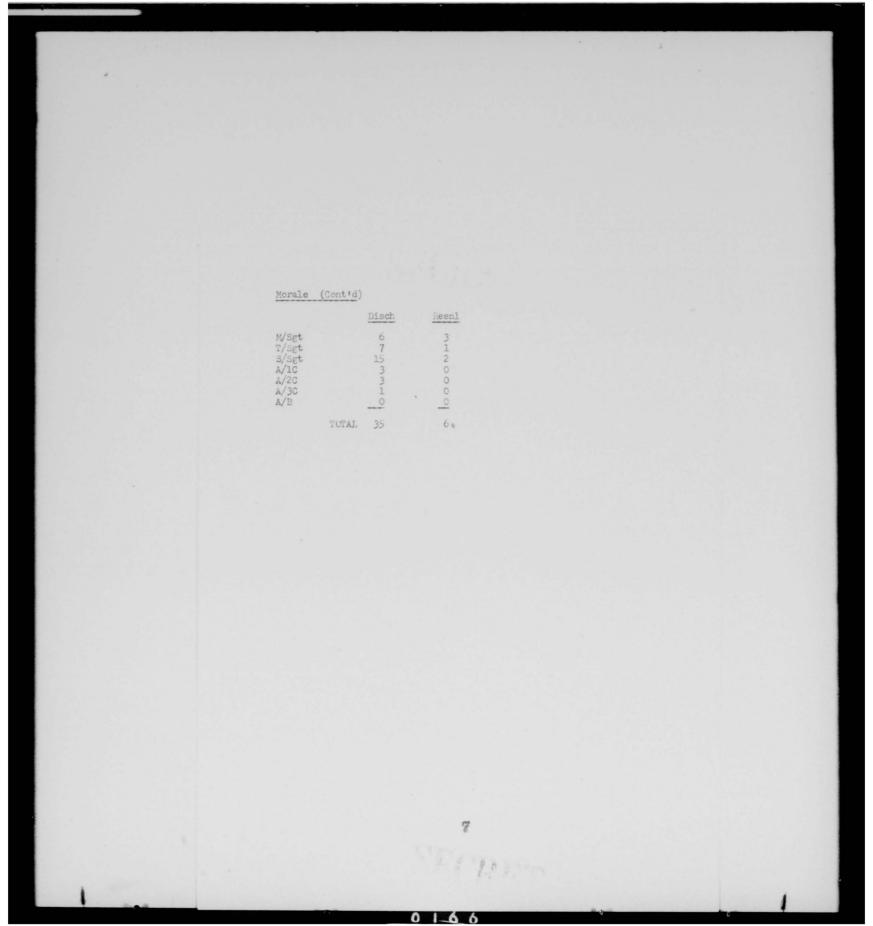
Promotions and/or Demotions

The airmen promotion quotas for the month of October were, as follows:
Two master sergeants, ten technical sergeants, 30 staff sergeants, 62 airmen
first class, and 24 airmen second class. None of the above-mentioned quotas
were turned back to Second Air Force. Two waivers were granted by Second
Air Force for promotions to staff sergeant. Two Promotion Boards were
appointed within the Wing to process and select airmen for promotion to the
above grades.

Morale

The reenlistment rate of airmen discharged from the 306th Bombardment Wing for the month of October 1952 was 17%. The number of airmen discharged and reenlisted, by grade, for the month of October were, as follows:





THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER 111

SHEELY AND PAINTENANCE

A. CENERAL.

In October this Wing entered a new phase, with the receipt of three modified B-47 aircraft from the manufacturer. It is anticipated that the changeover to these modified aircraft will confront this section with many problems in both the Supply and Laintenance fields.

Again this month there were several personnel changes affecting this Directorate, as follows:

On 23 October, Col. Robert E. Kimmel departed on TDY for three weeks to attend a Manjower Management Course at George Washington University, Washington, D. C. Maj. Wesley S. Mink assumed the duties of Director of Materiel in Colonel Kimmel's absence.

Maj. Lloyd A. Grumpton, Maintenance Standardization Officer, departed this Wing, having been transferred to Lockbourne Air Force Base. Maj. Henry J. Markiel assumed the duties of Chief of the Maintenance Standardization Team.

Capt. Gilbert W. Earls was transferred from the Maintenance Control Section to the 305th Field Maintenance Squadron.

Capt. Berton M. Sirota, OIC of the Reports and Analysis Unit, completed the Equadron Officers Course at Maxwell Air Force Base.

Capt. R. J. Woodall, Flight Line Maintenance Officer of the 367th

Bombardment Squadron, returned from TDY on a special photographic mission. Both of these officers received orders placing them on Indefinite TDY to FEAP upon their return to this Wing.

· Lt. Mark E. Kimball was transferred from the Wing Supply Sec-

tion to the 306th Armament & Electronics Maintenance Squadron as Squadron Supply Officer. Marrant Officer Milliams was transferred from the A&E Squadron to the 306th Field Maintenance Squadron as Supply Officer.

Ca t. Walter H. rambir returned to this Wing, having completed a TDY tour with the 307th Bombardment Wing as Wing Supply Officer. He has been assigned to the 306th Wing Supply Section.

B. SUFFLY.

During the month of October, all of the DEREAL's except ANE, and all of the Basic ECL's were received for the Squadrons. Although there are many discrepancies which must be reconciled, this is a real step forward, as lack of UPRMAL's and ECL's has been handicapping the Wing for several months.

Actual Flyaway Fits for both NC-97's and B-h7's are still lacking; however, the NC-97 Flyaway Fit has been finalized and an AFSD obtained for it. Farts are beginning to arrive since the Wing now has a high priority, due to participation of its tankers in the EWP. The B-h7 Flyaway Kit has still not been finalized, and probably will not be for some time, because listing of spares for the modified B-h7's are not yet available. However, vigorous action will be continued to get one finalized and assembled prior to any possible move of any part of the Wing's B-h7's to a theatre of operations.

Maj. Billy M. Gordinier, Logistics Division, Second Air Force, arrived at this station for the purpose of surveying the logistical support potential of the 306th Bomb Wing in connection with Operations Order 55-52, and the various smaller missions which MacDill Air Force Base is attempting to support. In particular, he is to survey the

circumstances surrounding the implementation of roject "SURFIRS", in an attempt to determine the most feasible method of furnishing this station with complete EC-97 Flyaway Fits. Major Cordinier was briefed by Colonel Hiller and Colonel John CCCOy, 5th Air Division, on the operational commitments the 305th Wing now has, and the logistical support of these missions.

Capt. Hale A. Guss, wing Supply Section, phoned Nr. J. C.
Fleming, Sales Emmager of the Gremco Company, Fort Worth, Texas, to
inquire whether this Wing would be able to get automatic replacement
on three reparable Gremco Unit rectifiers when we airlifted those that
had been damaged in transit to Fort Worth. Nr. Fleming stated that this
was impossible since those rectifiers were specially built. He said
that it would take approximately two weeks for us to get return on the
first rectifier, and up to two menths on the last one. Nr. Fleming
recommended that we make sure all paper work was cleared through Transportation before airlifting the rectifiers, or the Gremco people would
have to hold up until all paper work was in order.

C. NAINTENANCE.

An average of 31.7 B-h7's flew 1068 hours during October, averaging 33.7 hours for each of the aircraft. This was approximately three times the September rate of flying. However, any comparison of the two months would not be valid, since B-h7's were grounded until 4 September, and only gradually became available for flying during that month because of the fuel cell replacement. During October, B-h7's were in commission 69.9% of the time, a vast improvement over September's 27.0%, and were flown 6.5% of the time in commission. Actually, the

5-47 in-commission rate for the first three weeks of October was well above 70%, and only dropped during the last week when several aircraft were out of commission while being readied for transfer.

The ACC: rate was negligible in October - less than 1% - as compared with 11.2% in September. On the whole, ACC: has not been a problem since the serious situation last May. However, it remains to be seen whether ACC? will increase now that the Wing is receiving combat-ready sircraft.

The table below shows comparative figures on the 5-17 maintenance job done for the past six months:

	Av. Yo.	In-Comm	TOOL	lotal	. Breakdown of ACCH		
Month	Acft. Asgd.	Rate	Eate	AUCH	TOO	ler'd	Fld
Hay Jun Jul Aug	31.3% 33.0 32.5 32.0	61.7% 69.0 71.4 18.9	24.2% 6.6 9.h 2.0	14.1% 24.h 19.2 79.1	0.0 0.0 14.8	2.2	14.3 0.1 62.1
Sep	32.0 31.7	27.0 69.9	11.2	61.8	7.2	9.6	50.7

An average of 27.9 KC-97's flew 1187 hours during October, averaging 42.5 hours for each of the aircraft. This is almost exactly the same as the September rate of flying. During October, KC-97's were in commission 81.2% of the time, a gratifying improvement over September's 71.0%. They were flown 7.0% of the time in commission.

Most of the improvement was due to a greatly decreased ACCP rate - only 3.1% in October, as compared with 12.3% in September.

The following table shows comparative figures on the KC-97 maintenance job done for the past six months:

Month	Av. No. Acft. Asgd.	In-Comm	ACCP Late	lotal	break 100	down of	Fld
Jun Jul Aug Sep Oct	29.0% 29.0 29.0 25.0 25.8 27.9	78.1 71.1 71.0 81.2	5.46 7.4 5.0 6.2 12.3 3.1	11.8% 17.9 1.9 22.7 1.7 15.7	0.0%	4.21 5.1 5.3 6.7 7.0	7.05 11.8 7.9 11.0 2.7

The number of 1-33's assigned during the month doubled from 5 to 10. An average of 6.2 flew 230 hours during October, averaging 30.4 hours for each of the aircraft. This was quite a decrease from the 55.0 fours which was the Peptember average. However, it was mostly attributable to receiving the additional aircraft while continuing to retain the flying time allocation which was based on only 5 1-33's. During October, 1-33's were in commission 7,.23 of the time and were flown 5.44 of the time in commission. This in-commission rate, although good, was considerably lower than September's unusually high 67.65.

Both ACCP and ACCP rates were at normal levels.

8-h7 aircraft attempted 221 sorties during October (not counting radar sorties), as compared with 100 during September. There were 9 aborts, all ground, for a monthly abort rate of h.l... Of the 9 aborts, 8 were charged to material failures, and one to faulty maintenance.

Were 29 aborts, 2 ground and 27 air, for a monthly radar abort rate of 16.3%. Of the 29 aborts, 27 were charged to materiel failures, and 2 to faulty maintenance. For the previous several months the radar abort rate had varied between 30% and 10%. The increased rate for October was doubtless the result of the accelerated operations during the

evaluation mission which was flown the last eleven days of the month.

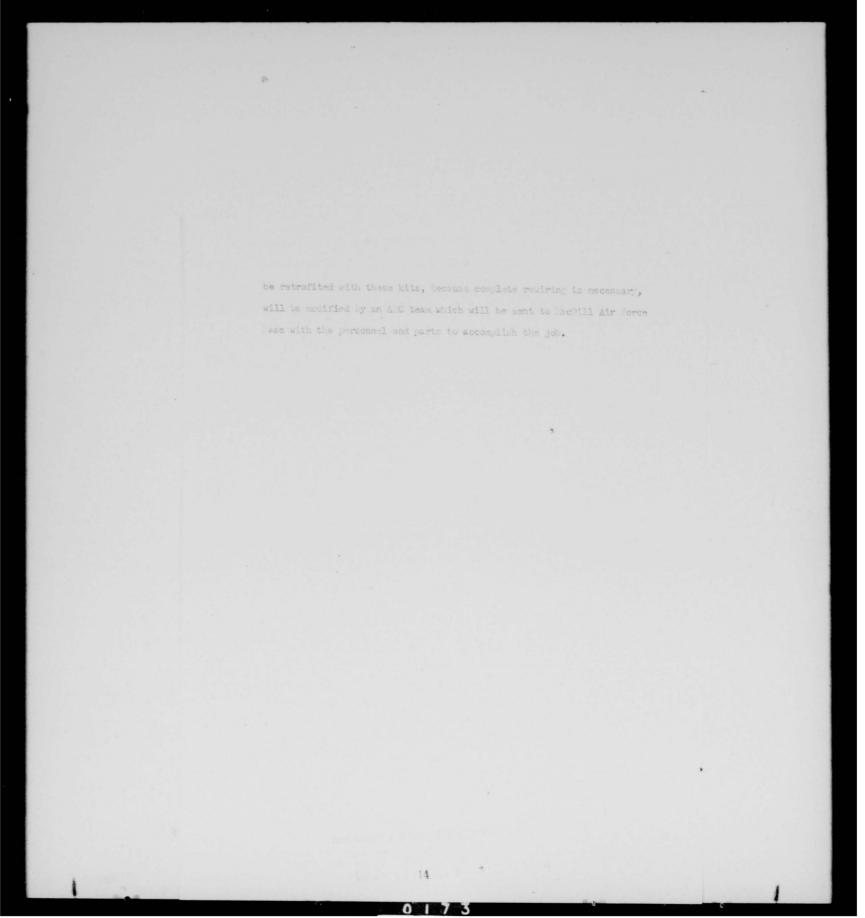
pared with 181 during September. There were 5 aborts, one air and 1/2 ground, for a monthly abort rate of 2.3%. All of the 5 aborts in October were charged to material Sailures.

1-33 sircraft attempted 98 sorties during October, as compared with 165 during September. There were no aborts. The wing has been singularly free from 1-33 shorts, only 2 having been recorded in the eleven months the wing has had these aircraft. During this elevenmonth period, more than 800 successful 1-33 sorties have been flown.

B-47's, Serial Nos. 50-003 and 50-018, arrived from Wrightlatterson Air Porce Base. Vortex generators were installed by Field Maintenance and the aircraft returned to their home station.

EC-97's, Serial Nos. 51-195 and 51-205, were sent to WRAMA for medification from cargo to tanker. These aircraft returned to rac-Dill minus some of the electronic equipment needed to complete the modification. The Ars-h2 and the AFV-11 were not installed, although the calling and rack for these items are in the aircraft. These items can be installed locally and an attempt will be made to obtain the omitted equipment through ANTE requisitioning.

Ar. Atkinson, Bendix Corporation Engine Analyzer Division, and M/sgt. Wilson, Maintenance Division, Headquarters Second Air Force, visited this Wing and related the following information on the latest status of analyzers. All except three of the MC-07's possessed by the 306th wing will be modified locally, through the use of a retrofit kit which is being compiled by CCAMA. No information is available as to the delivery date of these kits. The three aircraft in this Wing that cannot





CHAPTER IV

SPURATIONS AND TRAINING

GENERAL:

October was high lighted by the 306th Bombardment Wing's first evaluation - an evaluation for which the Wing was entirely unprepared. Lack of training by the observers, a 60% Radar abort rate, and generally unreliable K-systems produced results for from satisfactory, however, several things were learned from the operation which should materially aid in conducting future evaluation missions.

The special weapons exercise conducted at Barksdale AFB, for which the Wing furnished six aircraft and crews, provided a much brighter picture. Of the six aircraft scheduled, six arrived at Barksdale and five of these completed their missions. The remaining aircraft aborted at Barksdale because of canopy difficulties.

The first of the new modified aircraft was ferried in from Wichita and was immediately pleased on an accellerated suitability test directed by HEADQUARTERS Strategic Air Command. The test will consist of Twelve missions and will be flown on an accellerated basis by two crews from

Secret

the 367th Bomb Squadron.

The Air Refueling Squadron confirmed 50-8 training on the twenty assigned Combat Ready craws, and as much training as possible on the additional ten craws assigned.

CPURATIONS:

Mission Flanning:

The mission planning section prepared the following Operations Orders during October 1952: 40-52, Emergency Deployment Flan, 55-52 (ZEFRA), S.W.F.; 68-52, Trenton Evaluation missions; 128-52, Quarterly Special Weapons Manauver to Earksdale; 278-52, Accelerated Suitability Test on F-47B 51-2206; Amendment Number 1 to Operations Order 39A-51 was prepared and distributed and two sets of missions for "Operation Skytry" were prepared.

The Trenton missions were not very satisfactory for several reasons, mainly a no-wind flight plan was prepared and the squadrons followed it to the letter even though they knew that they could not complete their mission with the necessary fuel reserve after the wind had been applied. This plus the fact that they did not actually have the required amount of fuel in the aircraft to start with and thus started out approximately 2,000% short made it virtually impossible to complete the route as planned. When these discrepancies were brought to the attention of the squadrons and it was pointed out that the final mission planning and fuel load was determined by the crews flight plan utilizing the latest winds several aircraft completed the planned mission with the required reserve.

The Special Meapons Maneuver at Barksdale was very satisfactory from the standpoint of performance.

The accelerated suitability test was written in conjunction with the Operational Engineering Section (0.5.5.) and the 367th Bomb Squadron with 1. Flying Summaries, B-47 and NC-97, see exhibit B

Secret

the missions being planned as the test progressed. One Fombing and PRC Mission was flown in Cetober.

Special Teapons:

For the first time B-47 aircraft and 30(th Dombardment ling combat craws participated in a special weapons field training operation (at Parksdale air Force Fase). This training operation is defined by SAC as a "Test of Pacilities" and it initiated this wing into the special weapons program by determining the resdimens of personnel and equipment.

Combat Gree personnel recieved five bundred and fifty hours of special weapons training during the month of October.

Captain Roy C Blaha attended a Tri-Service Training Seminar, 6 and 7 October at Sandea Pase, New Mexico and them a SAC Training Conference at Kir land Air Porce Base on 8 October. All aspects of delivery training were discussed with an endeavor to standardize the level of proficiency and training of combat crew personnel throughout the services.

Control Room

During the month of October 1952, an acoustical tile ceiling and an asphalt tile floor were installed in the Control Room.

The High Prequency radio equipment was installed in the Control Room. The Control Room is now operating UNP channel six (6), 351.0mcs.

Communications

First Lieutenant Arthur G Barker and Sergeant (Technical) John 3 Kutchmire were appointed solicitors for the Community Chest Drive in which our wing was outstanding in contributions.

Coordinated the installations of the UHF Radio Set in the Wing

Secret

17

Secre

Control Room. This equipment is now in full operation. Captain Tobert T Hilburn has been giving lectures to pilots of the wing on the operation of the UHF Radio Set. Frequency cards for pilots use have been prepared and distribution to jet squadrons has been accomplished. These cards designate the proper channel, frequency, and use.

New Jet Sast & West Pilot's Handbooks in miniture form have been received and distributed to Jet Squadrons for immediate installation in aircraft. Old type US Jet Handbooks will be used in aircraft along with the new type until all Jet charts have been published and inserted in the new handbooks.

aided the wine stand religation cound in the preparation of a proficiency exam for the Radio Operators of the 306th air Refueling Squadron (ARS).

A spot check of the condition of Radio Equipment, publications, etc., was made by this section of the 306th ARS KC-97 type aircraft. Equipment was found to be in excellent condition with only a few minor discrepancies noted.

Personal Equipment

Experiments are still being made to devise a survival kit acceptable for the B-47 aircraft. One Kit has been packed in the C-2A case utilizing a Navy one man life raft. This kit is presently being tested by OBS. A SAC E-1 Kit has been drawn from 305th ARS, which will be repacked and one man dinghy added.

Secret

COURSE NAME, NUMBER AND LOCATION	NO. GRADUATED	NO. IN
Airman Courses:		
Orgal Fld Naint & Minor Overhaul J-47-G3-11 & 23	Eng 3	
Sp Tng AFS-42 Radar Duip		2
Sp Tng AN/ARC-27 Radio Set Total	3 39	2 100
Officer Courses:		
Advanced Observer E-47 Orse No. 5-152400, Mather		8
Staff Off)ECM) Indoct Tng, Keesler	1	
Radar Target Prediction, Mather	1	
Manpower Management Course, Washington, DC		1
Logistics Staff Officers Cree, Naxwell		1
Air Intelligence Officers Orse, MacWell	1	
Comptroller Staff Officers Crse, Haxwell		1
Armament System Officer Crse (Cross Thg) 323-11		1
Air Weapons Orientation, AC & SS	1	
Factory E-47 Stress Ing, Wichita	4	
Squadron Officers Crse, ACCCS		4
Land Ordence Orse, Indianhead, Maryland		1
E-47 Aircrew Tng, Wichita		10
SAC Advanced Survival School, Reno, Nev	_ 7	
Tot	tal 15	27

Flying Cafety:

During the month of October the Wing flow a total of 3135 accident free hours. The Wing encountered major accident on E-47 #50-068 when the rear main landing gear collapsed on final landing roll. To prevent reoccurrence all E-47 Filots have been instructed in the proper procedure for extending the landing gear by the emergency system (ELGE). A E-47 was placed on jacks and each E-47 Filot was required to extend the gear.

Secret			
COURSE NAME, NUMBER AND LOCATION	NO. GRADUATED	NO. IN	
Airman Courses:			
Intelligence Operations Spec, 20450, Lowry		4	
Photo Interpretation, 20451, Lowry		2	
Radar Tech, Airborne Equip, 30271, Keesler	1		
"M" Series Sys Tech Grse, 321718, Lowry	3	8	
Phase I, Gunlaying Sys Mach, B-47, 32350C, Lowry		41	
Aircraft Propeller Nech, 42350, Chanute AFB	2		
Aircraft Mehanic, Mech, 42550, Chanute AFB	5		
Aircraft Mechanic, Gen, 43151, Sheppard AFR		11	
Aircraft Mech, Cen Jet, 43151-1, Armirrilo, Tex		2	
Airplane Electrician, Gen, 43154B, Chanute		5	
Airplane Instrument Fech, 43156, Chanute	7		
Fit Eng Tech, (grad phase) 43271, Chanute		3	
Airframe Repairman, 53450, Chanute	7		
Parachute Rigger, 58150, Chanute		1	
Fabric & Leather Worker, 58151, Chanute		1	
Supply Tech, 64050, F W Warren, Myo		1	
Orgn Supply Spec, 64051, F E Warren, Wyo		3	
Warehouse Specialist Crse #64250, F 3 Warren, Wyo		1	
Career Guidance, 73150, Scott AfB		2	
Personnel Spec Crse, 73250, Scott AFB	1		
Amn (ECM) Operators Ing, Keesler		1	
B-4 Regulator Ing, Minn-Honeywell Reg Co		1	
Engine Analyzer Tng, Chanute	7		
Factory Tng F-1 Auto-pilot, Bendix Avn Corp	3		
N-1 Compass Tng, Chanute AFE	2	2	
Office Machine Repair 10-E-18, Fort Lee, Va	ecros.	1	

Secret

were enrolled in the 112 hour KC-97 MTD Course. This course is the original schedule toward the accomplishment of the MTD requirements outlined by SAC Reg 50-23.

During October the Skeet Mange was closed for repairs and for installation of concrete walkways and shooting stations. The shutdown continued through the entire month, consequently, the Turkey Shoot planned for Thanksgiving was called off. It is hoped that a similar contest can be planned for Imas.

Mon-Aircrew

The 35 hour EC-97 HTD Familiarization Course (50-33) starting Tuesday, 13 Oct 52 was scrubbed by 6th Air Division.

The EC-97 MTO began two Specialist Courses; Engine Specialist Course for EC-97 Engine Mechanics and Hydraulic Specialist Course for Mydraulic Mechanics.

Completed MTD, E-47 J-47-23 Familiarization Course- - - - - 147

Attending MTD, KC-97 Maintenance Course - - - - - 15

Completed MTD, Maintenance Course - - - - 12

Attending MTD, KC-97 Familiarization Course - - - - - - 32

Completed NTD, NC-97 Familiarization Course - - - - 32

Attending NTD, KC-97 Engine Specialists Course- - - 2

Completed NTD, KC-97 Engine Specialists Course- - - 2

Attending MTD, KC-97 Mydraulic Specialists Course - - - - 4

Completed MTD, KC-97 Hydraulic Specialists Course - - - - - - Schools Branch:

Status of off-base training this month is as follows:

Secret

21

Soured

program of integrating the recurring S/W Proficiency Training into the S/W Program of this Wing dictates that only one Retrainer class per month will be possible. The requirement for future retrainer classes is not great. Only 12 Bomb Commanders need this course as of this date.

Pasic Survival Training. Seventeen KC-97 Crew Members attended the course during October.

Lectures on the Modified B-47. The locing Pactory Representatives gave a three hour lecture on the differences between the original and the Modified B-47. Also included was a lecture on the UNIF radio given by RGA Field Representatives and the Wing Commanding Officer. Approximately 65 crew members attended. A makeup lecture is scheduled for 8 Nov 1952.

In-Flight Refueling Nobile Training Detachment (MTD). A total of seven B-47 Filots received the IFR MTD Course during October. In the KC-97 MTD 10 Boom Operators received the IFR Course and 6 received the Boom Maintenance Course.

Physiological Indoctrination. A total of nine newly assigned B-47 Filots received the Phase I Course and five received the Phase III Course. A total of 27 KC-37 Crew Members received the course prescribed by Supplement II, 2AF Reg 50-6. The Physiological Indoctrination Officer was released from active duty in the early part of October. The NCOIC is capable of giving the phase I and Supplement II courses only. The Phase III course will be given only when a qualified officer is assigned to the Physiological Section.

KC-97 MTD. Ten newly assigned KC-97 Crew Members

22 Seure

Secret

TRAINING: /

ircrew:

During the nonth of Cotober 1952, the Aircrew Training Section monitored training of aircrew personnel in the following courses of Ground Instruction:

Off-Base Courses:

Advanced Curvival Training. Seven B-47 Crew Members attended this course during the month. Of our original crew members only four remain to be trained. Counting the recent crew members assigned, a total of 23 still need to be trained.

<u>Tomb Sommander School</u>. One crew member attended this course during this month. All original crew members have now received this training. There are sixteen newly a signed 1241's who still need training, however, these people must be programmed into this course in 1953.

Rader Target Prediction and Simulation. One AOB attended this course during the month.

Local Courses:

Special Weapons Proficiency Training and eapons Loading. The Initial classes in the Special Weapons, (S/N), Proficiency Training Program were given during the latter part of October. A training flow was established which provides for recurring training of all aircrews on a quarterly basis. Weapons loading practice was also accomplished. The loading practice will be monthly recurring activities.

Special Weapons Retrainer. A total of eight Bomb Commanders received the Special Weapons Retrainer in October. The

2. Training Accomplishment Charts, see exhibit C

Secr

A meeting of all Equadron Flying Eafety Officers was held on 25 Cct 52, The importance of submitting incident reports was stressed. A review of all 0-47 accidents to data was covered. The Air Cefueling Equadron was advised to place taxi lines in parking area to prevent possible taxi accidents.

Secret

A project was initiated for the purpose of determining and installing a better communications system in the E-47 so that pilots and co-pilots could monitor the tower at all times in the traffic pattern and on the ground. A split head set is antisipated.

A sories of film are being received from Poeing on the development of 8-47 and B-52 Type Aircraft. These films are being used for all Equadron Flying Cafety Leetings.

DETAILIGNES:

ctober proved to be a month of increased activity for the intelligence General: lection. Too, this month's activities allowed for the first time a comprehensive inspection of this section's capabilities under near-combet

Intelligence conducted interrogation of crews upon completion of missions conditions. under 2AF Operations Order 128-52. These interrogations provided the required information for the necessary reports and in addition provided much data upon which recommendations for future missions were based.

The missions conducted nightly from 21 to 31 October in accordance with Second Air Force Operations Order 68-52 provided excellent training for Intelligence Personnel of this Wing. Priefing, Interogation and Reporting was accomplished by Intelligence Personnel and a Combat Reporting Unit, composed entirely of Intelligence Personnel, was in continous operation and monitored and dispatched all required reports.

Lt Wright attended an intelligence conference at Hqrs 2AF. Varied

95 Secres

Secret

Subjects relative to all phases of Operational Intelligence were covered.

Most noteworthy was the discussion monitored by Colonel Budway, SAC Evasion & Escape Officer, on the recent 3 & 3 techniques implemented in North Korea.

Major Castro, Ming Intelligence Officers attended a conference for all SAC Ming Intelligence Officers held at SAC Headquarters. At the conclusion of the conference Major Castro was flown to STT AFD, Colorado and Kirtland AFB, New Maxico to observe the operational phase of the Air Befanse Command.

Captain Stark and T/Sgt McGee, this section, acted as members of the SAC Control Team for an Air Refueling Mission. While on this mission much operational intelligence was gathered. T/Sgt Megee rendered an Intelligence report of his activities while at Thule AFB, Greenland.

The Wing Map and Chart Noom was relocated to Eldg. 193.



SECRET

EXHIBIT "A"

HEADQUARTERS, 306TH BOMBARDMENT WING (M)
MacDill Air Force Base, Florida

Class: SECRET
Auth: CO 306 BW (M)
Date: 18 Nov 1952
Initials: ###

WING MONTHLY ANALYSIS FOR OCTOBER 1952 *

I. PERSONNEL.

A. DISCUSSION:

- 1. During October the Wing had a net loss of 12 officers and a net gain of 38 airmen. At the end of the month there were 417 officers and 1854 airmen assigned, making the Wing 204 overstrength, or 110% manned.
- 2. All of the Wing's squadrons were overstrength in bodies in amounts ranging from 2% to 23%, but these overages will dissipate rapidly in December and January as reservists, both officers and airmen, are released
- 3. In general, over the past several months, the officer strength of the Wing has been increasing slightly, the airman strength to a greater degree. In the 6 months ending 31 october, the Wing had an increase of 14 officers and 105 airmen. Despite the increase in Wing strength, however, and the substantial overage of personnel, there has been no increase in Manning in Required Specialties (the number of properly classified individuals occupying authorized positions, a measurement of manning effectiveness which is an important part of the SAC Rating System). On the contrary, there has been a small decrease; as of 31 October MIRS was 91% for officers and 74% for airmen, as compared with comparable figures of 92% and 76% of six months earlier. This is not any indication of faulty or insufficient personnel action. Actually, the situation may be primarily attributed to the continuing process of transferring qualified personnel from the Wing to fill mandatory quotas and receiving as replacements basic airmen and personnel not properly classified for the positions they must fill. That the Wing has nearly held its own in MIRS is an indication of aggressive OUT and prompt classification action.

Copy 18 of 2/ Copies

SECURITY INFORMATION

SECRET

NO. 306TH POMBARDMENT'

^{*} The Wing Morthly Management Analysis prescribed by 2AF was suspended for the month of October but will presumably be required for November and succeeding months. This Monthly Analysis, slightly revised in format, has been prepared principally to preserve the continuity of these Wing analyses which have now been prepared for 18 consecutive months.

306TH Bomb Wing (M) Monthly Analysis for October 1952, continued

- 4. The most immediate problem that the Wing must face as far as personnel are concerned is the loss of reservists, principally during the months of December and January. These losses will be felt most keenly in the 306th Air Refueling Squadron where many crew members will be leaving without enough replacements being provided. Actually, more than half of the navigators in the Air Refueling Squadron are scheduled for release during those critical months, and a lesser, but still very substantial, proportion of the pilots.
- 5. The problem of the separate manning of the 98th Air Refueling Squadron was much discussed in October, and early in the month plans were made to transfer personnel to it and otherwise set it up as a separate organization almost immediately. Consideration of the many difficulties which would be encountered, however, led to an indefinite postponement of such action, and while no firm date has yet been set for the separate manning of the 98th, it is a good guess that this will not occur until at least after the first of the year, probably not until February. Since the Wing will be required to furnish 10 KC-97 crews to the 93th when it is manned, a local target date of 1 February was set for training 30 combat-ready crews, i.e. enough for one and one-half squadrons. With 20 crews already combat ready at the end of October, this would have been a reasonable goal if all of the crew members could be retained; however, in view of the losses mentioned above which will be sustained in December and January, purticularly of navigators, the goal of 30 combat-ready KC-97 crews could only be met by the assignment of adequate, well-qualified replacements a contingency which seems highly improbable.

B. RECOMMENDATIONS:

- 1. That the present excellent program of CJT, formal schooling, and reclassification be continued and, if possible, intensified.
- 2. That a firm date be obtained for the separate manning of the 98th Air Refueling Squadron.
- 3. That every effort be made to obtain sufficient pilot and navigator replacements for the KC-97 crews. Much has been done along this line, and some of the cooperation from higher headquarters has been less than satisfactory; however, no opportunity should be overlooked to bring our needs to the attention of those in a position to give us some help.
- 4. That the Wing continue to inform higher headquarters whenever crew personnel are sent to the Wing with insufficient qualifications. The continual drain of well-qualified and trained individuals from the Wing, only to be replaced by personnel with inferior qualifications and training, is a major handicap to our progress toward combat readiness.

SECRET

306th Bomb Wing (M) Monthly Analysis for October 1952, continued

II. OPERATIONS.

A. DISCUSSION:

- 1. An average of 31.7 B-47's flew 1068 hours during October, averaging 33.7 hours for each of the aircraft. This was approximately 3 times the September rate of flying; however, any comparison of the two months would not be valid since B-47's were grounded until 4 September and only gradually became available for flying during that month because of fuel cell replacement. During October B-47's were in commission 69.9% of the time (more than twice the September in-comm rate) and were flown 6.5% of the time in commission.
- 2. An average of 27.9 KC-97's flow 1187 hours during October, averaging 42.5 hours for each of the aircraft. This was almost exactly the same as the September rate of flying. During October KC-97's were in commission 81.2% of the time and were flown 7.0% of the time in commission.
- 3. The number of T-33's assigned during the month doubled, from 5 to 10. An average of 6.2 flew 238 hours during October, averaging 38.4 hours for each of the aircraft. This was quite a decline from the 55.0 hours which was the September average; however it was mostly attributable to receiving the additional aircraft while continuing to retain the flying time allocation which was based on only 5 T-33's. During October T-33's were in commission 79.2% of the time and were flown 6.4% of the time in commission.
- 4. KC-97 air crew training showed good progress during the month; and, despite transfer of several of the most experienced pilots, combat ready crews increased from 17 to 20 during October. There should be further progress in this respect in November, but, as indicated above, losses of reservist crew members, particularly navigators, in December and January will halt the progress and probably cause a considerable regression in Air Refueling Squadron combat readiness.

B. RECOMMENDATION:

1. That every effort be made to secure a revised and increased allocation of T-33 flying time in view of the proportionately great increase in T-33's assigned.

III. MATERIEL.

A. DISCUSSION:

1. B-47's were in commission a good 69.9% of the time during October, a vast improvement over September's 27.0%. Actually, the B-47 incommission rate for the first three weeks of October was well above 70% and only dropped during the last week when several aircraft were out of commission

SECRET

306th Bomb Wing (M) Monthly Analysis for October 1952, continued

while being readied for transfer. ACCP was negligible in October, less than 1%, as compared with 11.2% in September. On the whole, ACCP has not been a problem since the serious situation last May; however, it remains to be seen whether ACCP will increase now that the Ving is receiving combat-ready aircraft. The table below shows comparative figures on the B-47 maintenance job done for the past 6 months:

Month	Av No	In-Comm	AOCP	Total	Br	eakdown of A	LOCM
Month May June	31.3 33.0	Rate 61.7	24.2	AOCM 14.1	TOC 0.0	Periodic 8.1	Field 6.0
July	32.5 32.0	69.0 71.4 18.9	9.4	19.2	0.0	10.1	14.3
Sept Oct	32.0 31.7	27.0 69.9	2.0 11.2 0.9	79.1 61.8 29.2	7.2 2.8	2.2 3.9 9.6	62.1 50.7 16.8

2. KC-97's were in commission a very fine 31.2% of the time during October, a gratifying improvement over September's good 71.0%. Most of the improvement was due to greatly decreased AOCP, only 3.1% in October as compared with 12.3% in September. The table below shows comparative figures on the KC-97 maintenance job done for the past 6 months:

Month	Av No	In-Comm	AOCP	Total	Breakdown of AOCM		
May June July August Sept Oct	29.0 29.0 29.0 29.0 29.0 29.0 28.8 27.9	82.8 74.7 78.1 71.1 71.0 81.2	7.4 5.0 6.2 12.3 3.1	11.8 17.9 16.9 22.7 16.7 15.7	TOC 0.0 0.0 0.0 0.0 0.0	Periodic 4.2 6.1 9.0 8.7 7.0 8.8	Field 7.6 11.8 7.9 14.0 9.7 6.9

3. T-33's were in commission a good 79.2% of the time in October, although considerably lower than September's unusually high 87.6%. Both ACCP and ACCM were at normal levels.

4. Most Wing material problems are due to a lag in action required by higher headquarters. However, during the past month most of the UPREAL's, (all except for A & E) and all of the basic ECL's have been received. Although there are many discrepancies which must be reconciled, this is a real step forward as lack of UPREAL's and ECL's had been handicapping the Wing for several months. Actual Flyaway Kits for both KC-97's and B-47's are still lacking; however, the KC-97 Flyaway Kit has been finalized and an AFSD obtained for it. Parts are beginning to arrive since the Wing now has a high priority due to participation of its tankers in the EWP. The B-47 Flyaway Kit has still not been finalized and probably will not be for some time since listings of spares for the modified B-47's are not yet available; however, vigorous action should be continued to get one finalized and assembled prior to any possible move of any part of the Wing's B-47's to a theatre of operations.

SECRET

306th Bomb Wing (M) Monthly Analysis for October 1952, continued

B. RECOMMENDATIONS:

- 1. That continued efforts be made, as they have been in the past, to stir higher headquarters to such action as will actually bring B-47 and KC-97 Flyaway Kits into being.
- 2. That every opportunity be seized to expedite delivery of spares, particularly K-System and turret, for the new, combat-ready B-47's the Wing is now receiving.

IV. ABORTS.

A. DISCUSSION:

- 1. B-47's attempted 221 sorties during October (not counting radar sorties), as compared with 100 during September. There were 9 aborts, all ground, for a monthly abort rate of 4.1%. Of the 9 aborts, 8 were charged to material failures, 1 to faulty maintenance.
- 2. B-47's attempted 60 radar sorties during October. There were 29 aborts, 2 ground and 27 air, for a monthly radar abort rate of 48.3%. Of the 29 aborts, 27 were charged to materiel failures, 2 to faulty maintenance. For the previous several months the radar abort rate had varied between 30% and 40%; the increased rate for October was doubtless the result of the accelerated operations during the evaluation mission which was flown the last 11 days of the month.
- 3. KC-97's attempted 221 sorties during October, as compared with 181 during September. There were 5 aborts, 1 air and 4 ground, for a material failures.
- 4. T-33's attempted 98 sorties during October, as compared with 165 during September. There were no aborts. The Wing has been singularly free from T-33 aborts, only 2 having been recorded in the 11 months the Wing has had these aircraft, during which time more than 800 successful T-33 sorties have been flown.

B. RECOMMENDATIONS:

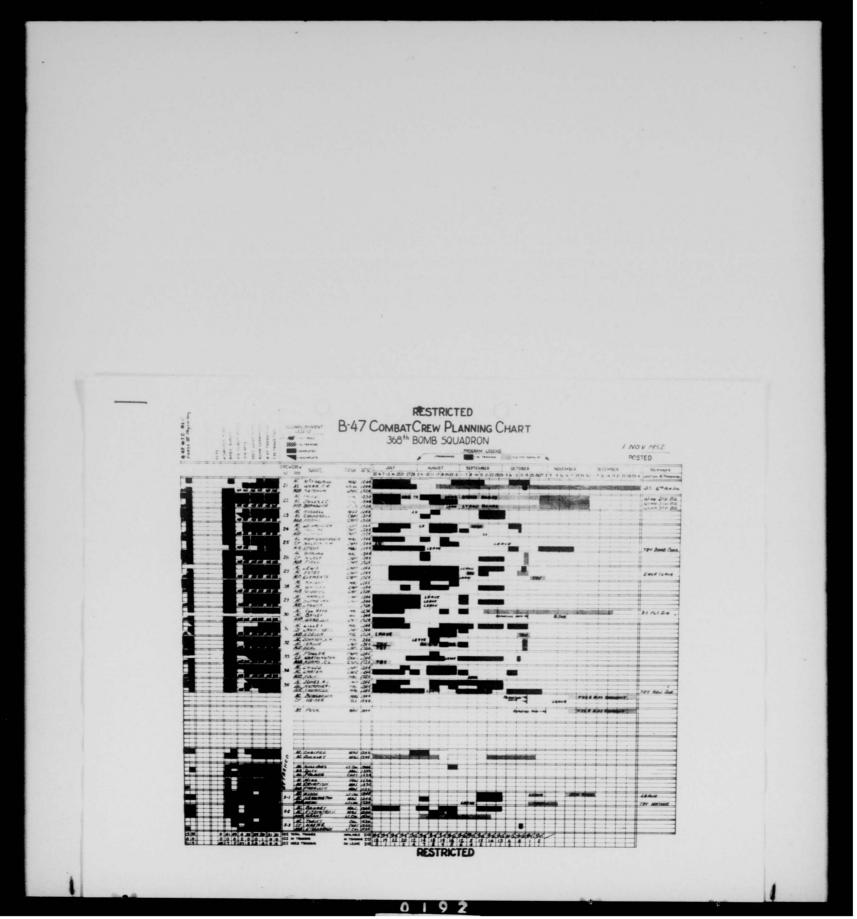
None.

Raurence & Starkey
LAMRENCE G. STARKEY
Captain USAF
Comptroller

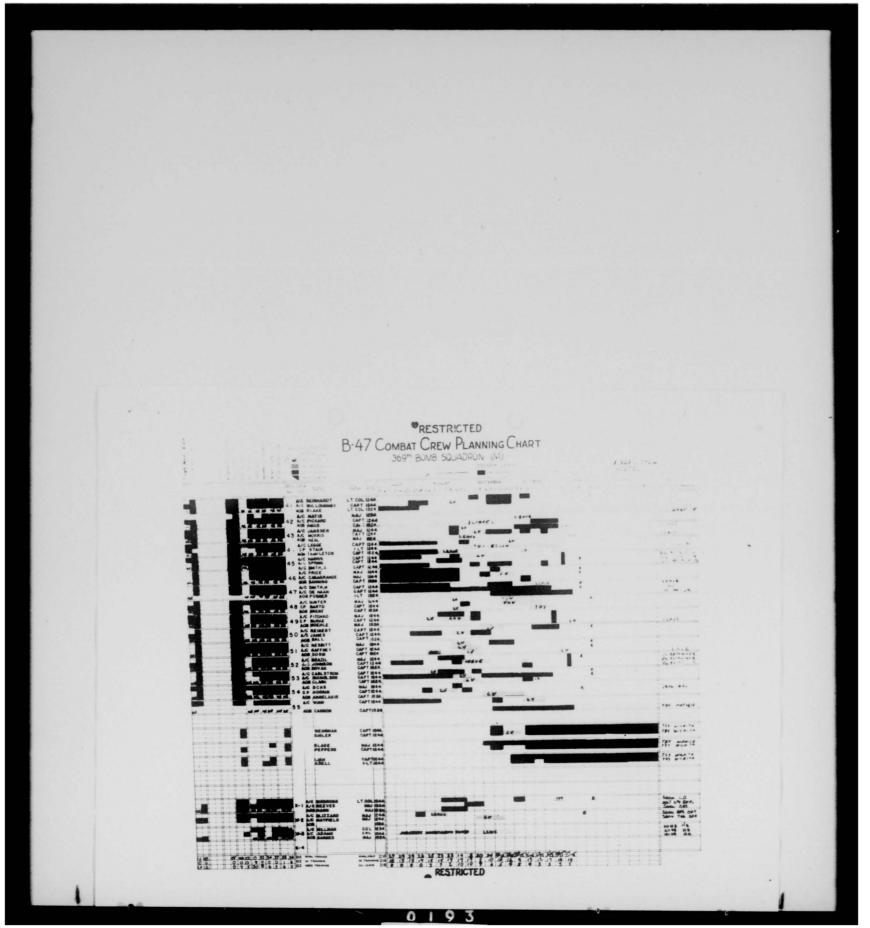
5



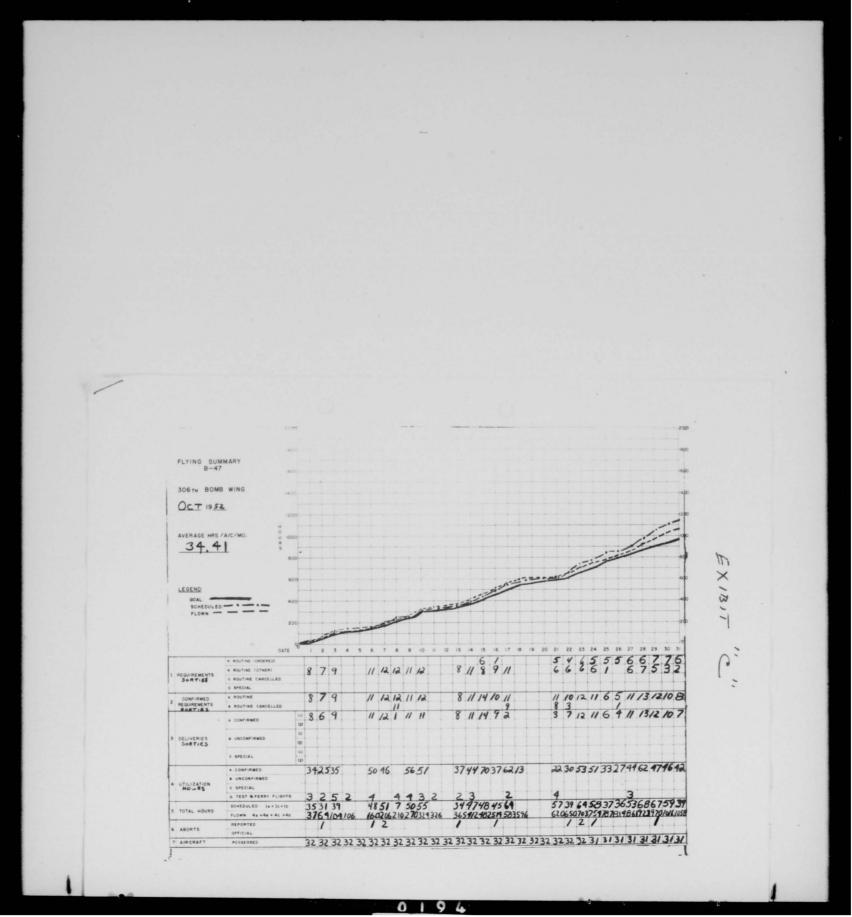
THIS PAGE IS DECLASSIFIED IAW EO 13526



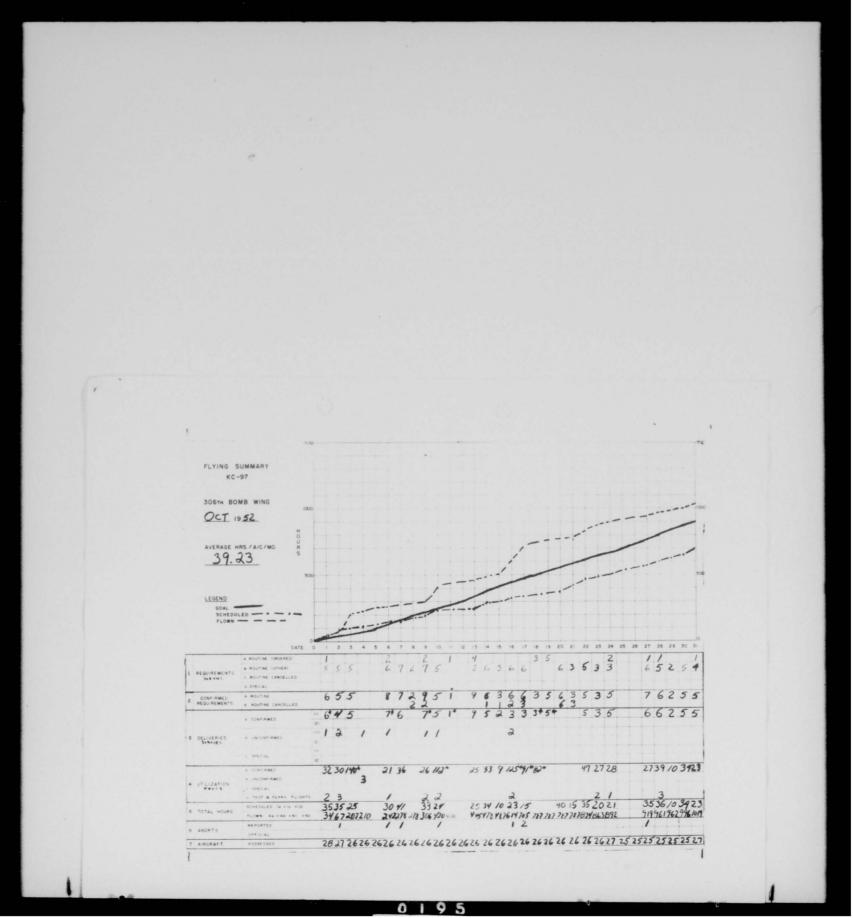
THIS PAGE IS DECLASSIFIED IAW EO 13526



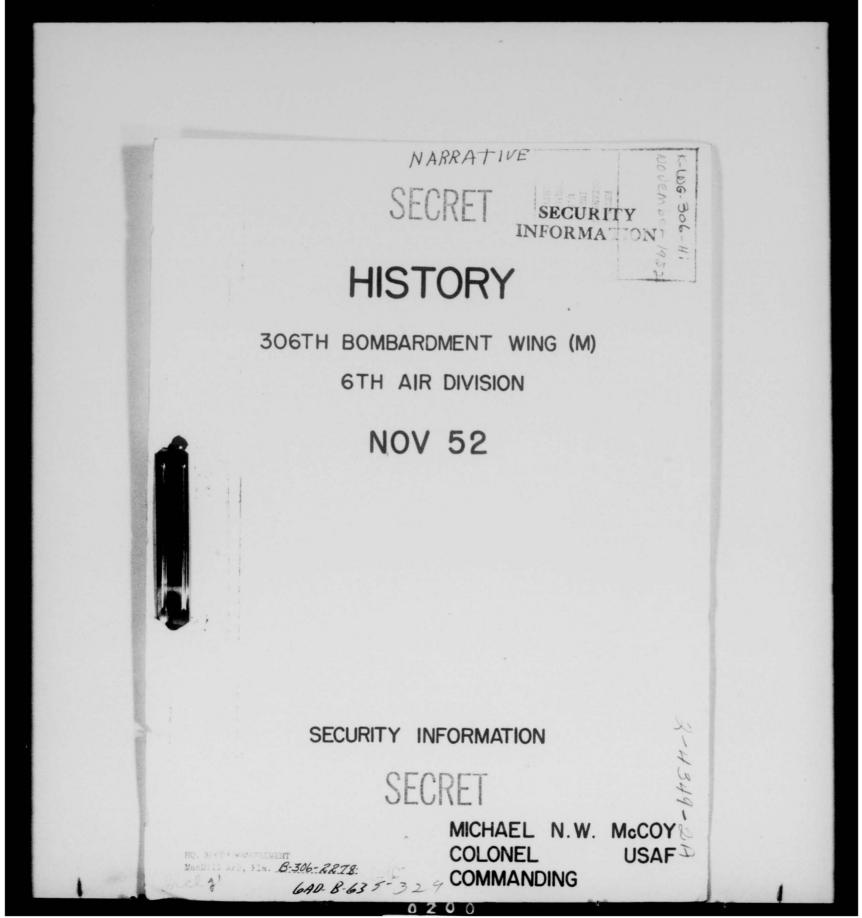
THIS PAGE IS DECLASSIFIED IAW EO 13526

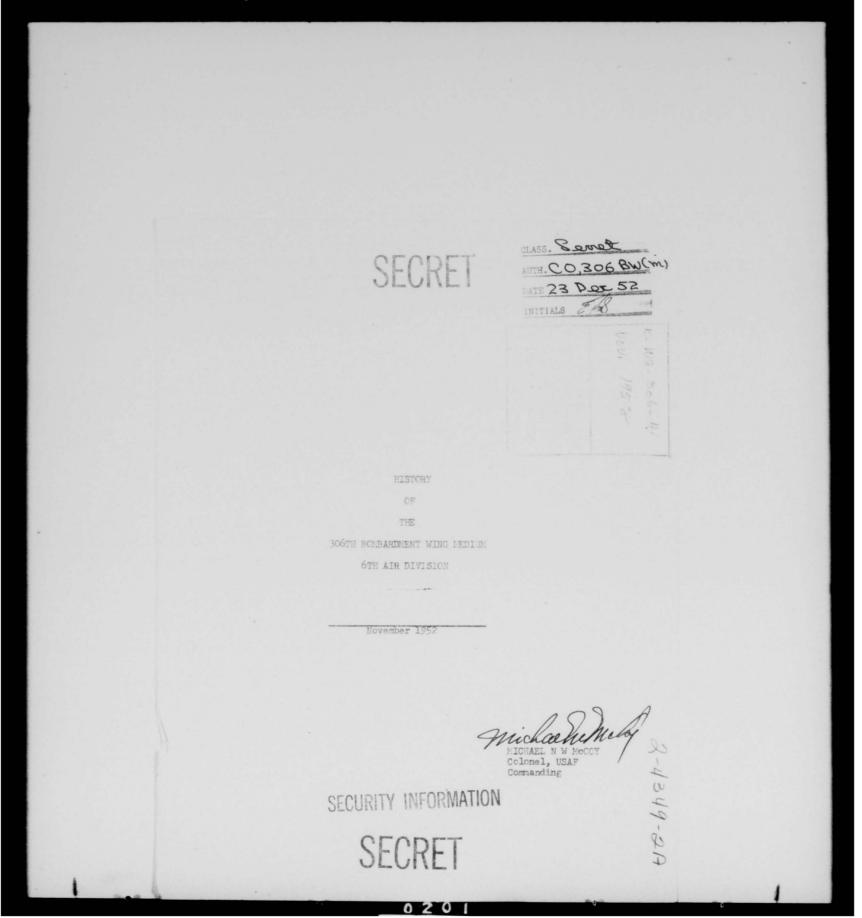


THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526





SECRET

TABLE OF CONTENTS

CHAPTER	TITLE PAGE				
I	Organization and Administration 1				
II	Personnel 4				
III	Supply and Maintenance				
IA	Operations and Training 17				
	APPENDIX				
	Exhibit "a", T/O 1-1963, Manning Table				
	Exhibit "b", Photographs of Community Chest Presentation				
	Exhibit "c", Photographs of Safe Wheels Presentation				
	Exhibit "d", Wg Monthly Management Analysis				
	Exhibit "e", B-47 Flying Chart				
	Exhibit "f", CCTS Progress Chart				
	Exhibit "g", Operations Memorandum 1048				

SECURITY INFORMATION

SECRET

0202

CHAPTER I

ORCANIZATION AND ADMINISTRATION

For the first time since June 1952, the 306th Bombardment Wing Medium experienced a major change in organization. Announcement of the change came in the form of a proposed revision to T/O 1-1963 and consisted of the conversion of seven officer spaces in the 306th Aviation Squadron Bombardment Medium to seven airmen spaces. Manning tables have been received for use pending receipt of the revised T/O. This change in personnel was dictated by revision in certain career fields and not by any fault found with the original organization and reported from this Wing. There were no other changes in organization during November.

In the field of administration there were a number of noteworthy events. Possibly the two events with the greatest potential effect upon this organization were the assumption of command of the 6th Air Division by Brigadier General Henry K Mooney, and that of Second Air Force by Major General Frank A Armstrong, former commander of the 6th Air Division. General Armstrong is thoroughly familiar with the problems of this Wing and has "checked out" in the B-h7. General Mooney will certainly become familiar with the Wing and he is currently in the process of "checking out" the Strate-Jet.

1. T/O 1-1963, Manning Table, see Exhibit "A"

A formal change of command ceremony was held on 14 November 1952 with all units of this Wing participating. Following this, Ceneral Mooney held meetings with all personnel of the base during which he outlined some of his desires and intentions. The General stated that he was well satisfied with the overall functioning of the units of the Division and was anticipating no major changes in policy. The change in division commanders was completed without affecting the accomplishment of the mission of this Wing.

Following close on the heels of the above event came the annual SAC Inspection of the 6th Air Division, including the 306th Bombardment Wing Medium. Certain constructive criticisms were made by the inspectors and are discussed in other sections of this narrative. Organization and Administration of the 306th Bombardment Wing Medium were alluded to only in very general remarks, indicating an overall satisfaction with the current status. The administrative sections of the Wing are continuously striving for greater support of the operational sections, the SAC Inspection Report not withstanding.

Once again the morale and spirit of personnel of the 306th Bombardment Wing Medium was manifested by the overwhelming response to the 1953 Community Chest Campaign. Donations of Wing Fersonnel totaled \$3,470.00 for a per capita average of \$1.86. Based upon these results, Major Charles Lounsbury accepted the "1953 Community Chest 2. Award" for the outstanding Wing at MacDill Air Force Base.

2. Photographs of the Community Chest Presentation, see Exhibit "B"

The Wing received the Base Safe Wheels Plaque for the fourth consecutive month. General Henry K Mooney, Commanding General

6th Air Division, personally presented the plaque to Colonel Michael

N W McCoy, 306th Dombardment Wing Commander. If our fine record continues the Wing is virtually certain to win permanent possession of this trophy.

Also in November the Comptroller prepared and published the Wing Monthly Management Analysis.

3. Photograph of the Safe Wheels Plaque Presentation, see Exhibit "C" h. Monthly Management Analysis, see Exhibit "D"

3

CHAPTER II

PERSONNEL

Personnel Strength

The personnel strength of the 306th Bombardment Wing Medium, as of 30 November 1952, was 406 officers and 1892 airmen. Under the present manning, the Wing is over-strength 28 officers and 180 airmen. The recapitulation by organization is, as follows:

Organization	Offs Asgd	Amn Asgd
Headquarters Squadron Section, 306th Bombardment Wing Medium 306th Aviation Squadron, Bombardment Medium 367th Bombardment Squadron Medium 369th Bombardment Squadron Medium 369th Bombardment Squadron Medium 306th Air Refueling Squadron Medium 306th Field Maintenance Squadron 306th Feriodic Maintenance Squadron 306th Armament & Electronics Maintenance Squadron	68 18 63 62 59 109 7 5	120 30 139 132 130 309 1423 233 376
TOTAL	1,06	1892
	Gained	Lost
TOTAL OFFICERS TOTAL AIRMEN	7	19 72
Roster of Key Personnel Command	5,	
Col Michael N W McCoy Col Donald E Hillman Lt Col William Cook Maj Joseph W Whitaker Capt Lawrence G Starkey Maj George R Adams Col John C Thrift Col Robert E Kimmel	Executive (Adjutant Comptroller Personnel (g Commander Officer Staff Officer f Operations

Roster of Key Personnel (Cont'd)

Hq Sq Sec

Capt Charles S Wallen

Commanding Officer

367th Bomb Sq

It Col Loyd D Griffin 2d Lt John J Lolli Lt Col John E Sherman Maj Wilbur C Carraway Commanding Officer Adjutant Operations Officer

Aircraft Maintenance Officer

368th Bomb Sq

Lt Col Benjamin B Klose 1st Lt Robert F Falbey Lt Col Herbert W Reinhardt James G MacCabe

Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

369th Bomb Sq

Lt Col George P Birdsong 1st Lt Albert A Bean Maj Alpheus W Blizzard Capt James C Dickinson, Jr Commanding Officer Adjutant Operations Officer

Aircraft Maintenance Officer

306th Aviation Sq

Maj Alver K Spivey

Commanding Officer

306th Fld Maint Sq

Maj Carol V Hunter 2d Lt Allan K Butler Commanding Officer Adjutant

306th Air Rflg Sq

Rowland H Worrell, Jr Harry Burnett, Jr Homer C Bell, Jr Capt Joseph R Carpenter

Commanding Officer Adjutant

Operations Officer Aircraft Maintenance Officer

306th Periodic Maint Sq

Lt Col Albert W Lambert Capt Albert H Anderson Capt Royce E Hudson Commanding Officer Adjutant

Aircraft Maintenance Officer

306th A&E Sq

Maj William E Swindal 1st Lt Raymond M Eastman Commanding Officer Adjutant

. 5

Key Personnel Changes

Lt Col William Cook departed this station enroute to FEAF with an EDCSA 9 December 1952, Camp Stoneman, California.

Lt Col Herbert W Reinhardt assigned duty as Operations Officer, 368th Bombardment Squadron, vice Lt Col Charles Joyce relieved. Lt Col Joyce reassigned to 3605th Navigation Training Wing, Ellington AFB, Texas, to attend Abbreviated Single Observer Course for Pilots. Col Alan F Adams was reassigned to 305th Bombardment Wing Medium, MacDill AFB, Florida, to assist in the B-47 program in that Wing.

Personnel, General

The general Annual Inspection of this headquarters was made by representatives from Headquarters Strategic Air Command on 19 and 20 November 1952.

During the week of 24 November 1952 thirty-nine (39) master sergeants took the Warrant Officer examination. Test results will be received in approximately three weeks from higher Headquarters.

Major George R Adams, Fersonnel Staff Officer, attended conference at Headquarters Second Air Force on 25 and 26 November 1952. The following topics were discussed: Effectiveness Reports, Wing Manning Priorities, Results of Project "Smoke-out", Personnel Regression, Flying Status of Airmen, Airmen Requisitions and Assignment Procedures, Officer nomination and future CCTS Quotas and Personnel Services Division.

This Wing was confronted with the problem of one officer, highly qualified in conventional type aircraft, who was unable to successfully complete the B-47 training requirements because of his inability to cope

Personnel, General (Cont'd)

with conditions prevalent in this high-speed type aircraft. All facts and data pertaining to this case has been forwarded through channels to Headquarters Second Air Force requesting the policy and procedure to be followed in instances of this nature.

Difficulties are being encountered in maintaining KC-97 Crews of the standard required by Headquarters Strategic Air Command in that unqualified Flight Engineers are being assigned to incoming crews from Randolph AFB, Texas. All pertinent data pertaining to this incident has been forwarded by letter file PDCD 353, subject, "KC-97 Crew", to Headquarters 6th Air Division.

Message 2AFFIC 1149 dated 13 November 1952 authorized 23 overages for the three tactical squadrons and the periodic maintenance squadron, pending receipt of revised Tables of Organization, to provide maintenance personnel for T-33 aircraft assigned this command.

The Aviation Squadron, Bombardment, Medium, Table of Organization is being revised by Headquarters USAF to convert 7 officer spaces to 7 airmen spaces and correct certain other Air Force specialties where career fields have been revised. Pending receipt of the revised Table of Organization, manning of the Aviation Squadron and all future requisitions for personnel will be based on the new manning table.

Message 2AFPGC 4759 dated 18 November 1952 authorizes one AFSC 43179P per In-Flight Air Refueling Crew and one per In-Flight Air Refueling Stand-board Crew for duty assignment pending receipt of revised Table of Organization for the Air Refueling Squadron Medium.

Personnel, General (Cont'd)

Message 2AFFEA 5115 dated 2h November 1952 directed that all officers and airmen due for discharge or release on or before 15 January 1953 will be separated prior to the holiday season. This will preclude an unnecessary workload on all concerned. In accordance with this message, all Regular Air Force Airmen and Air Force Reserve Personnel due for separation during the period 15 December 1952 to 15 January 1953 will depart this station during the period 11 December 1952 to 15 December 1952, provided a request for early release has been approved in writing by the unit commander.

809th Air Base Group directed the nomination of 20 Flight Engineers for reassignment to B-36 projects. This Wing furnished a complete roster of all Flight Engineers meeting the required criteria of three years experience in AFSC 43271A, B, C, or D; 1200 panel hours in panel-type aircraft, and service retainability of 18 months as of 1 December 1952. Nine Flight Engineers were selected from this Wing and placed in a freeze status pending further instructions from higher headquarters.

Message 2AFPRB 4169 dated 5 November 1952, from Headquarters Second Air Force, set forth the criteria for Temporary Promotion of Officers under the Fourth Cycle of the current program authorized by AFL 36-38 dated 10 September 1951, as amended. Rosters were prepared and submitted in accordance with prescribed format in the following categories: A roster of officers assigned this Wing in a pipeline status, Informational roster for Fourth Cycle Promotion, and Roster of Regular and Non-regular officers eligible for promotion by grade. All officers assigned this organization

Personnel, General (Cont'd)

as of 30 November 1952 were considered, and those officers who met the eligibility requirements were indicated on a priority listing which was forwarded to 6th Air Division with the above rosters.

Letter AFPTR 210.1, Headquarters USAF, dated 3 October 1952, concerned the reappointment of Reserve Officers in the United States Air Force and established the policies and procedures as prescribed by the Armed Forces Reserve Act of 1952, enacted 9 July 1952 as Public Law 476, 82nd Congress. All Air Force Reserve Officers assigned to this Wing, not holding indefinite appointments, received letters offering them the opportunity to accept an indefinite term appointment. The letters were accompanied by letters of appointment and AF Forms 133, "Oath of Office". The officer concerned indicated his acceptance or declination by indorsement. This information was forwarded with letters of appointment and oaths of office through the Unit Commander to the Wing Commander hence to Headquarters Strategic Air Command. No appointments were tendered Air National Guard Officers, as these officers are currently serving under appointments in the Air National Guard. DA AGO Forms 66A reflecting each officer's status were forwarded to Headquarters Second Air Force within twenty-four hours after receipt of indorsement from officer concerned.

Promotions and/or Demotions

As promotion quotas are allocated on a bi-monthly basis, no airmen promotion quotas were received from Second Air Force for the month of November.

Morale

The reenlistment rate of airmen discharged from the 306th Bombardment Wing for the month of November 1952 was 39.4 percent. The number of airmen discharged and reenlisted, by grade, for the month of November were, as follows:

		Discharged	Reenlisted
M/Sgt T/Sgt S/Sgt A/1C A/2C A/3C A/B		6 3 13 13 2 1	5343000
	TOTAL	38	15



PTV AUTO DIATOUTS DATING

A. GENERAL.

This Directorate began to feel the impact of Project "STYTRY" during the month of November. A great deal of time was spent by all members of this office in attending meetings, visiting depots, arranging for spares support, and obtaining equipment relative to this project.

SAC Headquarters on 17 November to begin their annual inspection.

In conjunction with this team, a seven man Second Air Force-Strategic Air Command team arrived to investigate the problems peculiar to the Armament-Electronics Maintenance Squadron. This seven-man team was particularly interested in the maintenance and supply problems relative to the "E" System and the E-h Turret.

The Headquarters United States Air Force Motor Vehicle Utilization Survey Team visited this base, and made a complete study of vehicle utilization and requirements base-wide. Their findings did not affect the number of vehicles dispatched daily for the use of this Wing.

Captain Albert V. Sherman returned from Chanute Air Force Base after completing the Aircraft Maintenance Officers Administrative Course.

There were no major personnel changes in the Supply Career Field within the Wing. There were two major changes in the Maintenance Field, as follows:

Captain Gilbert W. Earls was transferred from the 305th Field Maintenance Squadron to the 367th Bombardment Squadron to assume the

SEGRET

duties of Flight Line Haintenance Officer. Captain Leslie L. Durning reported in from Larson Air Force Hase, Washington, and was assigned to the 366th Lombardment Squadron as Flight Line Maintenance Officer.

. SUPPLY.

The UPREAL was received for the A-E Squadron. All of the squadrons have now received their UPREAL's, and it is estimated that the complete conversion to the UPREAL's will be accomplished by the end of 1952.

SAU Letter 67-7 was received, directing that each unit prepare a Unit Allowance List (UAL) for all T/A and hase Support property required for operation. The units have submitted UAL's to the Hase Equipment Review Board. All the UAL's, with the exception of those for the 365th Bombardment and 306th Field Maintenance Squadrons, have been approved and forwarded to Headquarters Second Air Force. Close alignment to like units of the 305th Bombardment Wing Medium was achieved through coordinated screening by the Base Equipment Review Board. The majority of accepted items were submitted by the units, inasmuch as they have been working with B-h7 aircraft and had the information readily available.

C. HAINTENANCE.

An average of 33.7 E-47's flew 547 hours during Movember, averaging 16.2 hours for each of the aircraft. This was only a little less than half of the October rate of flying; however, comparison of the two months would not be valid since much of Movember was devoted to the transfer of old aircraft, the acceptance of new aircraft, and performing fuel cell inspections. The resultant rather low in-commission

SEGRET

rate, coupled with the disruption of flying schedules, hampered flying. At the end of the month, 10 of the 3h assigned 5-h7's were modified sircraft.

B-47's were in commission a somewhat low 50.00 of the time during November, a substantial decline from the 60.9% of October, and were flown 3.9% of the time in commission. After amounted to 5.8%, as compared with an almost insignificant 0.5% in October. At present it is not an important factor, but it would not be surprising if it continued to increase for a while until supply channels for the modified b-47's are working smoothly. Actually, the real reason for the lowered in-commission rate was a large amount of Tech Order Compliance which had to be performed before the wing's old 1-47 aircraft could be transferred. This was very considerable, as may be seen from the table below, which shows comparative figures on the B-47 maintenance job done for the past 6 months.

	AV No	In-Comm	ACCF	Total	reakdown of ACCH		
Month	Acft Asgd	Rate	Rate	AOCH	Toc	Per'd	Fld
Jun Jul Aug Sep	33.0% 32.5 32.0 32.0	69.0% 71.4 18.9 27.0	6.6% 9.4 2.0 11.2	2h.4% 19.2 79.1 61.8	0.0% 0.0 14.8 7.2	10.15 11.1 2.2 3.9	14.3% 8.1 62.1 50.7
Nov	31.7 33.7	69.9 58.0	0.9 5.8	29.2	2.8 1h.8	9.6	16.8

An average of 28.8 KC-97's flew 1,021 hours during November, averaging 35.4 hours for each of the aircraft. This was a substantial decline from the 42.5 hours flown in October. However, part of the difference will be made up when flying time is reported for several KC-97's which at the time of this report were still absent from the base on trips which began prior to the end of the month. The quarterly SFCLIPITY INFORMATION.



allocation of flying time for KC-97's had been insufficient to maintain the rate of flying for September and October, and there was only enough remaining to provide about 22 hours flying in December for each KC-97.

However, in view of the virtual grounding early in December of all KC-978's, the low allocation becomes an uninsportant factor.

MC-7's were in commission 60.5% of the time during November, much lower than October's remarkably good 61.2%, and were flown 7.2% of the time in commission - a slight increase over the 7.0% utilization rate for October. ACC. For the month was 10.2%, more than 3 times the 3.1% of October, and there was also considerable increase in ACCs. The table below shows comparative figures on the 20-77 maintenance job done for the past 6 months:

	AV No .	In-Com	ADGF	Total	Brankdown of ACCH		
Month	Acft Asgd	Rate	Rate	ACCM	700	rer'd	Fld
Jun Jul Aug Sep Oct Nov	27.0% 29.0 25.0 28.6 27.9 28.6	74.7% 70.1 71.1 71.0 81.2 60.5	7.4% 5.0 6.2 12.3 3.1 10.2	16.9	0.0	6.15 5.0 6.7 7.0 8.8 13.3	11.8 7.9 14.0 0.7 6.9

All during November there were 10 T-33's assigned, and they flew a total of 337 hours, averaging 33.7 hours per aircraft. This was slightly lower than the 38.4 hours flown in October. However, an increase in the number of T-33's assigned meant an increase of more than 40% in total hours flown.

The Wing's T-33's were in commission 68.0% of the time in November, a sharp decline from October's 79.2%. ADDP and ADDM were at reasonable levels, and the explanation for the decrease is Tech Order Compliance, which amounted to 11.3% in November.

SECRET

radar sorties) as compared with 221 during October. There were 5 aborts, 1 air and 5 ground, for a monthly abort rate of h.1%. All of the aborts were charged to material failures. The lovember abort rate was just the same as that for October.

3-47's attempted 36 radar sorties during "ovember. There were 3 aborts, 2 air and 1 ground, for a monthly radar abort rate of 0.3%. Of the 3 aborts, 2 were charged to material failures, and 1 was charged to faulty maintenance. The rate for "ovember was a great improvement over Cotober's 80.3%, September's 80.3%.

MC-77's attempted 101 sorties during November, as compared with 221 during October. There were 10 aborts, it air and 6 ground, for a monthly abort rate of 5.2%. All of the 10 aborts were charged to material failures. The November abort rate was a proportionately large increase over October's 2.3%. However, the latter was unusually low.

T-33's attempted 164 sorties during November, as compared with 98 during October. There were no aborts. The Ning has been remarkably free from T-33 aborts in the year that these aircraft have been assigned. There have been only 2 T-33 aborts in all that time, during which almost 1,000 successful T-33 sorties have been flown.

Majors Mink, Markiel and Lounsbury visited Oklahoma City Air Materiel Area to determine when the spares listing, and the spares themselves, for modified 3-47's, would be available. The results of the visit were very satisfactory from an information standpoint; however, the information received was most discouraging. The Table II listing for the modified 8-47's will not be available by 30 November 1952, as SECURITY INFORMATION

SEGRET

SECRET

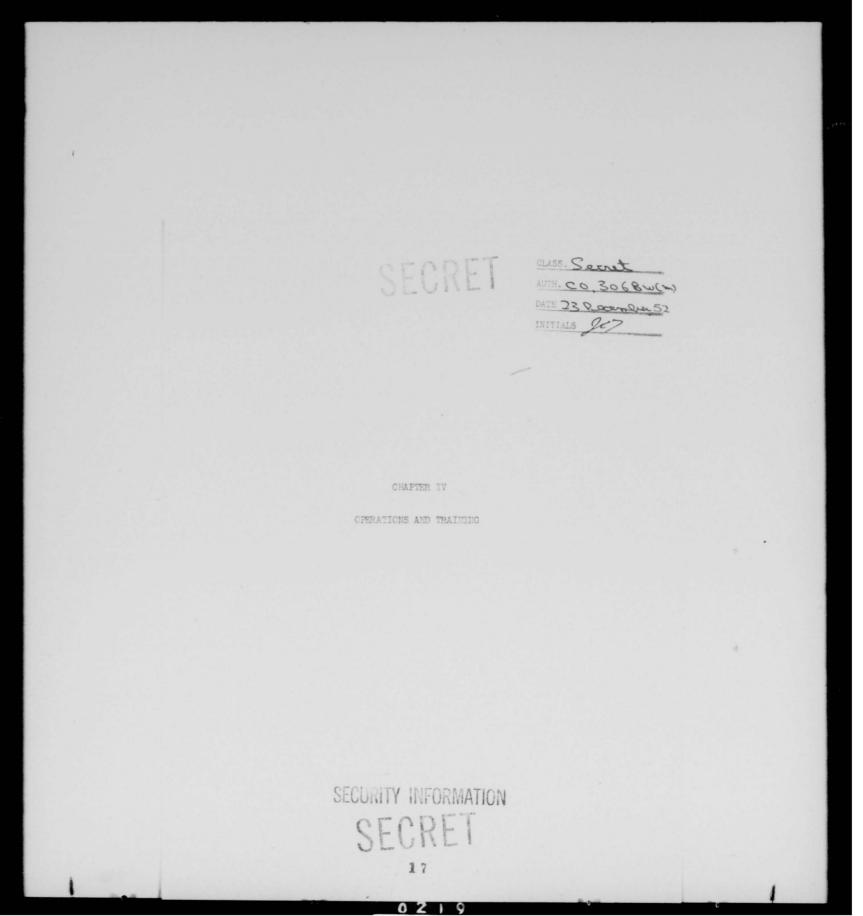
had been stated previously by Mesoquarters atrategic Air Command and Air Nateriel Command, and no completion date has been set by OCAM. Dased upon the information available, it appears that the Table 71 listings for all classes affecting the modified -47 will not be available until possibly Earch of 1953.

Lieutenant Lloyd M. Jenkins, Jet rowered Dection, Maintenance Division, Seadquerters Second Air Force, informed the 305th Ming Maintenance Control Section that Second Air Force has requested presision from SAC to service test the 100-nour inspection period on the s-67 during Operation "SAYTRY".

During the month of November this Wing received 16 new modified B-17's from the manufacturer, and transferred out 13 of the old B-17's. In order to facilitate the acceptance of the new B-17's, a team of 263 Checkers was sent on 30 days TOY to Boeing Airplane Factory, Wichita, Kansas, to perform the 263 acceptance checks.

Also, the Air Training Command sent a similar team to MacDill Air Force Base to pull the acceptance checks on the B-47 sircraft being received by them. Through close cooperation between our Maintenance Control and the units receiving our old aircraft, all the aircraft were transferred to the complete satisfaction of all parties concerned.

SECURITY INFORMATION SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

OPERATIONS:

Flying:

The 306th Bomb Wing has been receiving B-47 Modified aircraft from three places, namely, Boeing, Wichita, Douglas Aircraft Company, Tulsa, and Grand Central Aircraft Company, Tucson. Upon receipt of these aircraft, a ground acceptance check is performed and then one five to six hour acceptance check flight is flown.

Once the aircraft has completed the acceptance flight, CCTS missions are flown. Mission requirements have not been completely fulfilled due to non-availability of UHF equipment in RES sites. At present, Tampa RES is the only one so equipped. A tentative date of 15 December has been set for Birmingham, Richmond and Charlotte.

Facilities for scoring bombs at Cedar Keys Hombing Range with triangulation are sorely needed. This wing is often forced to utilize this range due to higher priority missions on Eglin ranges. It is too early to predict the capability of the modified K equipment but specific problems have already shown up. Wavy range marks and jittery vertex has given us considerable trouble. Wright Armament Lab has proposed some modification to correct this trouble but it is too early to tell whether this will be the solution. Ground power equipment has been failing thereby cutting into maintenance and preflight time. There is also a shortage of ground power equipment within the wing. However, we have reached the stage where combat crews have the opportunity to become proficient and may start on the road to becoming combat ready.

1. Flying Summary Chart, see Entihit "E "



Mission Planning:

Three major projects utilized the greater portion of this section's efforts for November 1952. These were: (1) "Operation SKYTRY", for which ten missions were prepared and submitted to Air Proving Ground, Second Air Force, and Strategic Air Command. These were presented to the above agencies, with representatives present from Headquarters USAF, Air Materiel Command and Air Defense Command, by Major Ralph F. Chaffee at a meeting held at Eglin Air Force Base on 5, 6 and 7 November. As a result of this conference, five of the ten missions were revised and resubmitted. (2) A complete new Combat Crew Training Syllabus (CCTS) of twelve missions were designed to enable the squadrons to become combat ready within sixty days following the receipt of their fifteenth combat aircraft. These missions incorporated practically all of the previous CCTS requirements with the exception of total flying time. This was sanctioned by Headquarters SAC because of experience gained while waiting for combat aircraft. (3) Missions two through eight were prepared for the Accelerated Suitability Test, Wing Operations Order 278-52.

In addition to the above, the KC-97 flight plans for Operations Order 40-52, Emergency Deployment Plan, were completely reworked.

Special Weapons:

Four officers and three sirmen from the Mobile Training Detachment Branch, Air Materiel Command, arrived at this headquarters 7

November 1952 for four days to be briefed on the special weapons training given to armament and electronics personnel. Information obtained by these people will be used by curriculum writers in SECURITY INFORMATION

SEGRET

preparing courses to be given by B-17 Mobile Training Detachments on aircraft systems peculiar to special weapons.

One modified B-17 aircraft, Captain A. C. Trapold, Captain C.

E. Suprenant and Captain R. C. Blaha were dispatched to Kirtland

Air Force Base on 17 November 1952 for five days to advise and

demonstrate to Technical Order Writers from the Air Materiel Command

the special weapons loading procedures and techniques utilized by

B-17 combat wings.

The serviceability testing of P-3 Trailers (general purpose atomic bomb trailer) in conjunction with the E-47 aircraft has not begun because the security covers for the trailers have not been received from the Air Materiel Command.

Thirty six combat crews loaded T-59 training bombs in P-47 aircraft during the month of November as part of their special weapons training. A total of two hundred and sixteen hours of loading training were received by crew personnel. Difficulty in scheduling loading training has become a problem due to non-availability of and/or insufficient priority to obtain aircraft, Euclid Tractors, tow bars and C-22 power units for the loading operation.

A total of six hundred and seventy seven hours of Bomb Commander and crew training on special weapons procedures and techniques for in-flight operations was given during the month of November. The non-availability of some combat crews for the required special weapons training was due to TDY's and other priority projects.

SECURITY INFORMATION

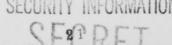
SEGRET

Gunnery:

Armament and Gunnery personnel spent the first two weeks in Movember familiarizing themselves with the B-4 Fire Control System. Lack of T.O.'s for reference hindered them considerably. Through 30 November 1952, T.O.'s were still unavailable. A new series covering the system had been written but as yet not distributed. A few missions involving gunnery were flown during this two week period but conclusive results were not obtained. From 19 Hovember through 27 Movember, ten missions including gunnery were flown. Mine of these were incomplete due to Operator's, maintenance and mechanical difficulties. Due to the lack of mock-ups, shop checks of the equipment were not made. The present T/A does not authorize equipment for the construction of mock-ups. A new T/A has been submitted and approval is pending. Of these incomplete missions a large percentage of error was due to faulty headspace adjustment. This has been corrected. The main mechanical difficulty at the time seems to be centered around the link chutes and the ammunition feed chutes. The latter seem to be breaking when a minimum of pressure is applied. A training program was set up for the co-pilot gumners which instructed them in the operation and component parts of the gunnery system. A notable decrease in operator's malfunctions was noticed after the program was completed.

Communications:

This section coordinated the tests made as part of the operational evaluation of the HF Collins 188h radio equipment installed in the B-47 aircraft. These operations procedures are prepared by this section



and carried out by the B-47 pilots in-flight. To date these tests on the Collins radio equipment are proving very successful.

Facility charts, "Supplementary Flight Information", formerly known as "Radio Data and Flight Information" (T.O. 08-15-2) have been received and placed in the aircraft of the 306th Bomb Wing. This document has been previously deleted from the aircraft for over a year due to the fact that the new document has been in the process of being revised for distribution.

Prepared Operations Memorandum on the operation, use, and maintenance of the UHF Emergency Switch.

Prepared classified annexes on communications procedures to operations orders from higher headquarters pertaining to the 306th Bomb Wing.

Lectures were coordinated by this section on the operation of the UHP and HF radio equipment installed in the B-L7's to jet pilots.

A radio operators refresher course was coordinated for the radio operators of the 306th Air Refueling Squadron at the Pase MTD Communications School. Approximately 90% of the operators have attended this course.

Personal Equipment:

Obtaining items of personal equipment such as P-3 helmets, sunglasses, A-ll watches and K-l cotton flying suits, remains our primary problem. At present the squadrons are operating with a shortage of these items which results in crew members doing without the needed equipment. Helmets are one of the most critically needed items and this shortage results in cases of two mon using the same helmet which

SECRET

is very undesirable due to the requirement for an individual fit in this item.

Aircrew Ground Training:

The month of November was a very busy period for the Aircrew Ground Training Section. The ground training portion of the B-47 CCTS program was started on 17 November for all Fomb Squadrons. Delivery of modified aircraft was to have been completed by 17 November for the 367th Fomb Squadron, and on that date, that squadron was to have started its CCTS Flying Training Program. The actual starting date of flying activity was 2h November 1952.

During the month this section changed all synthetic trainer schedules in order to provide a schedule adaptable to the CCTS program. Lectures on differences between the original B-17 and the modified model were given to all B-17 pilots by various Boeing and General Electric Factory Representatives. The Wing Communications Officer lectured on new UHF Radio Procedures and Equipment.

A six hour course on the gunnery system on the new H-47 was presented as the first ground school course in the CCTS program. The course consisted of three hours of lecture on the theory of gunnery, and three hours of demonstration on the ramp on the overall turret installation, loading and unloading procedures, and normal operation. Attendance in this course was fairly high for the 367th Bomb Squadron. However, the remaining two squadrons had sporadic attendance because those units were involved in aircraft ferry operations.

2. CCTS Progress Chart, see Exhibit "F "



The training section issued directives to the bomb squadrons to discontinue submitting the old B-h7 Combat Crew Planning Chart to the wing. In its place this section designed a special B-h7 CCTS Flying Record Chart. The new chart will record CCTS flying progress. It is photographed weekly and distributed throughout the wing for the information of all concerned.

The KC-97 Ground Training Program progressed in a normal menner during the month. Five new KC-97 crews completed the MTD course prescribed by SAC Regulation 50-33. These crews started checkout transition training at squadron level during November.

There were two courses started this month in the NC-97 MTD, an electrical specialists course (ES-8) and a 160 hour maintenance familiarization course (M-18).

There were five courses started this month in the B-47 MTD, an electrical specialists course (ES-7), three jet engine specialist courses (JEMG-18, 19 and 20) and one 160 hour maintenance familiarization course.

Personnel Attendance KC-97 MTD

Electrical Specialists Course - 2 Maintenance Familiarization Course - 8

Personnel Completed KC-97 MTD

Electrical Specialists Course - 2 Maintenance Familiarization Course - 8

Personnel Attendance B-47 MTD

Maintenance Familiarization Course - 54 Engine Specialists Course - 4 Electrical Specialists Course - 1

SECURITY INFORMATION

SECRET

Maintenance Familiarization Course - 9 Engine Specialists Course - 3 Electrical Specialists Course - 1 AIRMENS COURSES COURSE, TITLE AND NUMBER Grade During In Tng as of Mo of Nov 52 3 Nov 1952 Intelligence Operations Spec. Photo Interpretation Spec. "X" Series System Tech. Phase I, Gun laying system Mechanic, E-47 Aircraft Mechanic General Aircraft Mechanic, General, Jet Airplane Electrician, General E-4 Auto-pilot course D-12 Auto-pilot training Flight Engineer Tech. (Ground phase) Parachute rigger course Wabric and Leather Worker Supply Technician Warehousing Specialist Organizational supply Specialist Career Guidance course Airmen Elm Operator training B-4 Regulator training N-1 Compass training Office machine repair course #10-E-18 Orgn. Fld. Maint. & Minor overhaul J-47, GE-23 Comptroller Staff Officers course Logistics Staff Officers course Squadron Officers course Weapons Orientation course Weapons Original and Sourse 151-152400 AOF-17X ADV Observers course (K Sys.) 15 32341 Armament System Off. (Gross Tng) 1 43441 Aircraft Maint. Admin. Off. Course 1 Radar Target Prediction and Simulation Tng. Land Ordance course Manpower Management course Total Officers Total Airmen SECURITY INFORMATION

THIS PAGE IS DECLASSIFIED IAW EO 13526

Flying Safety:

Several near accidents have resulted due to lack of communications between the control tower and H-47 aircraft. The Flying Safety Section, after conducting tests on the use of interphone procedure, recommended a new procedure to be used in interphone communications whereby the tower can be monitored during interphone conversation. Operations Memorandum number 1048 has been published directing proper use of communications procedure.

Investigation of the use of fire truck equipment on a standby basis during single point refueling, revealed that fire trucks were not standing by. An IOM was sent to the Wing Commander recommending that fire trucks stand by for single point refueling, due to the high vapor concentration caused by the high rate of fuel transfer.

A flying safety meeting of all squadron flying safety officers was held 14 November 1952 and the prompt submission of Incident Reports on all incidents was stressed.

Work continued on Major Gunters project of developing a suitable life raft for P-47's.

Film was obtained from Boeing Airplane Company on E-52 and E-17 wing tunnel tests. The film was shown to all E-17 operating personnel. Also obtained several films from the Air Force Library on T-33 Ejection Seats, In-flight Refueling, Pressure Pattern Flying and Pressure Suits. These were also shown to all flying personnel.

The line and runway areas were inspected several times. Squadron Flying Safety Officers and Squadron Commenders were reminded of the

importance of keeping the ramps clean. Some improvement was shown 3. Operations Memorandum, see Exhibit "G"



toward the end of the month. Pifteen Incident Reports were received during the month. No trend was indicated.

Squadron Commanders were reminded of the importance of appointing assistant flying safety officers during the absence of flying safety officers.

The wing flew a total of 1848:20 hours during the month of November.

Intelligence:

On 17 November 1952, a member of the SAC Inspector General's Team paid a visit to this section. Except for minor discrepancies which are in the process of correction, the Inspector was highly pleased with this section. A summary of the Inspector's findings as shown in the advance copy of the report rendered to higher head-quarters is quoted below:

"The 306th Bombardment Wing Intelligence Section is considered capable of accomplishing its assigned mission with a high degree of performance. Personnel are well qualified in their positions and physical facilities are adequate for operation."

On a previous inspection visit paid to the section by the Second Air Force Training Officer, Intelligence was written down for not having in existence a program for intelligence training of combat crews. This apparently was an error on the part of the inspector. Since the implementation of SAC Reg 50-7 this section has had in existence a thorough training program for all combat crews but due to the fact that the majority of combat crews were, all throughout

SECRET

this period, away in school, or undergoing some other type of training which had a higher priority.

The Office of Special Investigation conducted a vulnerability test of the flight line during which 13-306th Bomb Wing aircraft were penetrated. Corrective action was taken at once to prevent any further discrepancies and to tighten control of the flight line passes issued to personnel. All squadron security officers were briefed on the results of this security survey. Particular attention was brought to bear on personnel charged with the security of aircraft, with reference to challenge procedures and proper handling of unidentified persons in or near the aircraft parking area.

The results of the reporting effectiveness of this wing for missions flown from 21 to 31 October 1952 in accordance with Second Air Force Operations Order Number 68-52 were made known to this wing through a classified letter dated 19 November 1952. In view of the last percentage rating (62%) attained by this wing on total reports submitted in time, a survey was made by the Wing Intelligence Section in order to determine the reasons and take corrective action on the spot, and the following was found:

Due to the rapid turn-over of Intelligence personnel this was the first time the majority of the assigned intelligence personnel were involved in intensive reporting as required by SAC Manual 55-6. This was also the first opportunity of this wing to participate in sustained mission reporting.

Several of the reports due within one or two hours after the <u>planned</u> Estimated Time of Arrival of participating aircraft. In numerous



instances aircraft returned later than the <u>planned ETA</u>, and although the reports were sent as soon as practicable, they were considered late reports by Second Air Force.

However, this ten-day round the clock reporting experience was considered to be an excellent training period through performance or application of knowledge about the requirements of the SAG Reporting Guide by all the wing Intelligence personnel who participated in same. From the training viewpoint, it was believed, this mission reporting was highly successful and afforded this wing an opportunity to make concrete recommendations for a more successful compliance with SAC and Second Air Force reporting requirements.

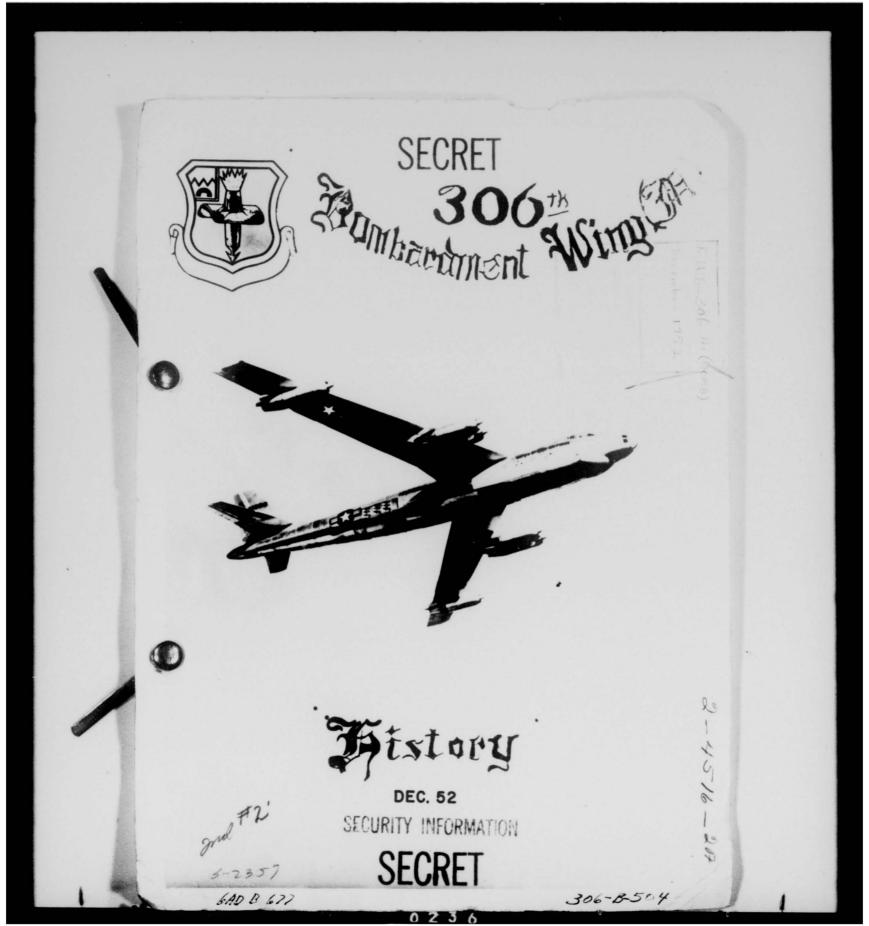
During this month a few of the intelligence personnel were engaged in gathering material and preparing visual aid for the War Room and the necessary research for the preparation of Order of Battle Maps was in the process of completion. Strategic planning charts required for displaying the order of battle information were reclined in adequate quantities and are in the process of preparation.

The Director of Operations notified this section that the concrete building now being erected across the street from Hangar number 2 has been designated to house the 306th Bomb Wing Air Room. It is expected that, by the end of January 1953, this wing can count on it completion according to the Air Installation Officer's best guess estimate.

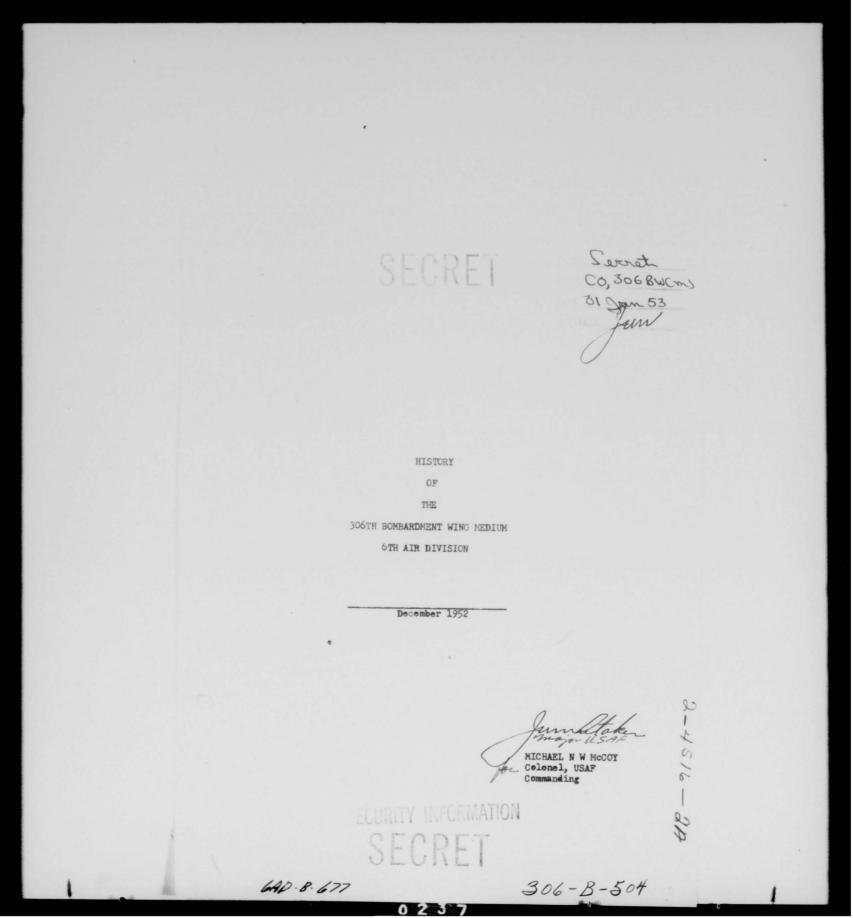
Preparations were completed by 29 November 1952 by this section for the commencement of the Intelligence Training portion of SAC Reg 50-7 for the combat crews. The first group of crews were scheduled to receive the training on 1 December 1952.

SECURITY INFORMATION





THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TABLE OF CONTENTS

CHAPTER	TITLE PAGE
I	Organization and Administration
II	Personnel 4
III	Supply and Maintenance 9
IV	Operations and Training 16
	APPENDIX
	Exhibit "a", T.O. Change 1047P
	Exhibit "b", Recommended T.O. Change
are .	Exhibit "c", 306th Bomb Wing General Order No. 42 dated 12 December 1952
	Exhibit "d", 306th Bomb Wing General Order No. 43 dated 15 December 1952
	Exhibit "e", History of the 368th Bombardment Squadron Medium

SECURITY INFORMATION SECRET

CHAPTER I

ORGANIZATION AND ADMINISTRATION

As the year 1952 drew to a close another change in organization of the 306th Bombardment Wing Medium was effected. In addition to this, other changes in organization have been recommended to higher headquarters. Flaws in the present Table of Organization 1-1047F, dated 1 May 1952 having been put to the test of time and close scrutiny, are at last beginning to appear. With one change received in November and another in December, one can conclude that six to eight months were required to recognize the need of, and complete action for improvements in a new Table of Organization. Inasmuch as this Wing has not yet had the opportunity of exerting an extended effort under simulated combat conditions, it appears logical to assume that future additional changes in organization may be expected.

Administration in the Wing has settled down to a satisfactory routine status. No major problems were encountered during the month of December although several small kinks were ironed out within the Wing. Of the administrative events during the month of December, the following are perhaps of greatest interest. Colonel Michael N W McCoy, 306th Bombardment Wing Commander, departed on temporary duty 12 December 1952 and Colonel

^{1.} Copy of T.O. Change 1-1047P, see Exhibit " A" 2. Copy of recommended T.O. Change, see Exhibit " 6 "

Robert E Kimmel, Wing Director of Materiel, assumed command. Colonel McCoy resumed command on 15 December 1952.

The workload of the Wing Comptroller was substantially lessened by the discontinuance of the Wing Monthly Management Analysis Report and the Daily Aircraft Status Report. These reports were discontinued by higher headquarters (TXW 2AFKEA hlh0, dated 1 December 1952). Heretofore, the Wing Monthly Management Analysis had been included in this section of the Wing History.

The Wing Headquarters building began a process of "face-lifting" during December which will probably not be completed before 1 February 1953. It will include the addition of two extra rooms - A Wing Conference Room and Wing Comptroller's Office. Other office space will be allocated to the Personnel Staff Officer with the desired result of a localization of the command and staff sections. This move is expected to pay high dividends in man-hours saved through easier coordination and closer cooperation within the Wing.

The morale of the personnel of the 306th Bombardment Wing Medium is and has been at a consistantly high level. The following efforts undertaken on behalf of the personnel of the Wing, may serve to explain this enviable state of affairs. First, the Florida National Sports Car Race is being held under the auspices of the Sports Car Club of America, on this Base 21 February 1953. The 306th Bombardment Wing Medium is making an all out effort in support of this event and have appointed project officers at Wing and Squadron level. Profit from the races will be deposited in the Airmen's Living Improvement Fund to be utilized for the

^{3.} Assumption of Command, 306th Bomb Wing General Order No.42, dtd 12 Dec 52

^{4.} Resumption of Command, 306th Bomb Wing General Order No.43, dtd 15 Dec 52

purchase of mechanical ventallation, water coolers, and "two-man" living quarters in the airmen's barracks. The normal high temperatures of this locale make the above improvements highly desirable.

Secondly, during December, the 368th Bombardment Squadron Medium completed a special project of their own - the writing of a "History of the 368th Bombardment Squadron Medium". This work was compiled in chronological order and traced the activities of the squadron from its original activation. There is ample evidence that the project has met with a gratifying degree of success.

5. "History of the 368th Bombardment Squadron Medium", see Exhibit "E "

3

CHAPTER II

PERSONNEL

Personnel Strength

The personnel strength of the 30th Bombardment Wing Medium, as of 31 December 1952, was 400 officers and 1796 airmen. Under the present manning, the Wing is over-strength 29 officers and 77 airmen. The recapitulation by organization is, as follows:

Organization	offs Asgd	Amn Asgd
Headquarters Squadron Section, 30th Bombardment Wing Medium 30th Aviation Squadron, Bombardment Medium 367th Bombardment Squadron Medium 368th Bombardment Squadron Medium 369th Bombardment Squadron Medium 30th Air Meiueling Squadron Medium 30th Field Maintenance Squadron 30th Periodic Maintenance Squadron 30th Armament & Electronics Maintenance Squadron	67 17 63 62 60 104 7 6	111 31 138 117 132 286 389 216 376
TOTAL	400	1756
9	Bained	Lost
TOTAL OFFICERS TOTAL ALMEN	22 72	27 163

Roster of Key Personnel

Capt Charles S Wallen

	Com	nand
	0.0111	

Col	Michael N W McCoy		Wing Commander
Col	Donald E Hillman		Deputy Wing Commander
Maj	Joseph W Whitaker		Adjutant
Capt	Lawrence G Starkey		Comptroller
Maj	George R Adams		Personnel Staff Office
Col	John C Thrift		Director of Operations
Col	Robert E Kimmel		Director of Materiel
		Un Co Con	
		Hq Sq Sec	

Commanding Officer

1 /

Roster of Key Personnel (Cont'd)

Lt Col Loyd D Griffin 2d Lt John J Lolli Lt Col John E Sherman Capt Gilbert W Earls

Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

368th Bomb Sq

Lt Col Benjamin B Klose Maj John T Clancy It Col Herbert W Reinhardt

Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

369th Homb Sq

Lt Col George F Birdsong Commanding Officer
1st Lt Albert A Bean Adjutant
Maj Alpheus W Elizzard Operations Officer
Capt James C Dickinson, Jr Aircraft Maintenance

Aircraft Maintenance Officer

306th Aviation Sq

Maj Alver K Spivey

Commanding Officer

306th Fld Maint Sq

Maj Carol V Hunter 2d Lt Allan K Butler

Commanding Officer Adjutant

306th Air Rfig Sq

Maj Rowland H Worrell, Jr Commanding Officer 2d Lt Robert F Whiteside Maj Homer C Bell, Jr Capt Joseph H Carpenter

Adjutant Operations Officer Aircraft Maintenance Officer

306th Periodic Maint Sq

Lt Col Albert W Lambert Capt Albert H Anderson Maj Henry J Markiel

Commanding Officer Adjutant

Aircraft Maintenance Officer

306th A&E Sq

Maj William E Swindar 1st Lt Raymond M Bastman

Commanding Officer Adjutant

1 5

Key Personnel Changes

Capt. Gilbert W. Earls assigned duty as Aircraft Maintenance Officer, 367th Bombardment Squadron, vice Major Wilbur C. Carraway relieved.

Major John T. Clancy assigned duty as Adjutant, 368th Bombardment Squadron, vice 1st Lt. mobert F. Falbey relieved. Lt. Falbey departed from this station for release from active duty.

2nd Lt. Mobert F. Whiteside assigned duty as Adjutant, 30th Air Mefueling Squadron, vice Major Harry Burnett, Jr., departed from this station enroute to FEAF with an EDCSA 22 January 1953, Camp Stoneman, Galifornia.

Major Henry J. Markiel assigned duty as Aircraft Maintenance Officer, 30oth Periodic Maintenance Squadron, vice Capt. Royce E. Hudson relieved.

Personnel, General

A change to Table of Organization 1-10h7F (306th Bombardment Wing Headquarters), dated I May 1952, by Letter 2AFFIC 320, Headquarters Second Air Force, 19 December 1952, deleted one Filot AOB with AFSC 12h4 in the grade of Major and added one Aircraft Ferformance Engineer with AFSC 432h in the grade of Captain. This change had been requested by this Wing.

Ten navigators from the Air Refueling Squadron have extended their active duty tours from 21 months to 24 months. Thus, the impending snortage of EC-97 navigators has been greatly alleviated for another three months. However, three navigators requisitioned for this month

Personnel, General (Cont'd)

from Second Air Force did not arrive. No word has been received as to when they can be expected.

A Survey of Incurred Losses and Projected Losses of B-L7 Pilots and Observers was made:

		Pilots				
Incurred Losses		1	Projected Losses			
Status PCS ACB School PCS Lockbourne AFB PCA CADiv PCA 305 Em Wg Susp from Fly Deceased	No. 18 1 2 1 2 1 2 4	1	Status PCS SAC Hq PCS Lockbourne AFB PCS March AFB PCS 303 Bm Wg PCS AGB School To be Elim fr B-47 Prog	No. 1 6 6 6 1 1 21	-	49
		Observe	rs			
Status Release fr AD Deceased	2 3 5	† † † †	Status ACASS Air Staff College Release fr AD	1 1 2 1	-	9

Three officers and three airmen from this Wing were nominated, selected, and assigned special duty for the Florida National Sports Car Races Program for a period of three weeks, which is scheduled to take place here at MacDill Air Force Base on 21 February 1553 for the benefit of the MacDill Air Force Base Airmen's Living Improvement Fund.

MacDill Ground Safety placque, "MacDill Safe-Wheels" was awarded this Wing for the month of November 1952, which was the fifth time this Wing had received the award this year.

Only one application for hardship discharge was received and processed. The airman was released from active duty and transferred to

Personnel, General (Cont'd)

Reserve status to complete his Reserve requirements.

Promotions and/or Demotions

The airmen promotion quotas for the month of December were, as follows: Two master sergeants, eight technical sergeants, 39 staff sergeants, h6 airmen first class, and h3 airmen second class. An additional quota of one technical sergeant and one staff sergeant was received at a later date and used.

Two Promotion Boards were appointed within the wing to process and select airmen for promotion to the above grades.

Morale

The reenlistment rate of airmen discharged from the 306th Bombardment Wing for the month of December 1952 was 9.5%. The number of airmen discharged and reenlisted, by grade, for the month of December were, as follows:

		Discharged	Reenlisted
M/Sgt		1	0
T/Sgt		7	1
S/Sgt		30	2
A/1C		22	4
A/2C		11	0
A/3C		1	0
A/B		1	0
	TOTALS	73	7

It is to be noted that the majority of discharges during this month were reservists who had completed their active duty requirements. A similar condition is expected to be evidenced during the month of January 1553 after which time our reenlistment rate should increase considerably, as most all of our involuntary recall personnel will have been separated by 31 January 1553.

CHAPTER III

SUPPLY AND MAINTENANCE

A. GENERAL.

In December this Wing finally received its full complement of 45 modified B-47 aircraft. This input of aircraft imposed a tremendous work load on the Maintenance and Supply facilities of the Wing. Not only were these new aircraft checked and made ready for operational use, but the old, unmodified aircraft had to be serviced for transfer.

Project "SKY-TRY" projected itself on this Directorate almost to the exclusion of everything else. The majority of the personnel within the Directorate spent almost their entire time handling problems directly concerned with "SKY-TRY". The obtaining of all equipment, spares and shortages, seems an almost impossible task, although, with the present Supply priority and precedence, this Wing now has items that heretofore were unobtainable arriving on the station in ever increasing numbers.

Major Alfred Hearin, an officer in Wing Supply who for the past six months has been TDY on Project "REDHEAD", returned to this station, and was released from active duty.

Major Alexander R. Birnie, the Wing Logistics Officer, was also released from active duty. He was replaced by Major Charles B. Lounsbury, who had been Wing Supply Officer.

Captain Walter H. Brambir, who recently returned from FEAF, moved into the position vacated by Major Lounsbury.

Major Henry J. Markiel, Maintenance Standardization Team Chief, was transferred to the 306th Periodic Maintenance Squadron as

Flight Line Maintenance Officer.

Captain Delbert E. Palmer, Assistant Flight Test Maintenance Officer in the Quality Control Unit, was transferred to fill the vacancy created by moving Major Markiel.

Captain Albert V. Sherman, Control Unit Officer, spent three days TDY at Wright-Patterson Air Force Base and Boeing Wichita, attending conferences on the B-47 Power Plant, C-26 Power Plant, and spares shortages on the B-47. He also obtained the latest Bombing Tables from the Headquarters Air Materiel Command Armament Laboratory.

The final meeting of the representatives of the King Committee was held at 6th Air Division Headquarters on 3 December 52. King Committee members briefed the personnel in attendance on the problems they had picked up during their visit, and the facts surrounding these problems that had been presented to them. The main problems they were concerned with were:

- Shortages, in both quality and quantity, of ground power sources for B-47 aircraft.
- (2) Lack of adequate information to enable MacDill Air Force Base to requisition parts for the new B-47 aircraft.
- (3) Shortages, and indefinite information on ground handling equipment in general.
- (4) Lack of adequate stock of spares for B-47 aircraft.

B. SUPPLY.

It is rather difficult to describe the Supply activities of this Wing for the month of December. For this section, "SKY-TRY" had already started, and the project was the major concern of all supply personnel. What with the requisitioning of items, follow-up on supplies not received, conferences with higher headquarters, and visitors from Air Materiel Command and other headquarters, little time was available for routine normal supply activities.

If the effort expended by this section is any criteria of the successful accomplishment of "SKY-TRY", it can be said that the project will be completed to the satisfaction of all concerned.

Judging from the arrival of equipment on this station, and from information received from supply activities on that equipment not yet received, "SKY-TRY" should not be hampered in any way by the shortage of any item of supply or equipment.

C. MAINTENANCE.

During December an average of 40.3 B-47's flew 22.9 hours each, a good increase over the previous month's 16.2 hours, and made at a time when the Wing was constantly receiving modified aircraft and transferring transition aircraft.

B-47 aircraft were in commission an excellent 73.1% of the time during December, a substantial increase over the 58.0% of November. This is the highest in-commission rate since the all-time high of 78.9% of March 52, at which time there was an average of 22.8 B-47's assigned. AOCP amounted to 5.6%, almost identical to the 5.8% rate of November. AOCM amounted to a very low 20.4%.

The table below shows the comparative figures on the B-47 maintenance job done for the past six months:

Av No		In-Comm	AOCP	Total	Break	AOCH	
Month	Acft Asgd	Rate	Rate	ACCM	TOC	Per'd	Fld
Jul	32.5%	71.4%	9.4%	19.2%	0.0%	11.1%	8.1%
Aug	32.0	18.9	2.0	79.1	14.8	2.2	62.1
Sep	32.0	27.0	11.2	61.8	7.2	3.9	50.7
Oct	31.7	69.9	0.9	29.2	2.8	9.6	16.8
Nov	33.7	58.0	5.8	36.2	14.8	11.3	10.1
Dec	40.3	73.1	5.6	21.3	1.1	7.5	12.7

Due to the restriction on flying imposed by higher headquarters, KC-97's averaged just about 13 hours per aircraft. During the month there was an average of 29.6 KC-97's assigned.

The KC-97 in-commission rate for the month was up 10% from the November rate, to a very fine 78.9%. The restriction on hours reduced the utilization rate to 2%.

The table below shows comparative figures for the KC-97 maintenance job done for the past six months:

Av No	In-Comm	AOCP	Total Breakdown of			AOCM	
Month	Acft Asgd	Rate	Rate	AOCM	TOC	Per'd	Fld
Jul	29.0%	78.1%	5.0%	16.9%	0.0%	9.05	7.9%
Aug	29.0	71.1	6.2	22.7	0.0	8.7	14.0
Sep	28.8	71.0	12.3	16.7	0.0	7.0	9.7
Oct	27.9	81.2	3.1	15.7	0.0	8.8	6.9
Nov	28.8	68.5	10.2	21.3	0.0	13.3	8.0
Dec	29.6	78.9	8.9	12.2	0.0	9.1	3.1

For December the T-33 in-commission rate was 81.3%, as compared with November's 68.0%, and the aircraft were flown 5.5% of the time in commission. During the month an average of 10.0 T-33's flew 43.6 hours each. This was a very good improvement over November's 33.7 hours.

In December B-47's attempted 168 sorties. There were 17

aborts, 10 air and 7 ground, for a monthly abort rate of 10.1%. This may be compared with a 4.1% B-47 abort rate for November, when B-47's attempted 121 sorties, with 5 aborts.

KC-97's attempted 97 sorties during the month. There were two aborts, both air, for a monthly abort rate of 2.1%. This may be compared with a 5.2% abort rate for November, when KC-97's attempted 191 sorties, with 10 aborts.

It is again satisfying to note that there were no T-33 aborts during the month.

The above abort figures do not include radar aborts.

Of all the abovementioned aborts, only one was charged to maintenance.

The rest were charged to material failures.

The B-47's attempted 79 radar sorties. They completed 66, and had 13 aborts, for an abort rate of 16.5%. These figures only report those missions scheduled for Blue Square "K" Systems.

Major Ned I. Colia, Chief, Methods & Procedures, Maintenance Division, Headquarters Second Air Force, phoned Major Mink, Wing Maintenance Control Officer, on 15 December, reference the Unsatisfactory Report Conference which was being held at OCAMA on 15 and 16 December. Major Colia stated that inasmuch as this conference would cover UR's already submitted and the action taken thereon, rather than just taking up UR preparation and submission procedures, he felt that we should send a representative to OCAMA to attend this conference.

Colonel Robert E. Kimmel, Director of Materiel, then called Mr. Allen, Technical Services Branch, Maintenance Division, OCAMA, to inquire into the Agenda for this conference and to ask whether he felt

it would be worthwhile for the 306th Wing to send a representative. Mr. Allen replied in the negative, saying that members of his office would be at Wichita on or about 5 January 53, and that anything taken up at this conference could be presented to our personnel in a condensed form at that time.

Warrant Officers Sand and Russell, and Technical Sergeant Harris, from the 22d Bomb Wing, March Air Force Ease, California, visited this Wing to get advance information on B-L7 operations for training purposes, and to observe operational techniques and gather data on special tools and locally manufactured equipment.

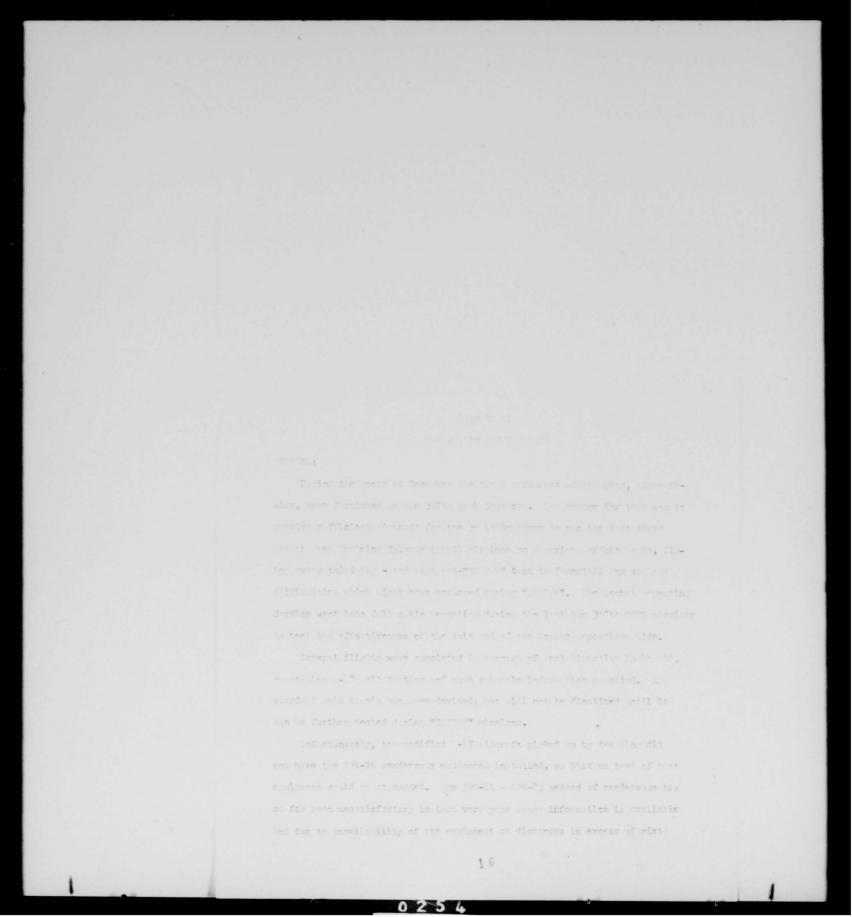
On 17 December a meeting was held at 6th Air Division on the General Electric engines. The following information was discussed:

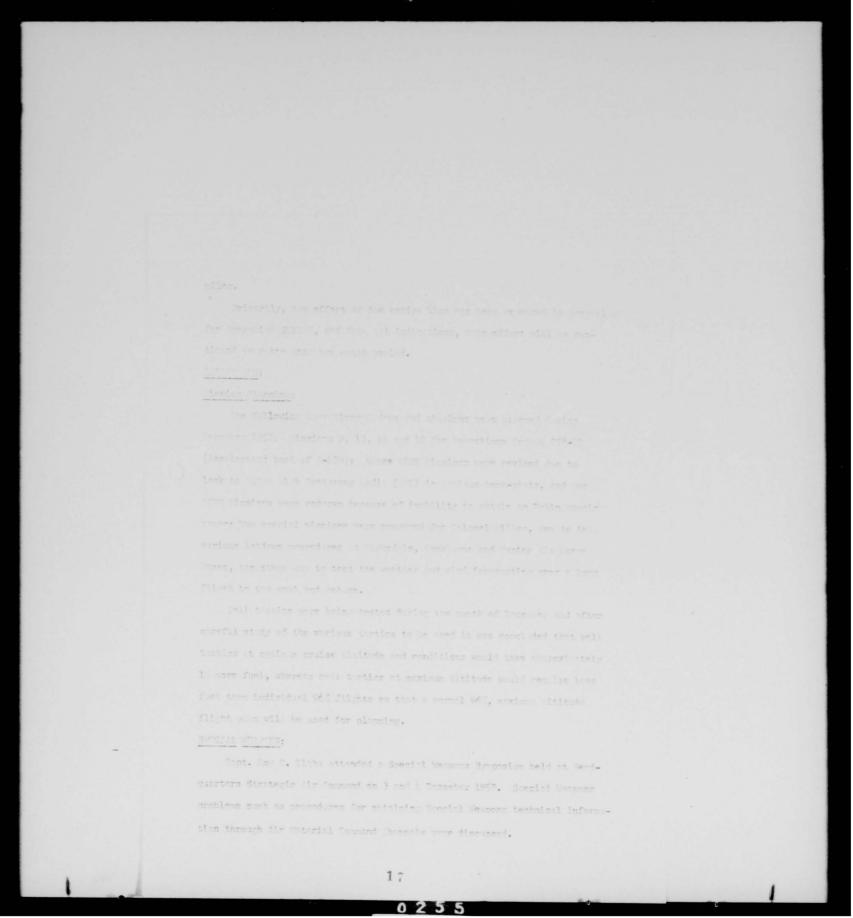
- (1) Total number of engines changed since the 306th Wing received its first B-47; J-47GE-11, 140; -23, 1; -25, 1.
- (2) Total number of engines returned to service through minor overhaul facilities: 68.
- (3) Total number of engines shipped to overhaul as not being reparable at this station: 72.

Of the 72 engines shipped off this station, 8 were for internal failure, 14 for cracked nozzle diaphragms, 27 for compressor damage, 5 for turbine wheel damage, 6 for hot starts over 1,000 degrees C, 2 for frozen engines, 2 for excessive oil consumption, and 8 for loose inlet guide wanes. 19 of these 72 could have been saved and returned to service through minor overhaul facilities, if minor repair had been authorized at an earlier date.

Mr. DeLong, Chief of Production, Douglas Aircraft
Corporation, Tulsa, Oklahoma, visited the Maintenance Control Section
on 23 December. He was inquiring into the condition of the B-47's
we had recently received from Tulsa. He was furnished all the necessary information.

Numerous complaints have been made in the past by
Radar Operators relative to the wavy range marks in the "K" System.
This was the subject of many meetings held on this base, and notice
of this condition was sent to higher headquarters and to the contractors. "Project Wavy Range Mark" was immediately set up, and
engineers from Western Electric, Sperry, and AC Spark Plug, were sent
to MacDill to see if this condition could be eliminated. Three aircraft were given to these engineers to work on, and from reports,
progress is being made. It is not expected that modifications will
entirely eliminate the condition, but it is hoped that they will reduce it to acceptable tolerances. It was found that four modifications
will accomplish this objective. A target has been set up to have all
of the aircraft so modified by the time Project "SKY-TKY" begins.





The 306th Bombardment Wing was tall informally by boadquarters Strategic air Command to concentrate on Mark 6 operational training among its combat craws so as to achieve an earl canadility.

Second Air Force has directed the 306th Remberdment line to develop a machenical look for the U-2 release in the B-A7 siroreft. The project has been initiated with Ceptain Durming, maintenance officer in the 369th Remberdment Squadron as monitor.

A total of two hundred and trainer (212) of bond commander and craw training on special versons procedures and techniques for in-flight operation was given during the month of December. The non-availability of some combat craws for required special versons training as one to other priority projects.

Thirty two combat crows located 2-59 training bombs in 3-47 sircreft as part of their special vespons training. A total of one hundred and eighty four hours of locating training were received by crow personness. The rest of the combat crows did not received their required locating training because of other priority projects.

GUNNERY:

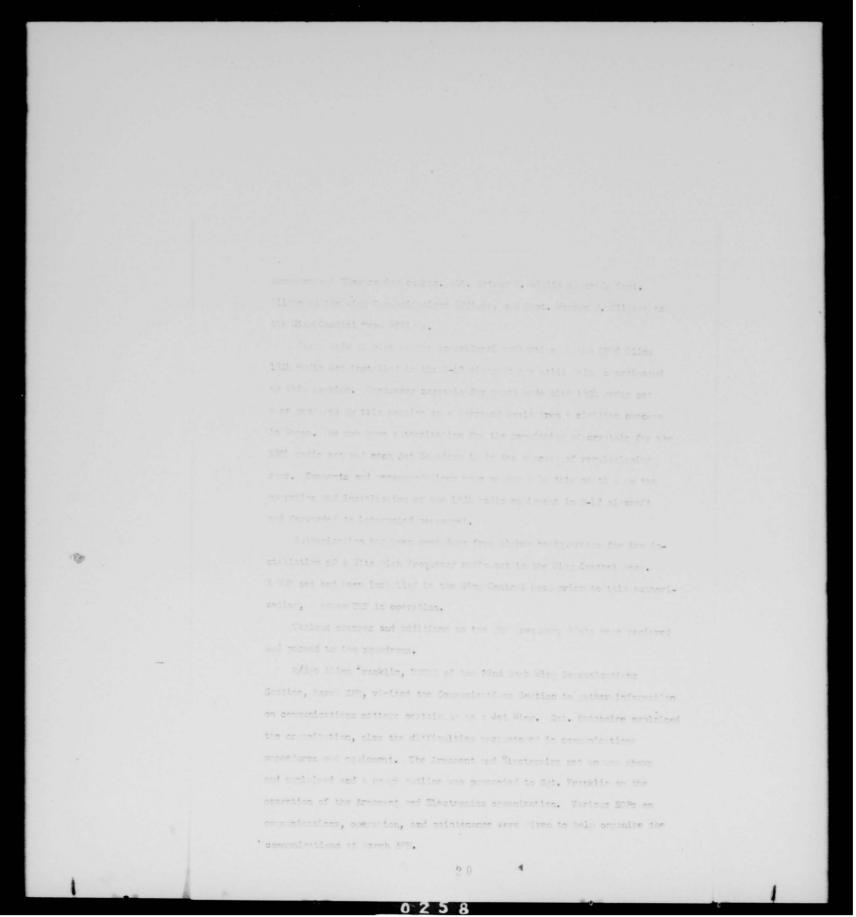
Replying to a message from Jacond Air Force, Lieutenant John G Finto and one instructor from the base gunnery school departed on TDY to Parksdale for a conference with Colonel Edward Singleton, 2AF Gunnery Officer, on 3 December 1952. Pre's and con's of the B-A7 gunnery system were discussed and a training program for the B-A7 gunners was drafted. Upon return to MacDill on 8 December 1952, action was taken to formulate the "draft" into a porktable training plan. The program is now elect read, to begin, evaluing the errival of mockups and training mids. The program is appeated to start some time during the month of January.

test firing some of the nameda. There were the a runtured barrels in the first II bys of firing. One runture was due to an O pretor's error but the other two were due to faulty our barries. One ins section of the berrels on hand, it was found that fourteen out of farty six were unserviceable due to a pitting which occurs i just beyond the liner in the berrel bors. The result of test firing on the ground was conducted at avon fark homery Range on AC December, were inconclusive, between, it is assumed that the extremes in temperature encountered during high slittude missions were a determining factor in reducing the life of the terrels. It is further assumed that the rate of expansion and contraction of the barrel itself and the liner inside is not identical, thus causing the liner to bosen during firing. This would cause the projectile to valver in its flight thru the barrel and eventually burst through the side of the barrel.

Out of twanty four numery missions, however, fifther were completed with no malfunction. This is only a 37.5% about rate, which is an im revement of almost 20% over last month's missions. The assessial Technical Order's on the gunnery system arrived and enabled our armament personnel to more readily revealy other discremencies. The major malfunction has been due to twisted armamition catching at either of the two brostors and jamaing the feed machanism.

GOMMUNICATIONS

The Wing Communications Section was affected by the loss of the Wing Communications Officer, Capt. Robert F. Hilbun, who has been in the radio communications field for over twenty years, was selected to attend approximately seventeen (17) weeks of school at Loury AFB, Colorado to take the



THIS PAGE IS DECLASSIFIED IAW EO 13526

rates half in regrey.

As rise of a more were inde in the functions and conventilities of the directs Training Scotlan during Section 1957. The full wants, therefore, was deviced orientally to year existing a the section and production of a new society of records a distance, in several presentation for the year 1953. Forced schoolships and resistance of therees the granted continued. Considerable the in the grant training are recommended by the first or 50-6 and considerable.

Shortly ofter the first of the worth, Herin erters for Mir Division adopted and i pleasanted, on very event notice, a radically different and quite conditioned, Air Preinles Decording on Deporting Procedure. Personnel worker placely with 6th Air Division during this chancever, and by doing a so, established the procedures in the Sine in gradual states. The impact of the chances ander fell hoppings on too Wing Control Room and the Aircrew Training Section. The daily analysis and recording of figure prints. sativity are newly acquired responsibilities and the Wing Control Room.

The new system provides a daily process report on Flying Accomplishments, and astablished a detailed comparison between Scheduled and Accomplished requirements. The losses of Air Training Acquirements are divided into the various individual causes. This system, therefore, provides a closely controlled manner of collecting necessary data for the various operations reports that are substitted to higher headquarters. At also provides a very convenient manner or collecting vital information used for Corretion Planning Activities. By some of the system, various rates of loss are established. Charts which reflect the various rate of loss attributable to operations, maintenance, weather, etc., have seen made.

These charts will plot any trends established and point out the

The following specific actions were baren pursuant to in insenting the newly established procedures.

- (1) A Form entitled "Daily Aircraft Utiliz vion and Mission Accomplishment Report" was conceived and produced in quantity. The form became the reporting device by which each Tactical Unit reports its "Tomorrow's" schedule and its "Today's" accomplishments to Ming Control Room. The Control Room in turn relays the information received from the Squaurons to oth Air Division Control Room. This data is utilized for the Daily Briefing of the Air Division Commander all tactical squadron Operations Officers were thoroughly briefed on the procedures to be employed for submitting scheduled and accomplished information on the Daily Report Form. A daily watch was kept over the incoming reports and errors in interpretation were corrected on the spot, also any difficulties noticed were resolved immediately.
- (2) A coordination copy of a new Wing Regulation was composed, based on experience collected through implementing the program over a two week period. The regulation was being published in final form at the end of the month.
- (3) A chart was made which will record, on a weekly basis, a comparison between individual training items scheduled and items accomplished. It will note the causes of loss, ie, Air Abort Radar; Maintenance Cancellations etc. Other records were produced which are to be used for daily Operations Briefing and for the Weekly Scheduling Meeting.
- (4) Procedures were established which enables the collected accomplishment data reflected on the Utilization Form to be assembled for

inclusion in the various Operations Reports this sections submits to higher Head-warters.

Activity toward maximum possible percent of completion of Ground Training Requirements was intensified. Squadrons made notable gains in accomplishments. The 306 Air Refueling Squadron appears to have made the greatest single gain noted for recurring requirements outlined by Second Air Force Regulation 50-b. In addition to these requirements, the 306 Air Refueling Squadron entered seven crew members into In-Flight Refueling Debile Training Detachment and 11 boom operators into the 37 hour Boom Maintenance Course. A total of 45 crew members were furnished the 35 hour EC-97 ITD refresher Course. The EC-97 crew members who attended the first refresher course in this series were critiqued by the Wing Aircrew Training Officer 306 Air Refueling Squadron at the completion of the course. From this critique, certain changes in curriculm were made and the post training examination was altered to move closely fit the course. As a result of changes made, the course seems to be much improved over previously presented courses.

Synthetic Trainer Utilization decreased somewhat. There were two main factors present which caused the drop; intensive Combat Grew Training flying activity and maximum pick-up missions of new micraft.

The formal training of recently assigned B-47, 1244's (Filot, AOB) continued. Sixteen officers were in attendance in ATRC transition schools during the month.

Information was received concerning six incoming 1244's from March AFB, California, to replace 6 2-47 Instructor Filots from this wing who are due for transfer to March Air Force Base on or about 15 Jan 53. The data received indicated that the six incoming officers will not arrive in time

to fill in positions vacated by outbound pilots. It was also noted that the incoming personnel had completed no survival training and that only three had completed Bomb Gommander School.

This is not in conformity with the basic round rules established in October at a training conference held at Strategic Air Command Headquarters, which was attended by representatives of the 300th Bombardment Wind., Second Air Force and the 12th Air Division.

Replacement co-pilots were to have revoived basic survival, advanced survival, bomb commander school, T-33 and B-47 transition, and be physically in place prior to departure of our instructor pilot no insec. Failure to demand to these requirements will result in commet cree represent and delay in commet cree insec.

HOLATICE TRATING:

There were three specialist courses and maintenance Fari jurisation \star Courses started in the B-47 lyp.

of Non Air Crow Training for December is as follows:

8-47 CD

Abbanded Jet Engine Specialist Course
Completed Jet Engine Specialist Course
Attended Hyd. Specialist Course
Completed Hyd. Specialist Course
Attended Instrument Specialist Course 4
Completed Instrument Specialist Course
Attending 160 hours Maintenance Pamiliarization Course 55

24

Completed 160 hours Maintenance Familiarization Course. . . .lo

KC-97 NTD

The utilization in the NG-97 17D totaled 3032 ran hours. The utilization in the B-47 17D totaled 3403 ran hours.

FLYI G SAFETY:

The incident report program within the 300th Bomb Wing has developed to a high degree among the B-47 flight crews. During December, twenty one incident reports were forwarded from the wing to higher headquarters and copies distributed to all interested personnel within the wing.

Incident reports from the Air Refueling Squadron and maintenance personnel were lacking. More emphasis will be placed on these areas during the coming months.

A study is still in progress by the Director of Nateriel as to the practicability of having a fire truck stand by during single point refueling.

A flying safety meeting of all squadron flying safety officers was held on 15 December. The following items were stressed:

 Carelessness of ground crew personnel in leaving tool boxes in tail pipes of T-33 aircraft.

- (2) Instrument taleoff no obstructions to visibility would be used during the takeoff.
- (3) Maintenance personnel use caustion to keep B-47 drag chutes clean and dry. One incident occurred in the wing whereby moisture in the chute revented the chute from deploying.
- (4) Flying Safety Officers were encouraged to submit, pilots, crews and maintenance personnel for recognition as "crew of the sonth".

Flans for a flying safety bulletin board for display in the 306th Wing Briefing Room were drawn up. The board should be completed by 10 January 1953.

Squadron flying safety meetings were held in all squadrons with a 94% wing attendance record.

A wing flying safety meeting was conducted on 10 December 1952, at

which a film on the use of ejection seat in T-33 sireraft was shown. Firsts were cautioned to be on the lookout in the traffic pattern at MacDill. It was pointed out that 5000 landing and takeoffs were made at MacDill during November by various aircraft.

Major Wesley Min: (Maintenance Control Officer) was submitted as "Filot of the Month" from the 306th Bomb Wing. The manner in which he handled a dangerous incident caused by failure of the flap mechanism on a T-33 gircraft while turning on to the final a preach qualified him for this recommendation.

Several inspections of the ramp area were made. It was noted that debris was scattered in several sections of the parking area. This condition was brought to the attention of squairon commanders and staff sections. Considerable improvement was noted during the latter part of the month.

Inspection of T-33 canony and specifon seats revealed that neven T-33 aircraft lacked complete ejection charges. This was brought to the attention of the Director of Paterial.

D-47 STANDARDIZATION BOALD:

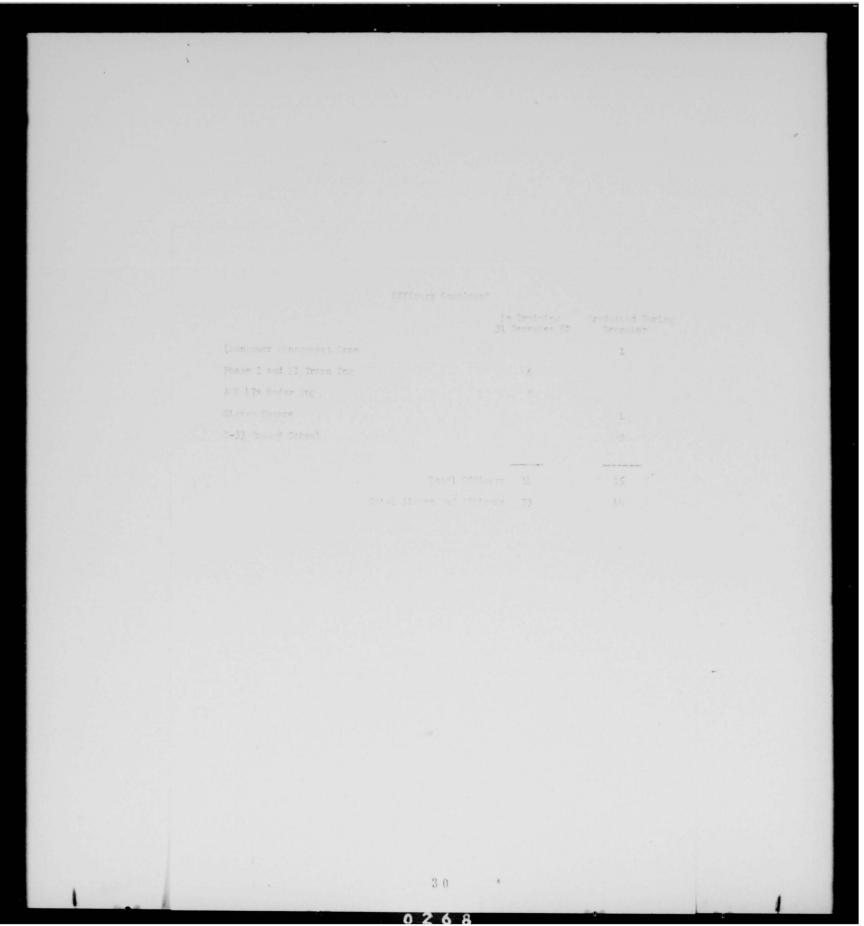
A special order of B-47 flight handbooks dated 15 August 1952 mas received and distributed. Being that these books are outlated, it was necessary to type and reproduce a number of revisions which were needed to bring the handbooks up to date. The current handbooks dated 15 October 1952 son't be received for another six to all ht months. It has been no easary to so out of regular clausels to secure up to date material on b-47 aircraft. This situation creates an extra loss on the Wing Standardization Board because of the work loss required to accomplish the typing, regroduction, filing and distribution of revisions, check lists, etc.

SAC Regulation 51-4, dated 11 Parch 52 directs the assignment of a clarical assistant to old in the performance of stand board paper work, however, the Wing T.C. & E. does not take cognizance of the existence of two types of aircraft and as a result, this situation plus a wing wide shortage of skilled typists, leaves the Stand Board sharing one typist with Flying Safety.

A new modified check list was submitted to Second Air Force for approval and reproduction. Changes to the SAC Manual 50-31A were forwarded to Second Air Force for approval. An inflight check list for crew bombing procedure was reproduced and being service tested for crew utilization. This will take the load off the observer's shoulders and make the co-pilot and airplane commander an integral part of the bombing procedure other than just accomplishing the aircraft's flight on the bomb run.

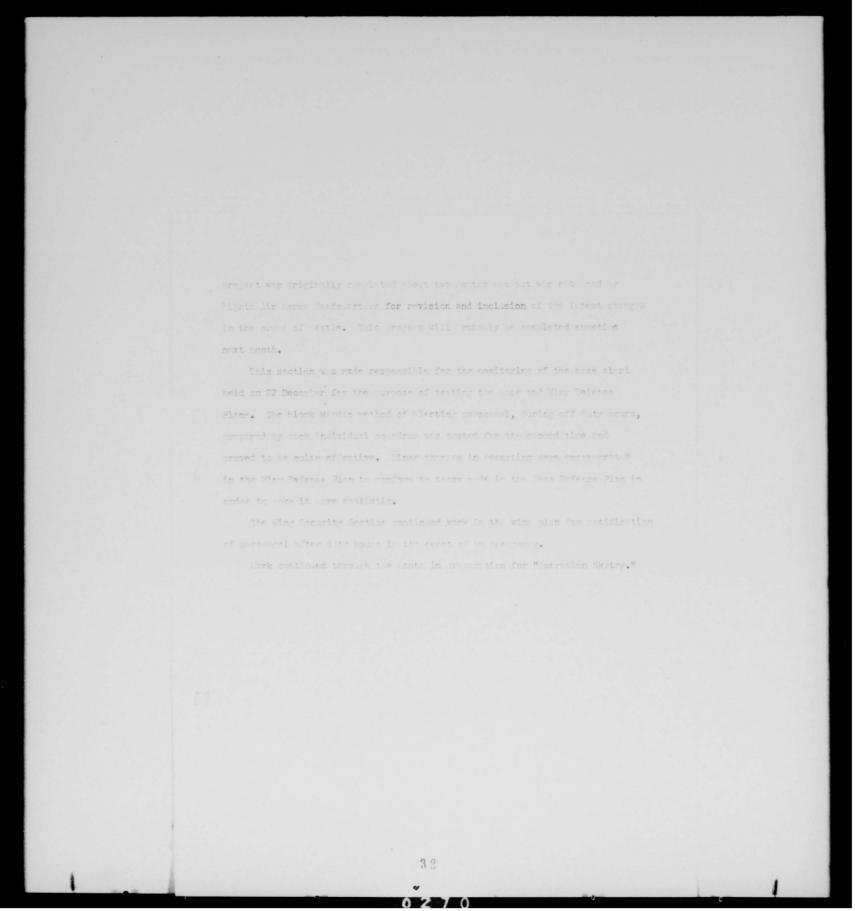
The same of the sa					NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,
	bracia nataratila. Sa assistante				1.477
	become untestile. The settle set				
	futch of M3131's few Att, in a				FOREL MENT
	In numeric wise, while independent				
	and anectationston.				
	Course Witle and Number				
	Intelligence Coerctional Specialis			3	
	Thota Tatery Specialine				
	Ender Sech, Aircorpt Tomio	(3)271			
		(30101)			
	Phone I, Cinterior System Nech, 1-				
		(13151-1)			
	left Heel, Enec, N-99 (703)				
	2-b juto Pilot Cree				
	Pormehata Ligara Grae				
		(58151)			
	(Wardunging) Socialist Gree	(5L150)		1	
	Organizational Specialist	(6)(51)		5	
	Career Guidence Cree	(73150)	2		
	Person el Specialist	(73250)	2		
	Special Ing on APS h2 Rador Equip	(Mone) Total Ann	59	29	
	Of:	ficers			
	Arranent Sys. Off (Cross Ing)	(30311)		1	
	Aircraft Waint Admin Off	(1/31.1/1)		1	
	Radar Target Prediction Tn-	(1	
	Land Ordnance Orse			1	
		29			
	0	2 6 7	-		

THIS PAGE IS DECLASSIFIED IAW EO 13526



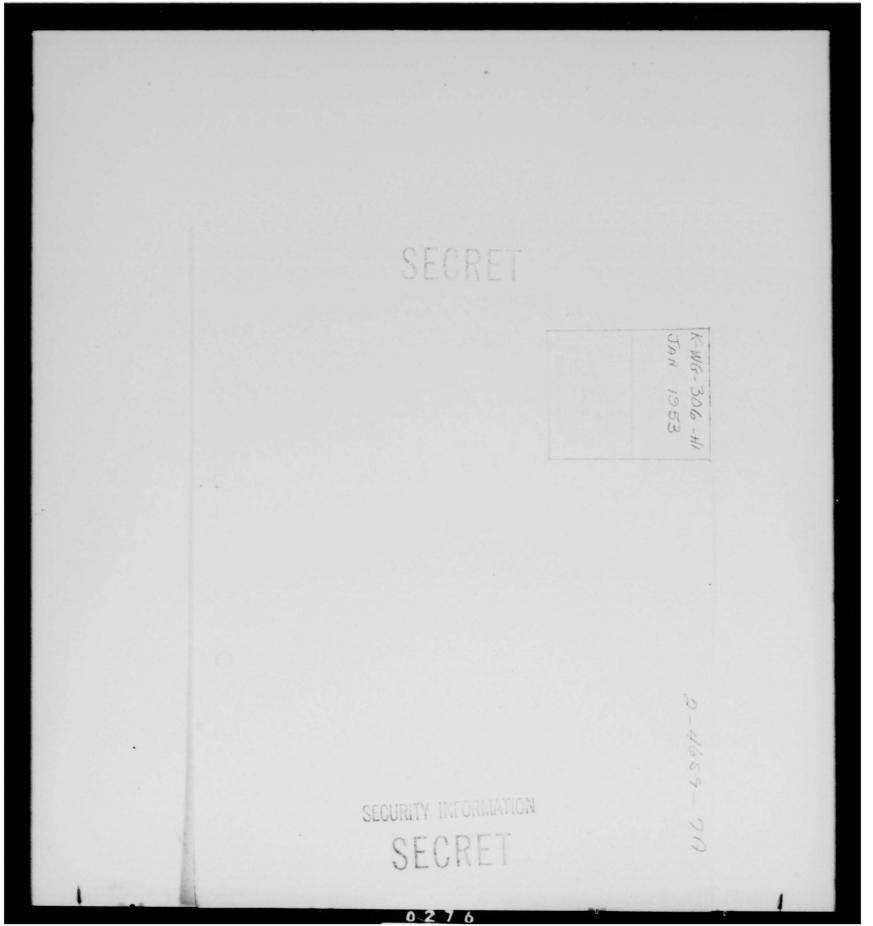
THIS PAGE IS DECLASSIFIED IAW EO 13526

planning aids required by Fighth Mir Force Operations Plan #55-52. This

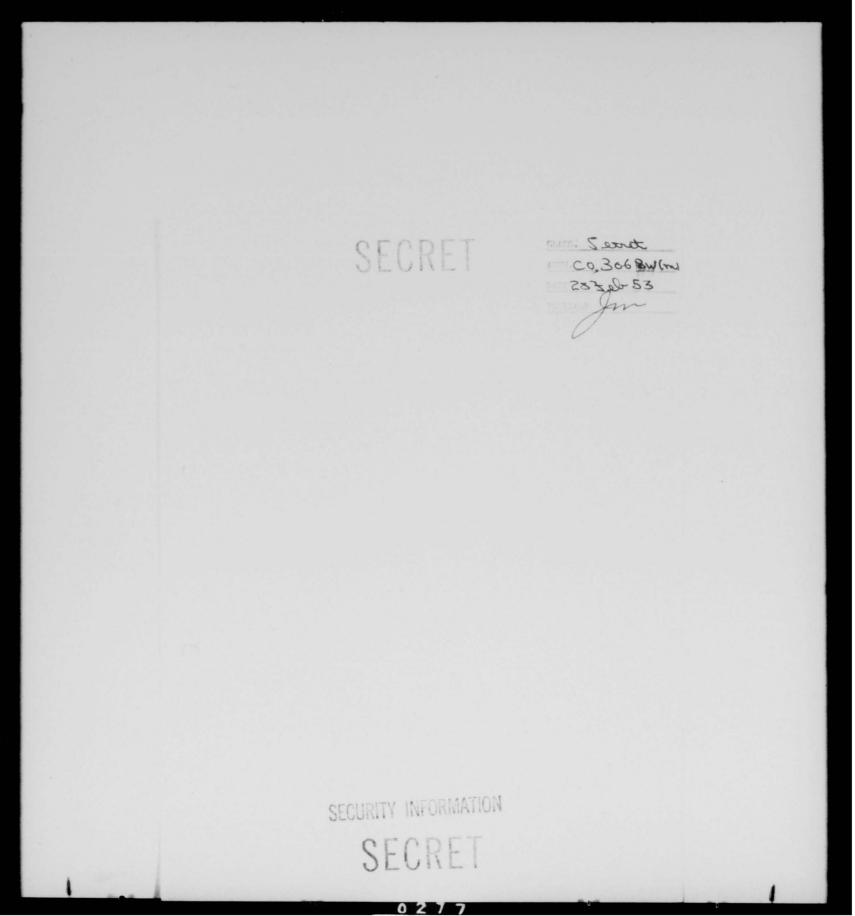


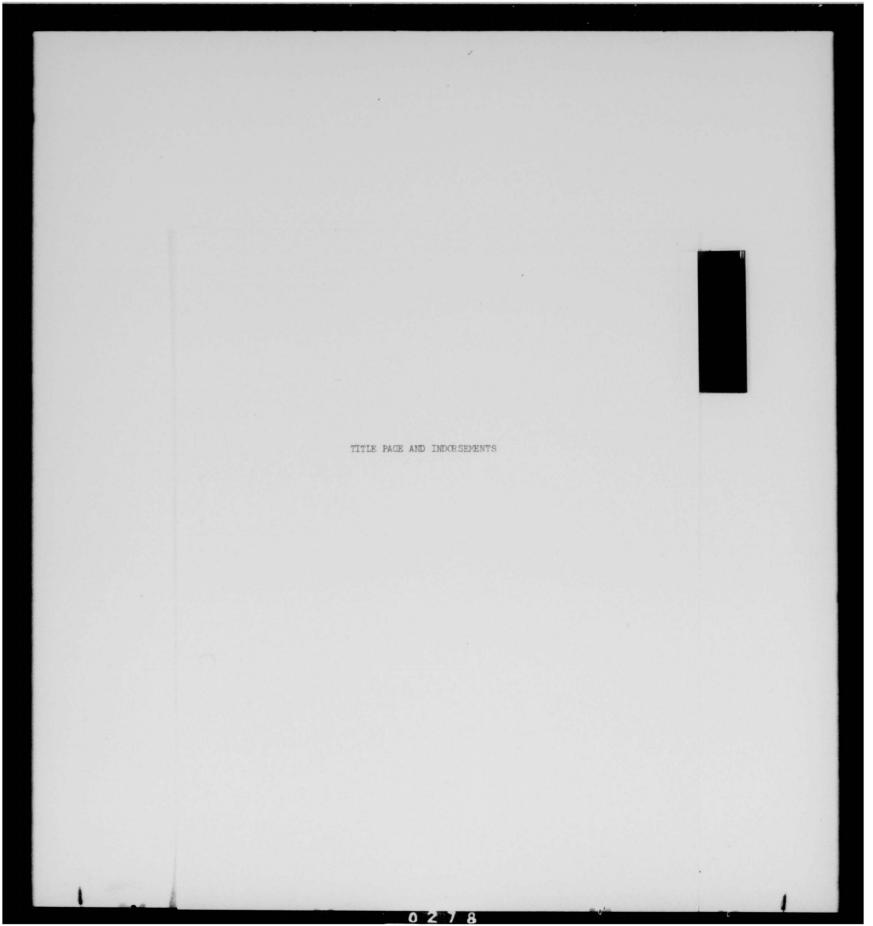


THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526





THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORY

1 JANUARY 1953 - 31 JANUARY 1953

306TH BOMBARDMENT WING MEDIUM

(Strategic Air Command)

(Second Air Force)

(6th Air Division)

MacDill Air Force Base, Florida

Assigned Organizations:

Headquarters Squadron Section, 306th Bombardment Wing Medium 306th Aviation Squadron, Bombardment, Medium 306th Armament and Electronics Maintenance Squadron

306th Periodic Maintenance Squadron

306th Field Maintenance Squadron 306th Air Refueling Squadron Medium

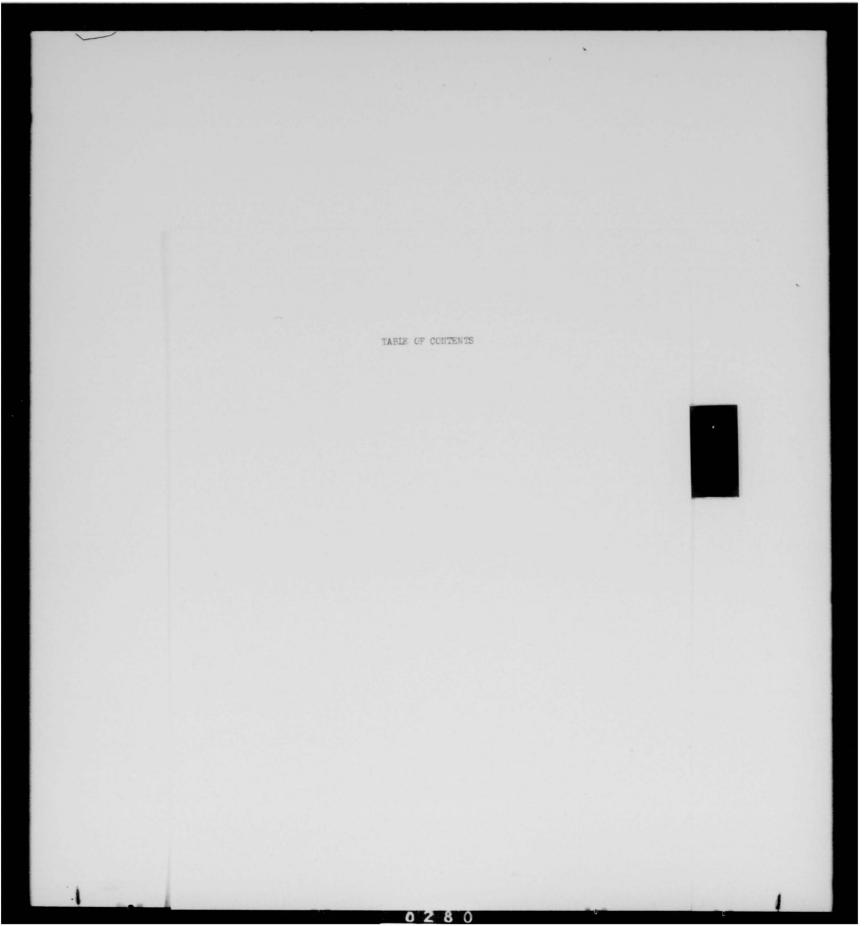
367th Bombardment Squadron Medium 368th Bombardment Squadron Medium

369th Bombardment Squadron Medium

306th Medical Group

MICHAEL N W MCCOY Colonel, USAF Commanding

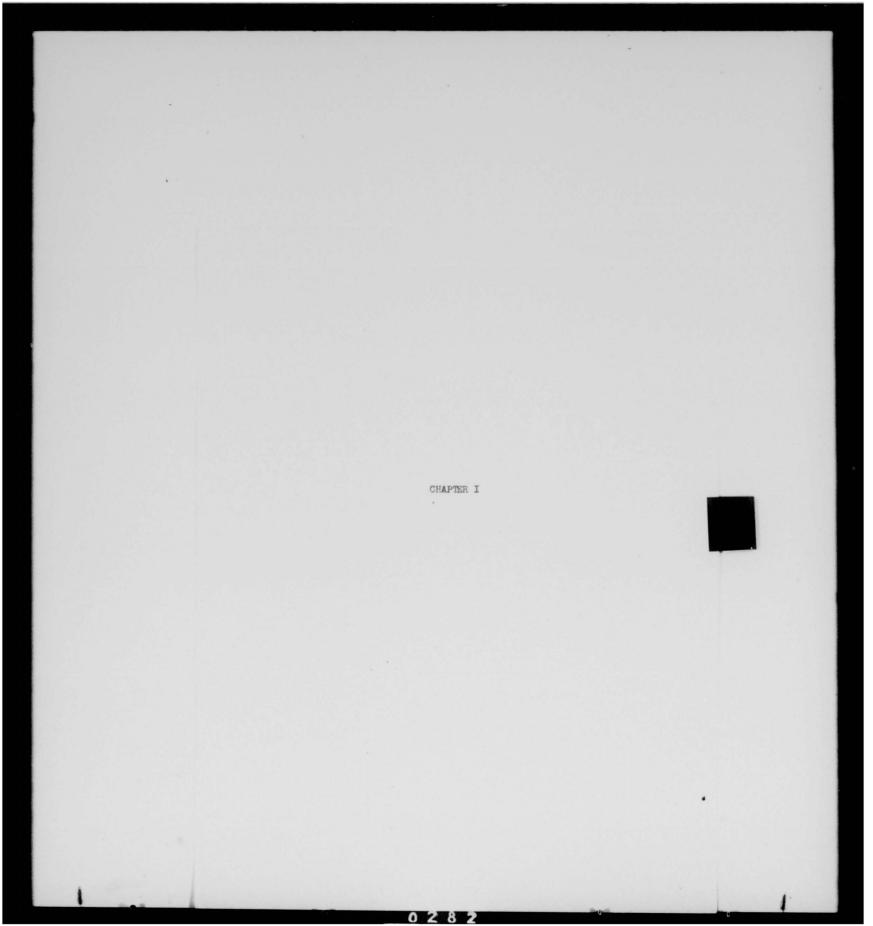
J W WHITAKER Major, USAF Historical Officer ARTHUR E SCHMORR S/Sgt, AF12332779 Historical Technician



THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

CHAPTER	TITLE	PAGE NUMBER
I	ORGANIZATION AND ADMINISTRATION	1 thru 4
II	PERSONNEL	5 thru 11
III	SUPPLY AND MAINTENANCE	12 thru 20
IA	OPERATIONS AND TRAINING	21 thru 35
V	306TH MEDICAL GROUP	36 thru 43
VI	MISCELLANEOUS	14
	APPENDIX	"A" thru "N"



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER I

CRGANIZATION AND ADMINISTRATION

As the 306th Bombardment Wing Medium entered into the first month of the year 1953, the Wing was affected with a further Table of Organization change. Primarily, the Wing was enlarged by the augmentation of the 306th Medical Group, formally assigned to the 809th Air Base Group. Also during the month of January, word was received from higher headquarters that they will not accept any further recommendations for Table of Organization changes until after 1 July 1953. Recommendations submitted prior to the receipt of the above cited information have been forwarded to Headquarters United States Air Force for consideration.

The addition of two new rooms to the 306th Bombardment Wing Headquarters building is in its final stage of completion, and occupancy is scheduled during the first week of February.

The month of January consisted of numerous changes in Key Personnel.

Primarily, Colonel Donald E Hillman, Deputy Wing Commander of the 306th

Bombardment Wing Medium, was reassigned to Headquarters Strategic Air

Command, Offutt Air Force Base, Nebraska. Before his departure, Colonel

Hillman gave the Wing a heart-warming farewell message.

^{1.} Colonel Hillman's Farewell Message, dated 12 Jan 53 - Exhibit "A"

Colonel John C Thrift, succeeded Colonel Hillman as Deputy Wing Commander and Lt Colonel Richard C Evans, Wing Operations Officer, succeeded Colonel Thrift as Director of Operations. Colonel Robert E Kimmel. Director of Materiel, was also reassigned to 6th Air Division Materiel, and was succeeded by Lt Colonel George P Cole, formally of Headquarters Second Air Force. Captain Lawrence G Starkey, Wing Comptroller, was released from active duty and was succeeded by Major Herbert B Reeder, a recent FEAF returnee.

During this period of radical personnel changes, Colonel Michael N W McCoy, Commanding Officer of the 306th Bombardment Wing Medium, departed on TDY on 5 January 1953, to Headquarters Strategic Air Command, Headquarters Second Air Force, and Boeing Airplane Factory, Wichita, Kansas, with Colonel Kimmel assuming command of the Wing. Colonel Thrift, newly assigned as Deputy Wing Commander, assumed command of the Wing as Colonel Kimmel was reassigned to 6th Air Division Materiel. Colonel McCoy returned on 10 January 1953, and resumed command of the Wing. On 13 January 1953, Colonel McCoy again departed on TDY to Andrews Air Force Base, Washington, D.C., in order to formulate plans for the B-N7 participation in the Presidential Inauguration Ceremony (at a future date the Wing's participation was cancelled), and returned on 14 January 1953.

^{2.} GO 5, Hq 306th Bomb Wg (M), dated 14 Jan 53 - Exhibit "B"
3. IBID
4. GO 3, Hq 306th Bomb Wg (M), dated 8 Jan 53 - Exhibit "C"
5. GO 5, Hq 306th Bomb Wg (M), dated 14 Jan 53 - Exhibit "B"
6. GO 1, Hq 306th Bomb Wg (M), dated 5 Jan 53 - Exhibit "D"
7. GO 2, Hq 306th Bomb Wg (M), dated 8 Jan 53 - Exhibit "E"
8. GO 1, Hg 306th Bomb Wg (M), dated 30 Jan 53 - Exhibit "E"

^{8.} GO 4, Hq 306th Bomb Wg (M), dated 10 Jan 53 - Exhibit "F"

On 26 January 1953, Colonel McCoy again departed on TDY to Boeing
Airplane Company, Wichita, Kansas, Headquarters Strategic Air Command,
and Headquarters Second Air Force; with Colonel Thrift assuming
command. Upon return to MacDill Air Force Base, Colonel McCoy resumed
10
command of the Wing.

On 22 January 1953, one of the most strategically important operations since the assignment of the B-47 aircraft, entitled, Operation "SKY-TRY", was undertaken. Operation "SKY-TRY" will be further discussed throughout the following texts of this installment.

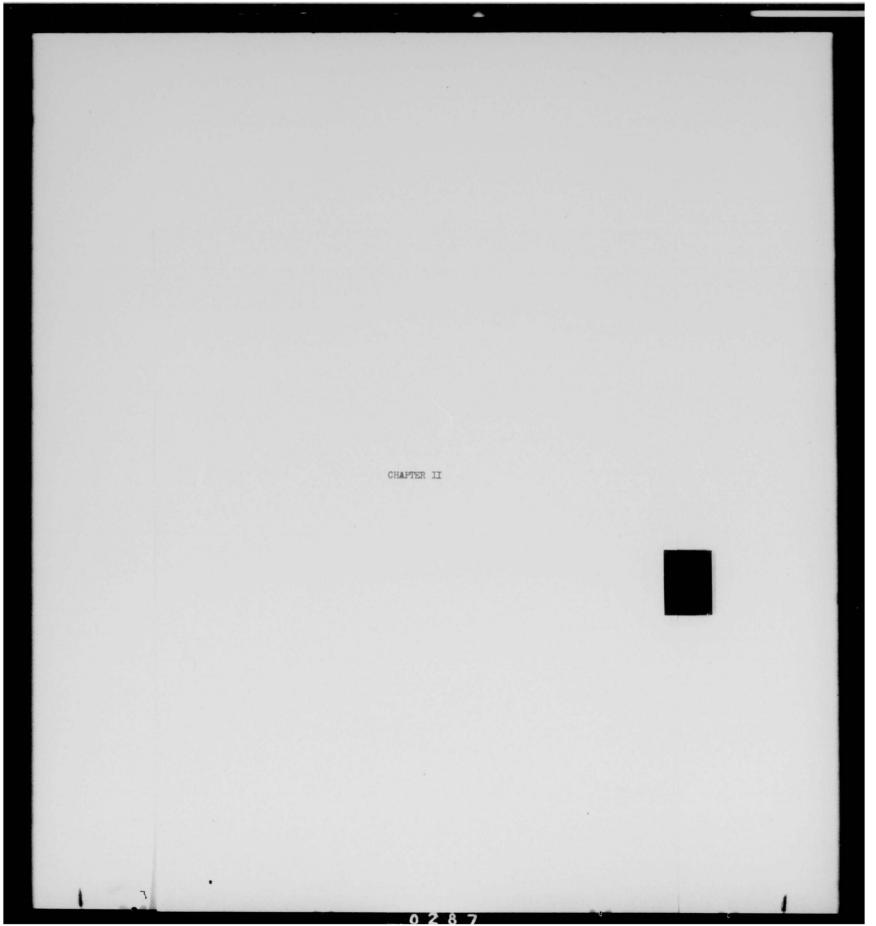
During the month of January, the squadrons continued to maintain their proficiency regardless of the added effort put forth for Operation "SKY-TRY", which called for a maximum effort working schedule of seven days a week. Personnel assigned to the 367th Bombardment Squadron Medium, 306th Air Refueling Squadron Medium, 306th Field Maintenance Squadron, 306th Armament and Electronics Maintenance Squadron, 306th Periodic Maintenance Squadron, and the Headquarters Squadron Section are working far beyond their normal capacity in support of this operation, and a high level of morale still prevails.

During the period 22-26 January 1953, the 306th Aviation Squadron,
Bombardment Medium was inspected by the Deputy Inspector General's Office,
Headquarters United States Air Force, based at Norton Air Force Base,
California. The significant comments as a result of this inspection
indicated discrepancies of a minor nature only, and that the squadron is
highly capable of performing its primary mission.

^{9.} GO6, Hq 306th Bomb Wing (M), dated 26 Jan 53 - Exhibit "G" 10. GO7, Hq 306th Bomb Wing (M), dated 31 Jan 53 - Exhibit "H"

On 22 January 1953, the 306th Bombardment Wing Management Advisory
11
Team met and the following topics were discussed:
On 20 January 1953, Colonel Michael N W McCoy, Wing Commander,
presided at the Wing Staff Meeting, and the following topics were
12
discussed:

^{11.} Minutes of Wg Management Advisory Team, dated 23 Jan 53 - EXHIBIT "I"
12. Wing Staff Notes, dated 20 Jan 53 - EXHIBIT "J"



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER II

PERSONNEL

Personnel Strength

The personnel strength of the 306th Bombardment Wing, Medium, as of 31 January 1953, was 475 officers and 2042 airmen. Under the present manning, the Wing is over-strength 31 officers and 128 airmen. The recapitulation by organization is, as follows:

Organization	Offs Asgd	Amn Asgd
Headquarters Squadron Section, 306th Bombardment Wing Medium 306th Aviation Squadron, Bombardment Medium 367th Bombardment Squadron Medium 369th Bombardment Squadron Medium 369th Bombardment Squadron Medium 306th Air Refueling Squadron Medium 306th Field Maintenance Squadron 306th Periodic Maintenance Squadron 306th Armament & Electronics Maintenance Squadron 306th Medical Group TOTAL	63 18 67 60 60 108 6 6 14 73 475	122 31 129 121 124 298 410 211 367 229 2012
2	Bained	Lost
TOTAL OFFICERS TOTAL AIRGEN	19 116	18 86

Roster of Key Personnel

Command

Col	Michael N W McCoy	Wing Commander
Col	John C Thrift	Deputy Wing Commander
Maj	Joseph W Whitaker	Adjutant
Maj	Herbert B Reeder	Comptroller
Maj	George R Adams	Personnel Staff Office
Lt Co.	l Richard E Evans	Director of Operations
Lt Co.	1 George P Cole	Director of Materiel

1)

Roster of Key Personnel (Cont'd)

Hq Sq Sec

Capt Charles S Wallen 2d Lt John J Lolli

Commanding Officer Adjutant

367th Bomb Sq

Lt Col Loyd D Griffin Capt Robert R Heiber Lt Col John E Sherman Capt Gilbert W Earls Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

368th Bomb Sq

Lt Col Benjamin B Klose
Maj John T Clancy
Lt Col Herbert W Reinhardt
Maj James G MacCabe

Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

369th Bomb Sq

Lt Col George P Birdsong, Jr lst Lt Albert A Bean Maj Alpheus W Blizzard Capt James C Dickinson, Jr Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

306th Aviation Sq

Maj Alver K Spivey

Commanding Officer

306th Fld Maint Sq

Maj Carol V Hunter 2d Lt Allan K Butler Commanding Officer Adjutant

306th Air Rflg Sq

Maj Rowland H Worrell, Jr 2d Lt Hobert F Whiteside Maj Homer C Bell, Jr Capt Joseph R Carpenter Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

306th Periodic Maint Sq

Lt Col Albert W Lambert 2d Lt Joseph G Dodge, Jr Maj Henry J Markiel Commanding Officer Adjutant Aircraft Maintenance Officer

Roster of Key Personnel (Cont'd)

306th A&E Maint Sq

Maj William E Swindal 1st Lt Raymond M Eastman Commanding Officer Adjutant

306th Med Cp

Col R Howard Lackay lst Lt Joseph P O'Brien Lt Col Sanford H Hamilton lst Lt William A Ables, Jr

Commanding Officer Deputy Commander Executive Officer Adjutant

Key Personnel Changes

Col. John C. Thrift was assigned duty as Deputy Wing Commander, vice Col. Donald E. Hillman relieved. Col. Hillman departed from this station 12 January 1953 enroute to Headquarters Strategic Air Command, Omaha, Nebraska, with reporting date of 1 February 1953.

Major Herbert B. Reeder was assigned duty as Wing Comptroller, vice Capt. Lawrence G. Starkey relieved. Capt. Starkey departed from this station for release from active duty.

Lt. Col. Richard E. Evans was assigned duty as Director of Operations, vice Col. John C. Thrift relieved. Col. Thrift was assigned duty as Deputy Wing Commander.

Lt. Col. George F. Cole was assigned duty as Director of Materiel, vice Col. Robert E. Kimmel relieved. Col. Kimmel was reassigned to Headquarters 6th Air Division as Director of Materiel with reporting date of 8 January 1953.

Capt. Robert R. Reiber was assigned duty as Adjutant, 367th Bombardment Squadron, Medium, vice 2nd Lt. John J. Lolli relieved. Lt. Lolli reassigned as Adjutant, Headquarters Squadron Section, 306th Bombardment Wing, Medium.

Personnel, General

The 306th Bombardment Wing, Medium, was announced as winner of the Ground Safety Flag for December 1952 at a meeting of the Executive Ground Safety Council which convened at Headquarters MacDill Air Force Base 15 January 1953. The 305th and 306th Bombardment Wings won the flag six times during 1952; therefore, the yearly cup was awarded to the Wing with the lowest accumulative disabling injury rate. After closely screening the yearly records, it was decided that the cup would go to the 305th Bombardment Wing, having recorded a rate of 3.11 compared with 3.43 recorded by this Wing. However, the MacDill "Safe-Wheels" placque was permanently awarded to this Wing for having recorded the lowest number of deductible points in the scoring system during the period 1 July through 31 December 1952.

The Florida National Sports Car Race Program, scheduled for Saturday, 21 February 1953, mentioned in the History for December 1952, remains in the forefront. All total this Wing now has committed over 500 personnel (officers and airmen) to assist in the program. The majority of the personnel will be used only on the day of the race to assist the Air Police in controlling the large crowd that is expected.

During the month of January all of our T-33 maintenance personnel were transferred to the 809th Operations Squadron, 809th Air Base Group. This action was directed due to the revocation of authorized overage manning to support T-33 aircraft assigned the bomb squadrons. This involved the transfer of 23 airmen, six from each bomb squadron, and five from the 306th Periodic Maintenance Squadron.

Three applications for hardship Discharge were received this month.

Personnel, General (Contid)

One application was approved and the airmen transferred to Reserve status to complete his Reserve requirements. Another application was disapproved and forwarded to higher headquarters for review. The third application was still in the hands of the Hardship Discharge Board.

Two applications for tender of Unconditional Resignation under provisions of AFR 39-15 were received this month and were forwarded to higher headquarters, recommending disapproval, since both airmen had recently completed schools.

One airman was recommended for discharge under provisions of AFR 39-17, and request was forwarded to Headquarters 6th Air Division for necessary action.

Recent change to SAC Reg. 39-9 reduced our ratio of non-crew maintenance personnel from 3.1 per aircraft assigned to 1.2 per aircraft assigned. This figure is not applicable to B-47 type aircraft, and at present we have a request in to Headquarters Second Air Force requesting a ratio of 1.5 per B-47 type aircraft assigned.

Six B-47 instructor pilots were reassigned to March Air Force Base, California. In return we received six B-47 co-pilots. All six incoming co-pilots are TDY at Wichita or Finecastle Air Force Base, Florida.

The impact of departing crew personnel from the Air Refueling Squadron, prior to arrival of replacements, is resulting in crew regression. This situation will continue to be further aggravated until requisitioned replacement personnel start arriving prior to departure of crew members.

The deadline for return of indefinite Reserve appointments was

January 15th for the Reserve officers within this Wing. All replies were

Personnel, General (Cont'd)

received on time. However, several officers recently arriving from other commands were not previously offered such appointments. Upon their receipt of same within this Wing, these officers have 60 days in which to reply, indicating their acceptance or declination.

Four airmen, one with AFSC 43170 (Aircraft Maintenance Supervisor), and three with AFSC 43153 (Sr. Aircraft Jet Engine Mechanic), were selected and placed by two representatives from Personnel Research Institute,

Western Reserve University, Cleveland, Ohio, for approximately 30 days TDY to that university for the purpose of assisting in developing B-47 Mechanical Proficiency Tests.

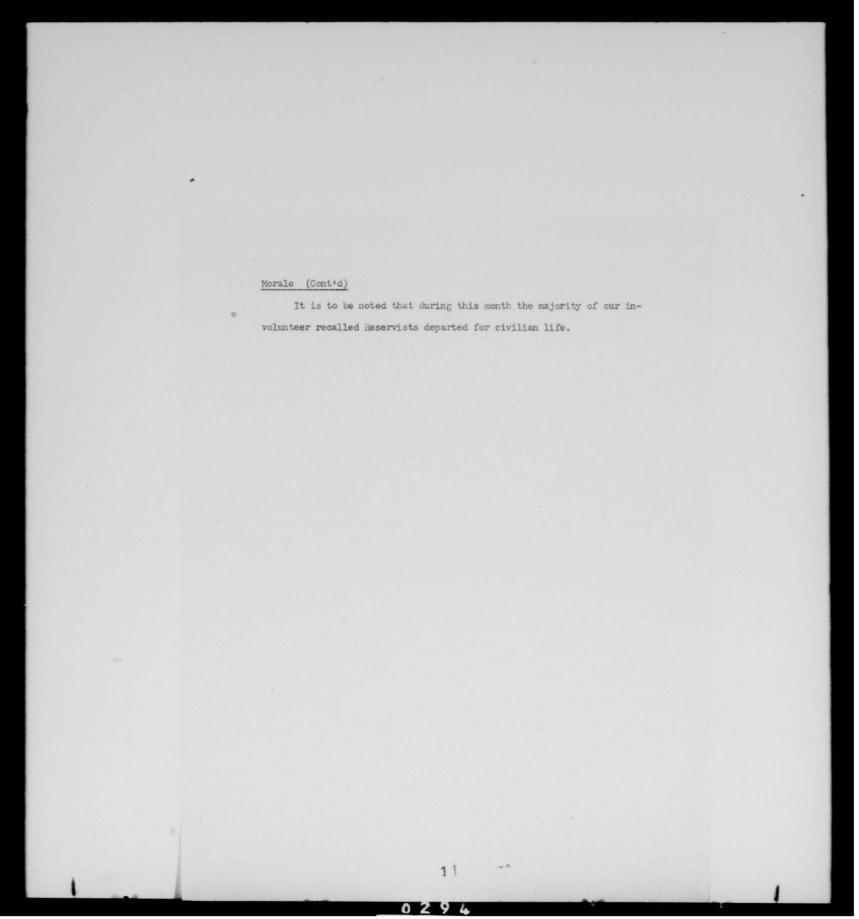
Promotions and/or Demotions

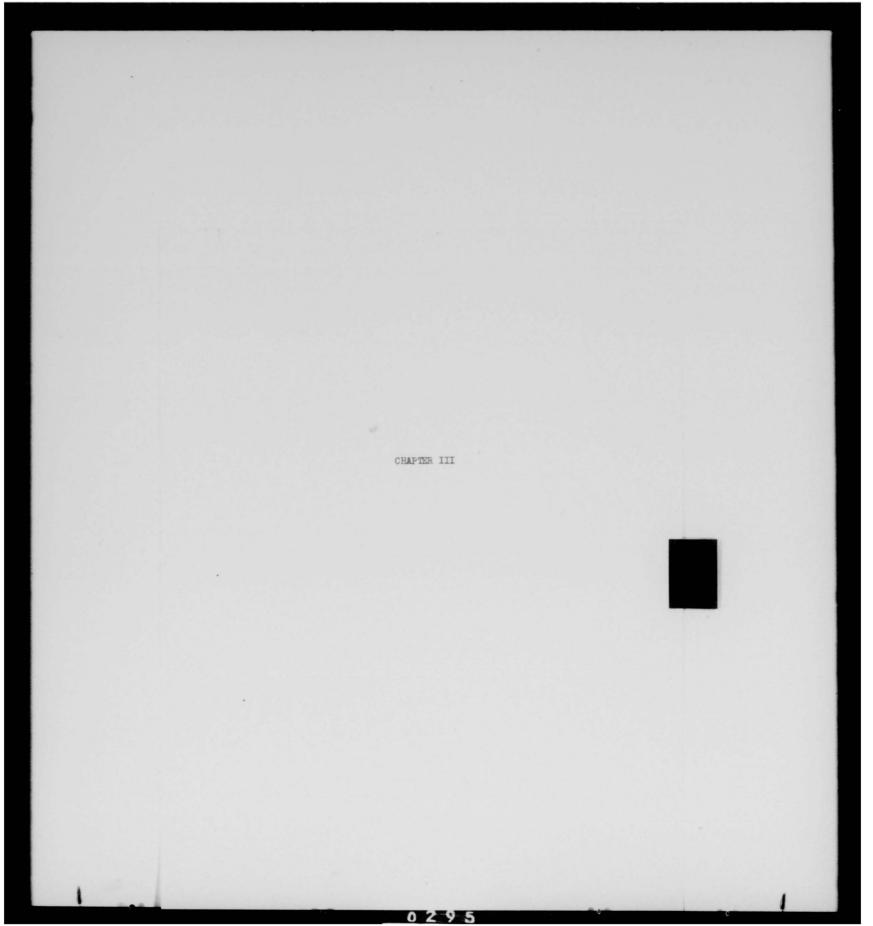
As promotion quotas are allocated on a bi-monthly basis, no airmen promotion quotas were received from Second Air Force for the month of January.

Morale

The reenlistment rate of airmen discharged from the 306th Bombardment Wing for the month of January 1953 was 76.2 percent. The number of airmen discharged and reenlisted, by grade, for the month of January were, as follows:

	Di	scharged	Reenlisted
M/Sgt T/Sgt		3	5
T/Sgt		1	3
S/Sgt		12	6
A/1C		4	2
A/2C		1	0
A/3C		0	0
A/B		0	0
	TOTAL	21	16





THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER III

SUPPLY AND MAINTENANCE

A. GENERAL.

The Wing started out the new year as the first B-h7 Bombardment Wing to be fully equipped with tactical aircraft. In addition to the normal problems encountered along maintenance and supply lines, the readying for and flying of Project "SKY-TRY" missions has imposed a tremendous workload upon the Maintenance and Supply facilities of this wing.

Four Project "SKY-TRY" missions were flown in January. The Wing received a letter of commendation from General Curtis E. Leway for a job well done in getting 100% of the aircraft over the target on the second mission.

On 8 January 1953 Lt. Col. George P. Cole relieved Col. Robert E. Kimmel as Director of Materiel, 306th Bomb Wing. Colonel Kimmel assumed the duties of the Director of Materiel, 6th Air Division.

Capt. Homer Hale was assigned as Supply Officer of the 306th Air Refueling Squadron.

lst Lt. A. B. Hale, Jr., Supply Officer in the 369th Bombardment Squadron, assumed the additional duty of Wing Supply Liaison Officer. lst Lt. Roy A. Butts has been appointed Wing Gunnery Officer.

B. LOGISTICS.

The month of January was largely spent in the reorganization of this section, inasmuch as it had never been adequately staffed or fully operational, due to personnel shortages and the brief period of time that a Logistics Section, as such, has been authorized at wing level.

One Master Sergeant, APSC 64173, was assigned, and the other two airmen authorizations in the section are unfilled as of this date.

Major Lounsbury, 306th Wing Logistics Officer, spent two weeks TDY at SAC Headquarters working in the Logistics Division. The purpose of this TDY was to accomplish the phasing of a B-h7 Wing in regard to Materiel, which will be published in Change 6 to SAC Manual 400-1, "Mobility Flanners Guide".

306th Bomb Wing Operations Order 40-52 was revised during the month. This is the Operations Order covering the EWP mission of the 306th Air Refueling Squadron.

The major problems facing the Logistics Section are:

- (1) Shortage of personnel.
- (2) Lack of prior mobility planning on the part of the entire Wing. (This was due primarily to the fact that the authorizations for equipment were not stable or complete until recently).
- (3) As a result of unstable authorizations and the fact that many items of equipment are not physically in possession of the Wing, the basic planning factors, such as weight of items, etc., do not exist.

C. SUPPLY

Project "SKY-TKY" began in January 1953. Wing Supply menitored the shortages of equipment and supplies, to provide the participating units with all equipment necessary for operation. Precedence 1-3 granted by Headquarters USAF provided expeditious supply action. Many items not available previously have arrived at this station or are enroute.

Cround powered equipment still presents a problem. G-26 generator sets are authorized B-47 Bombardment Squadrons by ECL 20-00-34.

To date, nine such units have been received. Fower is being supplied by the interim use of G-22 generators and Gremco power units. Several Hobart units are presently being service tested. Replacement parts for all ground powered units has been a serious problem, and the assignment of priority handling of parts requisitions by Wing maintenance units and hase Supply has relieved the situation. Wing Letter 67-1, 26 December 52, has placed the responsibilities for parts requisition and follow-up. Application of the provisions of this letter has provided many required results. Adequate parts catalogs and a working parts stock will keep many more units operating.

Personnel shortages still hamper the satisfactory operation of the Wing Supply Section and supply activities of the squadrons. Wing Supply is being staffed by 50% of authorized strength. A training program is being contemplated for the lower levels in the Supply Career Field to provide capable support. Wing Supply cannot fully operate and fulfill its responsibilities due to a lack of trained personnel.

D. MAINTENANCE.

Major Mink, Chief of Maintenance, attended a Maintenance Conference at SAC Headquarters 13 - 16 January. Some of the topics under discussion for the Maintenance Program for 1953 were:

- (1) SAC Manual 66-14, new manual on Froduction Control.
- (2) Planned inspection. (To be implemented SAC-wide).
- (3) Hew program for quality Control. The Fifteenth Air Force is presently service-testing MQC and new procedures to be used. It is expected that it will be implemented SAC-wide in June 1953.
- (h) Standard configuration of aircraft. An attempt will be made throughout SAC, as the various aircraft go to the Modification Centers, to have them all come out as nearly identical as possible.
- (5) Dock facilities. There was considerable discussion on the subject of illegal docks prevalent throughout SAC.

Major Duty, Wuality Control Officer, and M/Sgt. E. Bulger, a member of the Maintenance Standardization Team, attended a conference 5 - 7 January at CCAMA, to discuss the feasibility of deleting the 50 hour inspection. The chairman at this conference was Mr. Blowers, who is in charge of the Inspection Systems Office at OCAMA. A team of technicians arrived at MacDill on 14 January to begin their study to delete the 50 hour inspection on B-47 aircraft. At the outset it was agreed to delete these inspections on all 306th Wing B-47's during "SKY-TRY". However, on 16 January, at a meeting attended by Colonel Thrift and Colonel Cole.

Naintenance Control Officers, and representatives from Headquarters

ALC and CCAMA, it was agreed that the 307th Jombardment Squadron would

continue to accomplish 50 hour inspections during project "SKY-TRY",

and that the 368th and 368th Bomb Squadrons would be given a 90 to 180

day service test period on the discontinuance of subject inspections, to

commence at the discretion of the 306th Wing. This Directorate elected

to start the service test concurrent with "SKY-TRY" (22 January).

Softh Rombardment Squadron, attended a conference from 6-10 January at Wichita, Subject: "B-h7 Programing JUFS and JURS". This conference was held for the purpose of screening all B-h7 Unsatisfactory Reports, and to afford representatives an opportunity to present their operational difficulties.

During January, a total of 1,329 hours was flown in 8-47 aircraft, an average of 29.53 per aircraft. This is a slight increase over December's average of 22.9 hours per aircraft.

The B-h7 in-commission rate of 70.7% for January is somewhat lower than the 73.1% of December. However, a comparison of the two months would not yield a true picture, since a large amount of replacement parts in supply were reserved for Project "SKY-TRY" because of its high priority. ACCF amounted to 7.8%, a substantial increase over the 5.6% of December. ACCF amounted to 21.5%.

The following table shows the comparative figures on the B-47 maintenance accomplished in the past six months:

Month	Av No Acft Asgd	In-Comm	AOCP Rate	Total	Break	down of	AOCM Fld
11011 011	MOTO MOEM			100011			-
Aug 52 Sep Oct Nov Dec Jan 53	32.0% 32.0 31.7 33.7 40.3 45.0	16.9% 27.0 69.9 58.0 73.1 70.7	2.0% 11.2 0.9 5.8 5.6 7.8	79.1% 61.8 29.2 36.2 21.3 21.5	1h.8% 7.2 2.8 1h.8 1.1 8.9	2.2% 3.9 9.6 11.3 7.5 5.4	62.18 50.7 16.8 10.1 12.7 7.2

The MC-97's flew a total of 917 hours in January, an average of 30.34 hours per aircraft. This is more than double the 13.0 hours per aircraft flown in December.

The KC-97 in-commission rate of 80.9% is also somewhat higher than the 78.9% of December.

The table below shows the comparative figures on the KC-97 maintenance accomplished in the past six months:

	Av No	In-Comm	AOCP	Total	Break	down of	AOCH
Month	Acft Asgd	Rate	Rate	AOGM	TOC	Per'd	Fld
Aug 52 Sep Oct Mov Dec Jan 53	29.0% 20.8 27.9 28.6 29.6 30.0	71.1% 71.0 81.2 68.5 78.9 80.9	6.2% 12.3 3.1 10.2 8.9 3.1	22.7% 16.7 15.7 21.3 12.2 16.0	0.0% 0.0 0.0 0.0 0.0	6.7% 7.0 8.8 13.3 9.1 3.4	14.0% 9.7 6.9 8.0 3.1 12.6

For January ten (10) T-33's flew a total of 309 hours, an average of 30.5h hours per aircraft, as compared to 43.6 hours each during December. The in-commission rate was slightly higher, with 81.7% as compared to 81.3% in December.

The January Abort Report for the 306th Bomb Wing is as follows:

	KC-97	B-47	T-33
Operational failures Materiel failures Maintenance failures	0.9% 5.7 0.0	0.0% 3.7 0.0	0.0% 0.0 0.0
Totals	6.6%	3.7%	0.0%

There was a total of 233 sorties flown in the B-h?'s during January, as compared to 160 in December. A breakdown of the missions as to type is: 81 Combat Crew Training Missions, 1hh Test Flights,
(a good percentage of these flights were shakedown flights on new air-craft recently acquired, and "K" System shakedown flights on Project "SKYTRY" aircraft), and hB other type missions. There were 7 aborts,
5 air and 2 ground, for a monthly abort rate of 3.0%. This is considerably lower than December's abort rate of 10.1%, with 168 sorties attempted.

These figures do not include radar aborts. All of the abovementioned aborts were attributed to material failure.

The 3-47 aircraft flew 130 radar sorties. They completed 111 with 19 aborts, 16 air and 3 ground. Eighteen (18) of the aforementioned aborts can be attributed to material failure, and one to maintenance error.

The MC-7's flew a total of 238 sorties in January, as compared to 97 sorties in December. A breakdown of types of missions flown is as follows: 22 Combat Training Missions, 22 Test Flight Missions, and 19h other type missions. There were 7 aborts, 6 ground and 1 air, for a monthly rate of 2.9%. This is somewhat higher than the 2.1% in December; however, there were only 97 sorties scheduled in December.

The T-33's flew a total of 92 sorties during January without an abort.

During the month of January, 22 aircraft inspections were completed. Of these, 16 intermediate and one major inspection were completed on B-47 type aircraft. Four (4) intermediate and one major inspection were completed on KC-97 type aircraft.

The pre-planned inspection system was begun this month on B-47 aircraft. This system of inspection is now being used exclusively for both B-47 and KC-77 aircraft.

Captain Falmer, Maintenance Standardization Officer, will forward copies of Flanned Inspection Postflight Forms for the B-47 to the Methods and Procedures Branch, Maintenance Division, Second Air Force, as soon as service-testing program, which is 80% complete, is finished.

The 306th Bomb Wing was host to the 22d Bombardment Wing from March Air Force Base, California. Lectures were given by Majors Markiel, Mink Duty, Swindal and Castle, and Captains Sherman and Brambir, to familiarize the 22d Wing personnel with maintenance and supply problems encountered in B-47 operation. The visitors worked opposite their numbers in the 306th Wing for the next few days to personally acquaint themselves with maintenance and supply problems peculiar to the B-47.

In accordance with SAC Manual 66-12, wuality Control absorbed the Unsatisfactory Report Unit. This move was completed by 6 January. A total of 216 Unsatisfactory Reports was processed by this section during the month, a slight increase over the previous month. There has been a total of 793 Unsatisfactory Reports submitted for the previous six-month period.

Following is a listing of organizations and the number of UR's submitted during January:

306th	Air Refueling Squadron	10
306th	A&E Maintenance Squadron	28
306th	Periodic Maintenance Squadron	3
306th	Bombardment Wing	. 4
367th	Bombardment Squadron	90

368th Bombardment Squadron 45
369th Bombardment Squadron 28
306th Field Maintenance Squadron 1
809th Motor Vehicle Squadron 1
809th Urash Roat Detachment 1
1928th AACS 2
809th Transient Alert 2
26th Jeather Squadron 1
136th Communications Security Squadron 1

Mr. Harry Hemler, Chief of Operations at the Grand Central Aircraft Corporation, Tuscon, Arizona, visited the Maintenance Control Section. He inquired into the deficiencies found in aircraft received from Tuscon, stating that with the information gathered here at MacDill he felt his company would be able to turn out better aircraft in the future. He was furnished all the information that was unobtainable from the Quality Control Section, Records Section, and from personal contact with many of the Wing maintenance personnel.

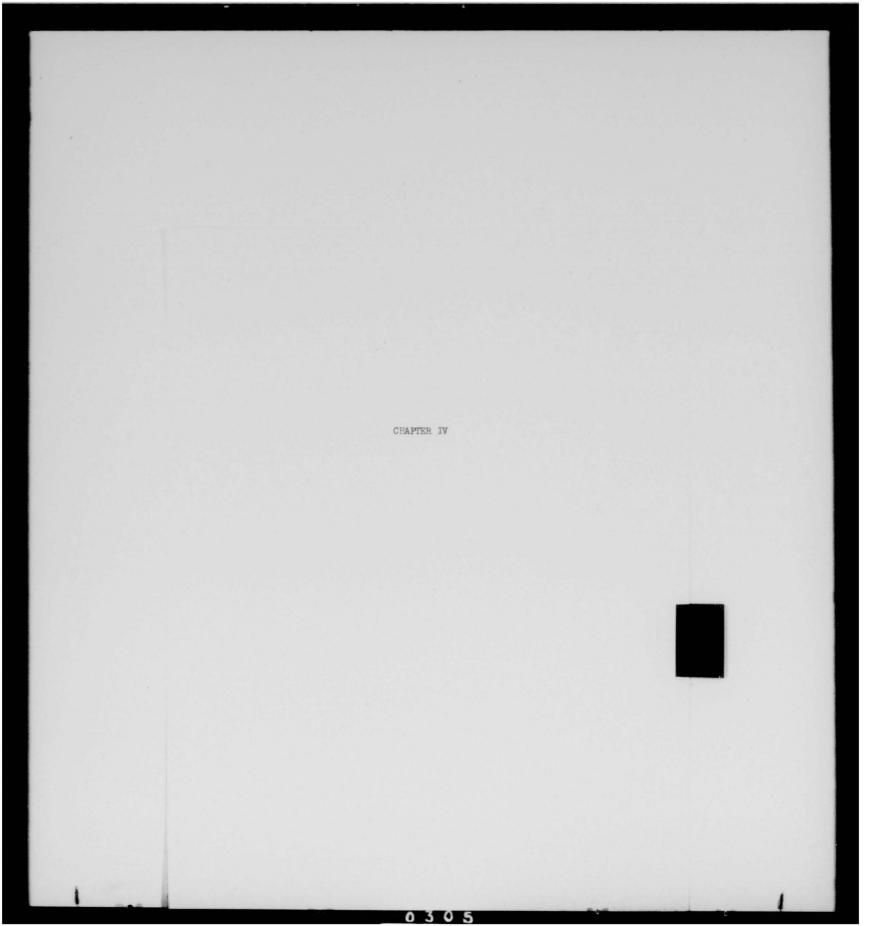
E. ARMAMENT-ELECTRONICS.

The Flight Line Radio Section has completed its UHF ARC-27 mock-up for preflight and testing of the ARC-27.

Fifteen sets of the new 18Sh (Collins) transceivers for HF communications have been installed in Project "SKY-TRY" (367th) B-47 aircraft.

The Radar Shop completed the modification and installation of the APN-76, in place of the APN-68, in all B-47's to be utilized in Project "SKY-TRY".

The installation of K-38 Cameras has been completed in all "SKY-TRY" B-47's.





FEFS AL:

During the month of January 1953, the 305th code Wing supported the initial 2-47 squadron suitability test, identified as Operation "Skypky".

The test required that 15 crows be "completely trained", that 15 "Phase II" 1-47's be "completely equipped" and that the 16 crows attempt to fly all of the 15 aircraft on simulated combat missions once every three days for a period of 30 day, effecting all January.

The 307th Boxb Sq was nelocino, and struraft and crows were residual or the cost during the period 21 November - 21 January.

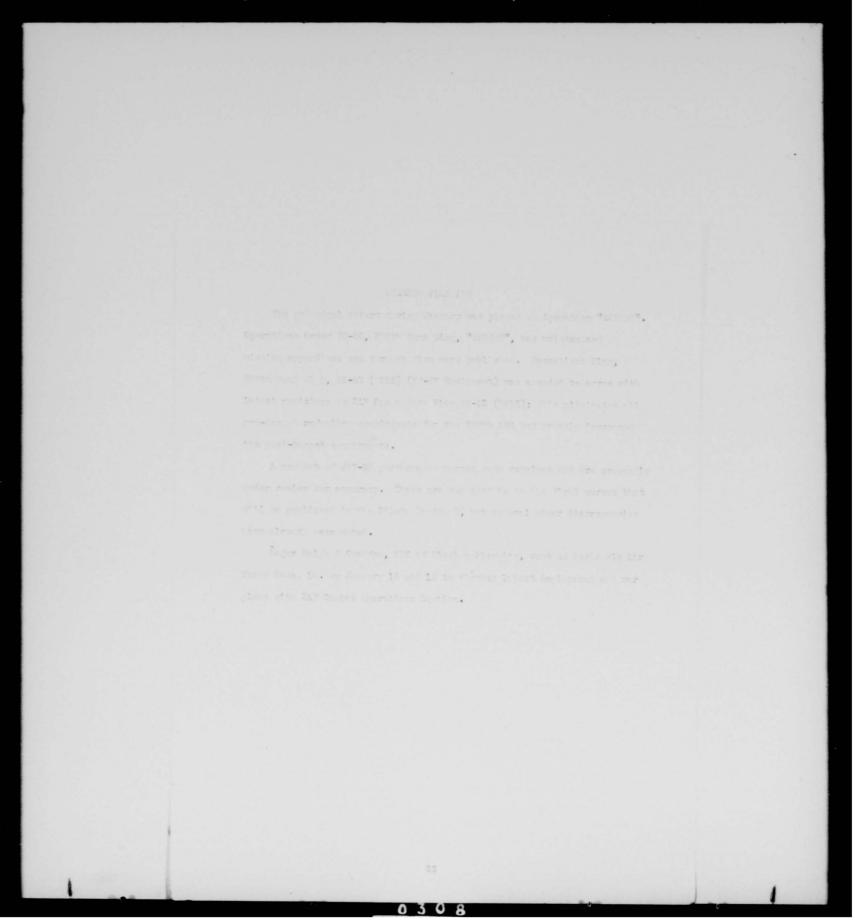
January involved the completion of preliminary and pre-pretion phases of the actual test.

The SO7th corolated the last of 12 0000 type victions on schedule and flew the first three "CONT" missions in Jenuary. It is noteworthy that all 15 3-47's were simborns on all 3 missions.

It should also be noted that proparation of the "LIVIRY" Equation, was not the expanse of the other two "quadrons, in both the constitution and material fields. Upon the completion of "MITTHE", the first operation objective will be to equalize the level of proficiency among the three B-47 squadrons. This dictates a future stand-down of the 367th Lord of in support of the 368th and 369th Lord Sodns.

The 306th ARS utilized its resources in support of the " Toly" test, at the expense of its con 50-3, transition and at view isation regrams, another area of weakness which must be strengthened in future months.

January was a good month -- the 316th took great strikes towards its prime objective, Combat-Ready by 1 May 1953.



does in jobsery to

The lag Communications Section was affected by the loss of an additional 2007, Regio Coercians Smorther, 1/2gt C - Small, who is presently on a 32 day re-only thank layer. Date of return from layer is the 7 February 1953.

Near (12) 3-47 sirereft of the 20th temb Squadron were equipped with the 1854 Collins of Transmitter/Receiver Voice hadio for use Suring "STEET" Countries. This reals was installed in "STEET" 1-47's mainly for that surpered. Remaining "STEET" 1-47's of the 307th South Squadron will be equipped with NF Redio prior to 15 Salrasry 1953. Upon completion of "STEET" the 1854 Collins Radio will be resoved from sirer ft. The last not as yet authorized or as round the 1234 equipment for 12-4222 installation and use. An 1834 Radio was also installed on the 13 Scuttral Room for menitoring surposes. Installation of the above equipment was co-ordered by the ling Communications Section.

Descents and recommendations on the Al/20-27 Jef Regio let were presented and forwarded to higher headquarters as requested by 247. This information was derived from pilots' entries on the "DEF Elective and Laport Forms", "GEL 2" interrogation, and from the 306th AkC Squadren. Various changes and additions to the UEF and El frequency lists were received and pussed on to squadrons.

FacDill SAC Redic Station A'S 8 was equipped for 10 votes Operation on a Lausenery status during "SY 1Y" Operations or 4397.5 and 9320 kes for emergency use only.

COMMUNICATIONS (Contd)

Communications Section prepared classified Communications Annex,
Flimsys, and briefing data for Operations Orders pertaining to the wing.

Operations Memorandums were prepared and stenciled on the operation
of the 1834 Collins Radio Equipment and on the use and operation of the
UHF Emergency Keyer on B-47 aircraft.

Communications SOP's for 306th ARS KC-97 radio operators are being drafted by the Communications Section for publication. Upon completion of these SOP's they will be prepared in book form for each radio operator and will be carried on all flights requiring a radio operator. Spot checks on the operation and status of radio equipment in KG-97 aircraft were made by M/Sgt John E Kutchmire. Upon inspection, equipment was found to be in excellent condition with only a few discrepancies noted. These discrepancies were brought to the attention of the A & E Squadron and the 305th ARS Communications Section.

During the most of January this median was engaged in making the final proporations for Project MSEY TOR.

It was directed that, in order to test the compalities of this wing for accurate interrogation and resortly, a rectice run be same turing 6216 limites \$11 and 12.

accordingly, the Combat Generaling That was reorganized and was ready to a creta.

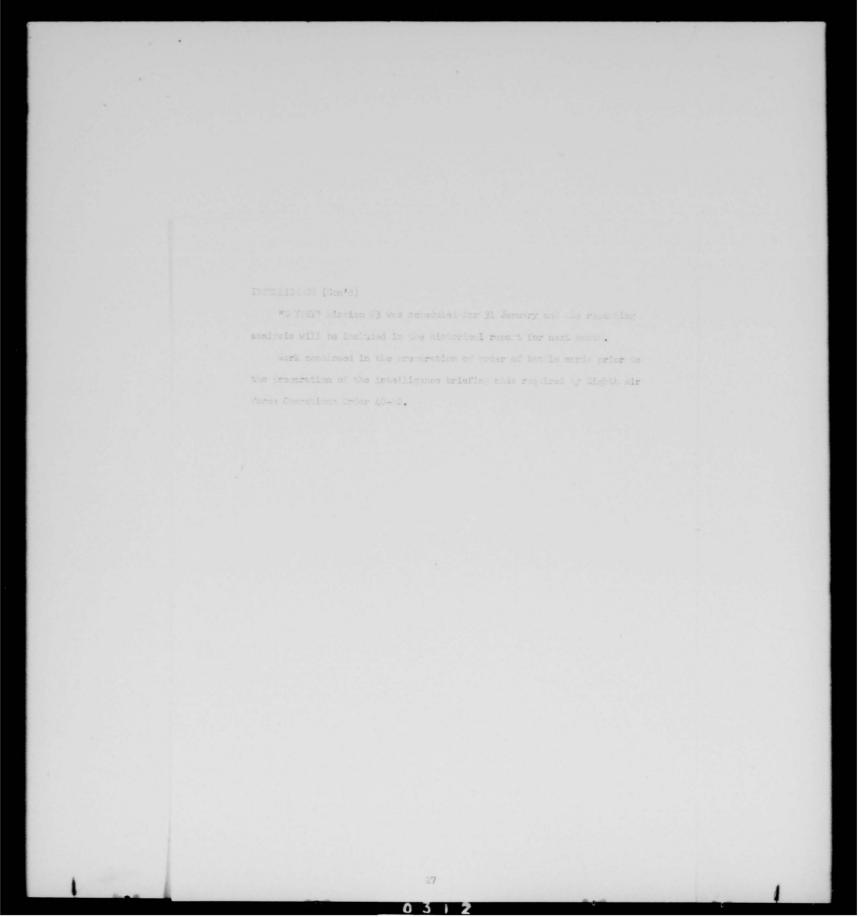
continuous accounts for the cardiness of the majority of the reports.

COTT disting #12 was according and run on 14 January. This time the reporting results here are some encouraging.

The first "5 TY" Mission was scheduled for Thursday, 22 January 1950. Interrogation and reporting was not carried out as expected and the sing stained a very low percentage of circulates of reports. For Mission #1 the results were as follows: No ber of reports due, 55; Tumber received, 54; percentage on time, 66; Tumber of reports received late, 14; everage time of late reports was one hour and two minutes.

Two officers including the ing Commander were scheduled to conduct the interrogation of the creat thus religing ling Intelligence of that responsibility during "SKYTRY".

"SLYTRY" Mission #2 was scheduled for 25 January. The reporting analysis for this mission was as follows: Further of reports due, 31; number received, 31; percentage of reports received on time, 74%; number of reports received late, 8; average time of late reports, 44 minutes.



A F CREAT TRATITION PROTOTO

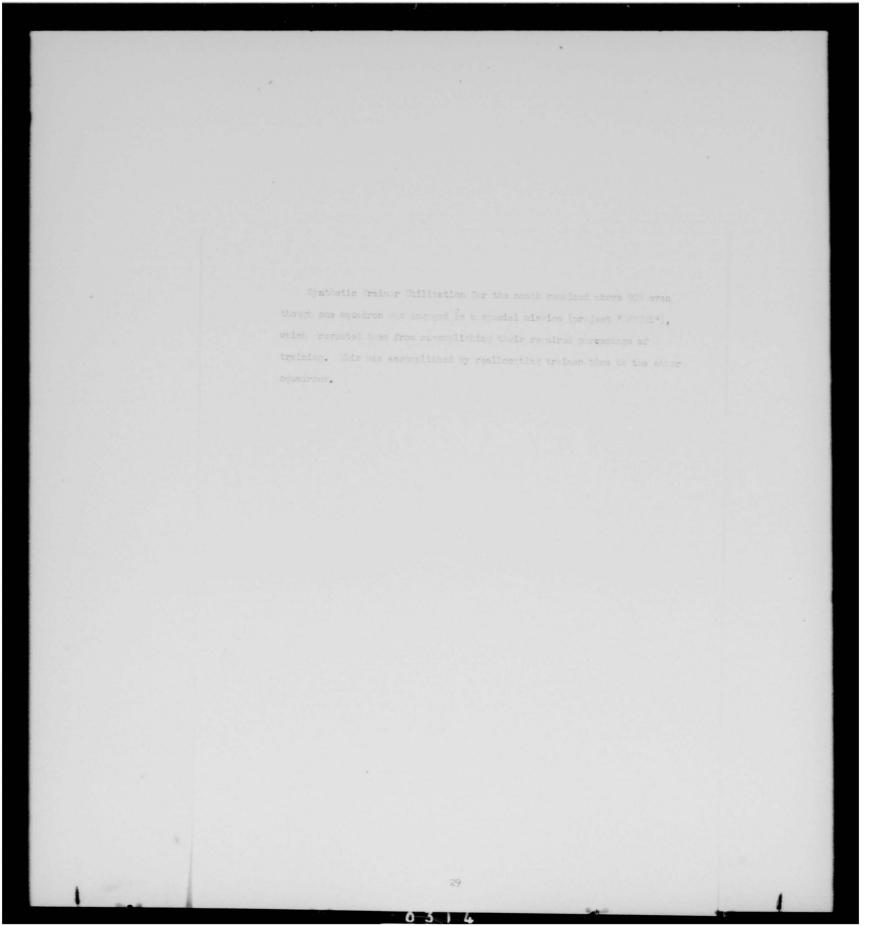
Several changes were used in the functions and responsibilities of personnel as igned to the Aircrew Training Lection during January 1.53.

Najor a dield replaced Lajor Black, who departed for MAF on S January and S/St Ayers was assi and to the Section on 12 January 1953. Lajor larmes was resultined to the Operations lection and Rajor Levileid assumed the duties of Ming Training Of Loar. The Air Departs Trans. Was resulting to the Operations Section which resulted in a Legrans in the load of the Aircrew Training Section which resulted in a Legrans in the load of the Aircrew Training Section. Normal acheeuling and tool to of Aircrew Processel continued are also as a fact the soft.

Training required by 2A Regulation 50-6 was co-ordinatal with air Data Training Clicht and a training growen for the year was set up. Dankes to was placed on the training requirements that pertain to safety and Posicioney in flight, such as hystological training and synthetic trainers. The 306th Bomb ing completed a proximately 17% of the training required by 2A Regulation 50-6 during the month of January.

The 306th Air Refueling Squadron entered eight (8) members in aircrew familiarization, twenty-three (23) crew members in in-flight refueling, three (3) crew members in Boom Maintenance and fifteen (15) crew members in Aircrew Refresher training at the Mobile Fraining Detachment during the month.

B-47 crew members, that were recently assigned, were given a course of instruction in Aircrew Familiarization and Flight Performance. The Mobile Training Detechment presented the Aircrew Familiarization Course and the Flight Performance class was presented by instructors from this Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

CE-ADMINIST TRATELIS

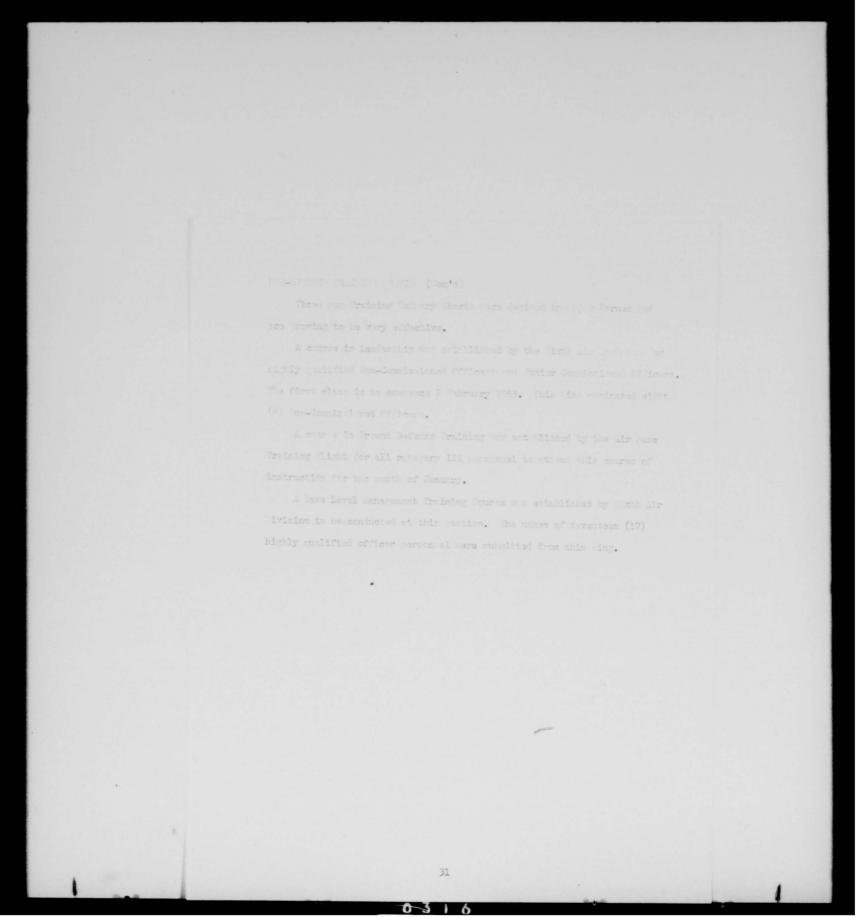
Due to Epocation "CLYPT", the scheduling of maintenance errormed in both EG-07 and E-47 M.D's took an appreciable drop. The 167th Bomb Equadron, 306th Air Medualing Equadron, 306th Field Laintenance Equadron, and the 306th Periodic Maintenance Equadron were exact from nominating perconnel to attend the ED's during " Y Y'. In an ition seven (7) aircen from the 367th Romb Equadron, at the request of Captain Marls, quadron Maintenance Officer, were ulled out of the 2-47 MD, to as int in "STYRY". These seven (7) aircen will be read educed again to attend and complete their training at the MED, at the conclusion of " YERY".

Re-starting dat a have already been submitted to the 367th Bomb Equadron.

Captain Spurgeon, B-47 MED Detectment Commander was very cooperative in this matter.

During the month of January this section scheduled two (2) Boom Maintenance Courses, therefore completing our training requirements for the Brom Shop. In addition there were four (4) EC-97 Specialists Classes scheduled and attended. A total of thirty-four (3.) Paintenance Personnel attended the EC-97 ED this south. There were three (3) specialists and one (1) Paintenance Parallerization course scheduled and attended this month in the B-47 M.D. A total of fifty (50) peo le were enrolled in the B-47 M.D. A total of fifty (50) peo le were enrolled in the

The monthly survey on maintenance training requirements was coviled on the 26th of this month. The 306th Bomb ing up to this date now has 30% of its personnal trained on the B-47 mireraft and 50% trained on the KC-97 mireraft. The Armanent and Electronics Squadron is trained up to a 50% level.



THIS PAGE IS DECLASSIFIED IAW EO 13526

	II MADELO GRADNICAD DINTED 31 JANUAR 53 JANUAR 53
Tubells	
Intelligence Operational Specialist Radio Maint Tech, Airborne Soul mont	
dader Tach, Airborna Confessor	(30171) 1 (30271) 1
"L" Beriss System Tach	(30271) 1 (321713) 8 g
Frame I, Gunlaying System San 12 7	(383510) 7 13
Aircroft Mech, Gen Jet	(43151+1)
Aircraft Recip Chr. Nech R-43(0 Aircraft Mach Spac R-2)	
Hactrican Gunner Groa	
Perschute Histor Croe	
Fabric and he ther orker Organizational a scialist	(58151) 4
Carear Suidance	(6/151)
Personnel Posciali t	
Sp Tag On A S 42 Rador Soulp	
Incine anal zer (Bendix) Factory The AB/ABC-27 Radio Quip	6 1 1 1
The Tabulation Squisment Reseir	
	el Airmen 37 32
	re the large number of quotus alloted
in the last ten days of January with c	class starting dates in early
Febru ry. A total of forty-seven (47)	quotus were allotted primerily for
aircraft Machanic Course No. 431515.	Quotes were utilized by a tree level
and "Shokeout" type personnel.	
OFFICENS	
COURSE TITLE AND HAMBER	IN TRAINING GRADUATED D RING
	31 JANUARY 53 JANUARY 53
Phase I and II Trans Ing Aircraft Maint Admin Officer Gree	5 6
Squadron Officers Grae	(4311) 1
Armament System Officers Crae (Or Char	3234) 5
Field Ullicars Orse ATMES	1
(Mancower Management Crse)	6
Gree Of Instruction For Commanders	2
Total (Officers 16
Total Officers and	d Airmen 55 45
The latest the second of the s	
32	

PARENT MARCH

During the work of January 1953, to First Sombord and ing Special Ventors Section was inspected by officers from Bendquarters, Second Air Force and In Squarters, Streets air Domand. Major Bonald C Maynor was here on 12 January and represented the Second Air Force Statistics are as Praining branch during his inspection. He was particularly interested in Sombard and Graw Training and how the training could be accomplished by the 206th Aviation Squarron. In Solouel Soin S Fox, from the Inspector Jeneral's Office, Stratagic Air Command, visited in an unof icial expector to familiarize himself with the special expens functions in a P-A7 Sombordment ing. We is to a tablish a Special expens Inspection Feam for the Inspector Ceneral's Office, Stratagic Air Command. After 1 July 1953, his team will inspect the special weapons function in the Pembershoot Wings to include Combat Graws.

For the first time, in January 1953, differen T-59 training bombs were loaded into 367th Bombardment Squadron Aircraft in a very hort period of time by the 809th Air Base Group. This loading operation was for "WYTRY" Mission #3 and thus defined an excellent capability for loading 5-47 sircraft. Of the fifteen T-59 training bombs that were sirlifted by combat craws, ten were released on Eglin Range #36, and the remaining five were returned to MacDill and off-loaded from aircraft.

Only 202 hours of Bomb Commander and crew training on special weapons procedures and techniques for in-flying operation was given during the month of January. All of the 167th Bomberdment Squadron crews and some of the other Domberdment Squadron crews were not available for special weapons training because of Operation "STUTRY" and other priority rojects. Bomb loading training for combat ore sweet not conducted Guring the month of January because of non-availability of crews.

CARTERS (FASTER DECES)

During the period envered by this report, the Min Munitions (Massive Defense) Section became reactive ted due to the return of some of its personnel. It Tain efter a period of 200 days Thy with project "ITT" of Task Force 132.4 returned to duty the 26th of January 1953.

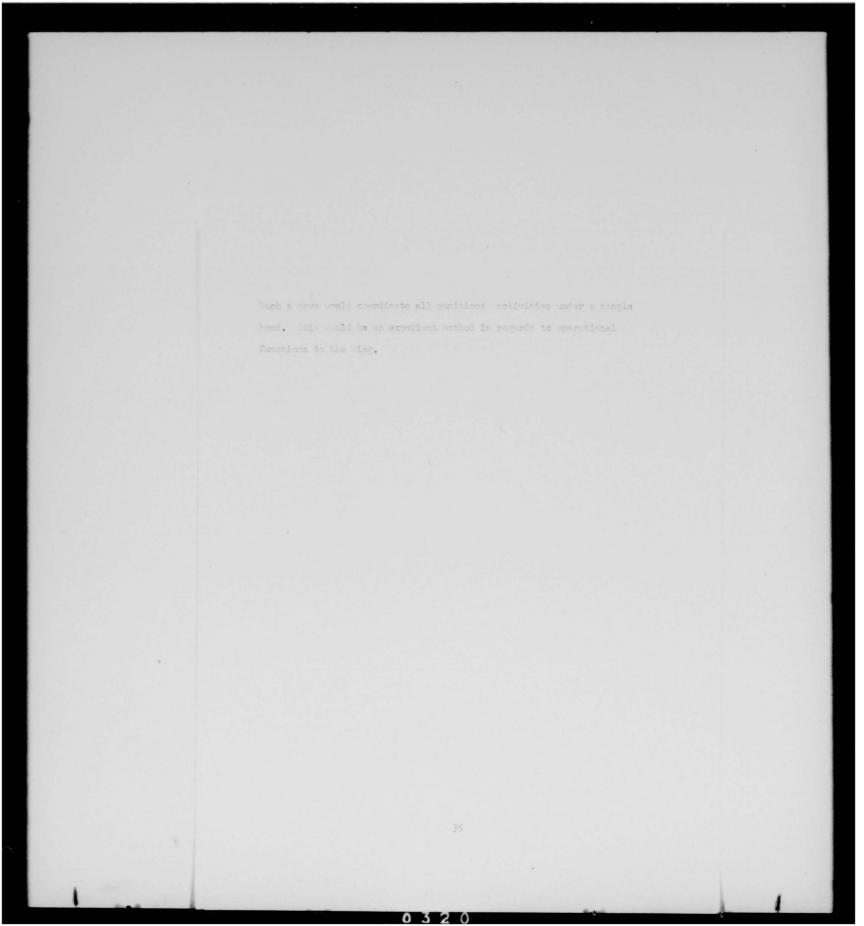
A Personnel Procurement Action I'm to the Personnel Staff Officer has been initiated to fill the TO vacancy for a Radiological Supervisor. It is planned to have an airman appointed with sufficient technical and scade in becareund receive OVI to become fully qualified for this position. At the present time there are no formal schools of instruction in this specialized car or field.

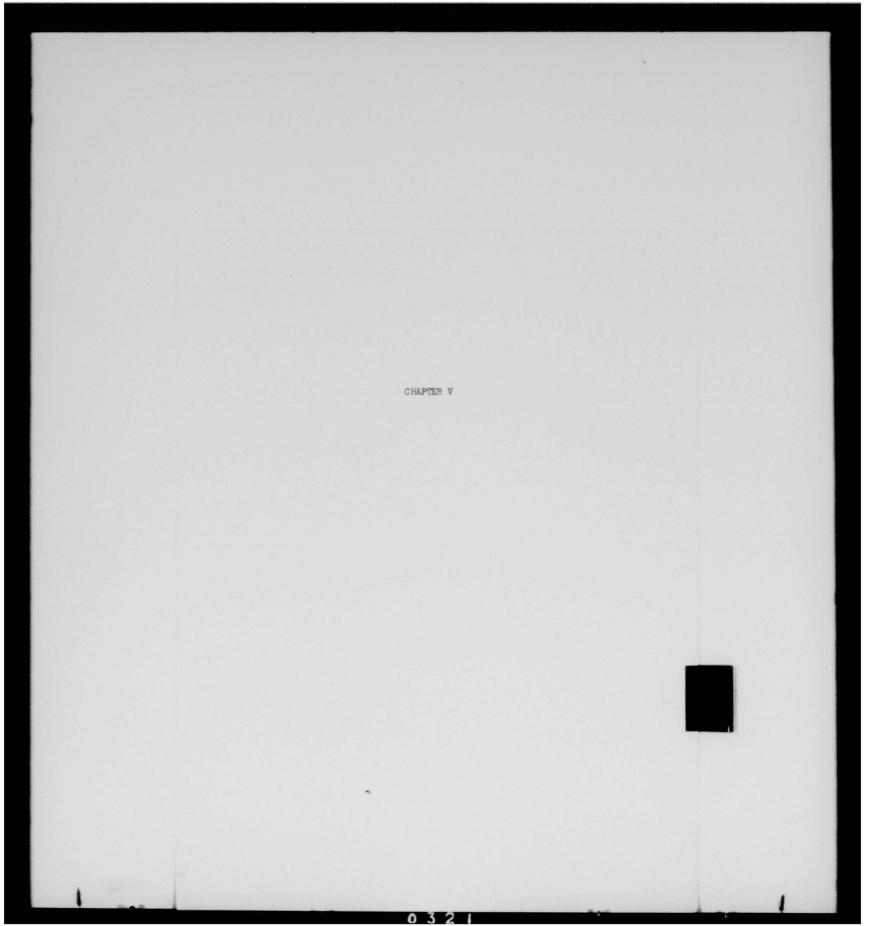
Information received from Street cle Air Command indicates that all items of Rediac Instruments will transfer from the AAR Squadron to Besdquarters Section. The Armament and Electronics Squadron is still responsible for the maintenance of all Radiac Instruments, but for monthly reporting purposes, the Commanding Officer, Bescquarters Section will submit "tate of Radianas Baport".

Review of requirements for the Passive Defense Frogram this calendar year has been con leted. Fraining programs for all specialized teams have been standardized and formal training will commence 2 March 1953.

A Tactical Radiological Countermassure Standard Operation Procedure is in the draft rocess. This will include resconsibilities, procedures, technical data, survey sheets and radiation exposure effects, to accomplish the decontemination of personnel, aircraft and other equi ment.

Still under discussion is the consideration of whether the Munitious (Pas ive Defense) Section will become a part of Mission Planning or remain in the Training Section.





THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER V

306TH MEDICAL GROUP

The month of January, 1953, was marked with the integration of the total medical resources to operate the fixed medical facility, the USAF Hospital, in order that complete medical support could be given to all organizations at MacDill Air Force Base with the greatest possible economy of personnel, equipment and supplies. To accomplish this, personnel of the 306th Medical Group were relieved of attachment to the 809th Air Base Group and placed on duty with the USAF Hospital. 1. This reorganization was effected on 15 January.

Medical Officers of this group attended three professional staff conferences during January: "General Conference"; "Renal Calculi"; "Aero-Medical Emergencies".

Colonel R. Howard Lackay, Hospital Commander, Major Charles W. Roth and Captain Arthur Jing, Medical Service, attended a lecture sponsored by the Florida Heart Association, held at St. Anthony's Hospital, St. Petersburg, Florida, on 19 January. Speaker: Dr. Edward F. Bland, Clinical Director, Department of Cardiology, Hartford Medical School. Subject: "Cardiovascular Poor Risk Patients".

^{1.} Ltr, Hq 6th AD, DCG 322, Subj: Organization of the USAF Hospital, MacDill AFB, dtd 24 Dec 52 2. General Order #2, Hq 6th AD, dtd 5 Jan 53

Captain Elizabeth Reynolds, Nurse Anesthetist, attended the first of a series of three lectures on recent advances in anesthesia presented on 28 January at the Tampa Municipal Hospital. Subject: "Anesthetic Apparatus, Premedication, Choice of Intravenous Fluids". Lectures were being given by Dr. Harold Carron, Consultant in Anesthesia.

A two-day institute for nurses, dealing with the nursing aspects of heart disease, was attended by Second Lieutenants Mary E. King and Doris M. Elliott, general duty nurses. Lectures were held at the Tampa Municipal Hospital, 26-27 January, sponsored by the Florida State Board of Health, Florida Heart Association and the Florida Nurses Association.

Officer Personnel. Two general duty nurses reported for duty with the 306th Medical Group on 13 and 19 January - Captain Sara F. Metts and First Lieutenant Frances J. Toth. Captain Claudia Uebele, general duty nurse, was reassigned to Castle Air Force Base, California, departing on 15 January. The Preventive Medicine Section was augmented during the month with the arrival of Second Lieutenant Robert B. Billman, Jr., Sanitary Engineer.

First Lieutenant Joseph M. Redstone, Dental Officer, General, was placed on temporary duty to Sedalia Air Force Base, Missouri, for twenty days effective 15 January. WOJG Ralph O. Settle, Jr., Pharmacy Officer, departed the first part of the month for approximately 115 days temporary duty at USAF School of Aviation Medicine, Gunter Air Force Base, Alabama, for the purpose of attending Class 53-A, Basic Course in Medical Administration.

Visits by Military Consultants. Colonel Fratis L. Duff, USAF (MC), Preventive Medicine Division, Colonel Allen D. Smith, USAF (MC), Major Sterling J. Strate, USAF and Major Willard H. Smith, USAF, Aviation Medicine Division, Directorate of Professional Services, Office of the Surgeon General, visited the station on 24 and 25 January for the purpose of evaluating aviation medicine, preventive medicine and physiological training facilities.

Second Lieutenant Lee D. Olinger, M/Sgt Thomas C. Mowdy,
Headquarters Second Air Force, and T/Sgt John P. Madison, Strategic
Air Command, arrived on 26 January for the purpose of coordinating
preventive medicine activities. Lieutenant Olinger, Entomologist,
reviewed the insect control program. Appropriate recommendations were
submitted.

Lieutenant Smith, Sanitary Engineer, Headquarters Second Air Force, conducted a survey pertaining to the use of garbage disposal units in reference to operation of the new sewage disposal plant on the base.

Out-Patient Service. There were 5284 military patients and 5037 civilians seen on this service during the month by medical officers assigned to the medical groups of the USAF Hospital. Total treatments administered - 11,854.

Hospital Services. General. Admissions to the hospital totaled 339 - not including 88 newborn infants. Of the total admissions, 172 were military and 167 non-military patients. Eleven patients were transferred to other hospitals for further treatment and disposition.

Three deaths were recorded during the reporting period - (1) Carcinoma, cervix of uterus. (2) Infarction of myocardium. (3) Premature infant.

Surgical Service. There were 106 admissions to this service during the month. Thirty-eight major elective and fifty-nine minor elective surgical procedures were accomplished. Of the total operations, fourteen were emergencies. Thirty-three diagnostic procedures were done. One death occurred on this service - patient was a 66 year old dependent admitted with a history of having developed an intestinal disturbance sixteen days prior to admission. She had vomitings with frequent bowel movements for approximately one week prior to admission and also complained of associated generalized weakness, drowsiness, lethargy and mild right flank pain. She stated that she had not voided for seven days prior to admission. Past history disclosed a biopsy of the cervix made in 1948 had revealed carcinoma of the cervix. Although treatment for this condition was advised, the patient steadfastly refused therapy and would not acknowledge presence of the disease. A right nephrostomy was performed and operative findings were those of a marked right hydroureter and hydronephrosis. Postoperatively the patient became progressively more lethargic and stuporous and expired on the fifth postoperative day in a coma. Diagnosis: Carcinoma, type undetermined, cervix of uterus with pelvic metastasis; hydronephrosis, bilateral with uremia; hydroureter, bilateral.

Three interesting cases were admitted with diagnoses as follows:

(1) Pyloric stenosis (2) Polyps of splenic flexure in a 5-year old female (5) Carcinoid tumor.

Obstetrical Service. One hundred ten patients were admitted to the Obstetrical Service, excluding 88 infants. In the prenatal clinic, 843 expected deliveries were recorded of which 102 were new obstetrical cases. Ninety-two re-examinations, 358 gynecological and 153 postnatal examinations were accomplished.

Medical Service. This service admitted a total of 123

patients. There was a large number of cases of common cold and influenza.

The symptomatology of the influenza cases was that of nausea, vomiting,
and diarrhea associated with fever or chills, malaise and aching pains.

The increase of these cases was the continuation of the upper respiratory
epidemic which started during December, 1952. However, the epidemic
seemed to be subsiding during the latter part of January. Influenza
inoculations were given to almost all military personnel during the
middle of the month upon the recommendation of the Surgeon General,

One death due to infarction of myocardium occurred, in the case of a fifty-one year old retired Army Major. There were several aspects of this case which were worth noting. First of all, the patient's heart clinically stopped beating and was revived with intracardiac injection ofepinephrine. This procedure had been done on numerous cases but usually was of no value. Secondly, the value of epinephrine was clinically demonstrated. It was evident that the use of this medication prolonged this patient's life, even though for only a short period of time. The results obtained with this case corroborated with the experience of others.

Two unusual cases were admitted. The first case represented a case of a severe, atypical influenza. The second case represented a toxic condition plus malnutrition. These two cases were unusual in that their initial examinations were entirely negative except for fever and anemia. In neither case was the etiological agent determined. Whether this represented a viral infection was difficult to ascertain. Compliment fixation studies for influenza were started but, unfortunately, the patient was given influenza vaccine before the studies could be completed. In both cases, evidence of pulmonic involvement occurred a few days after hospitalization.

Laboratory Service. The Clinical Laboratory performed 10,250 tests during the first month of the new year, with distribution as follows: 4981 tests performed on hospital patients; 5269 tests, or 51 per cent of the total, performed on out-patients. Professionally, the scope of laboratory analyses requested by the medical staff was varied and covered all phases of medical technology. The bacteriology section carried an exceedingly heavy workload in performing 840 examinations. This figure represented by far the largest amount of bacteriological tests ever requested in any one month. Most of the airmen assigned to this department received new assignments during this month, the purpose being to instruct the technicians on on-the-job-training in additional phases of laboratory work and to refresh the memory of the airmen already trained. The laboratory lost four airmen, temporarily, who were selected to attend courses in laboratory technique at Gunter Air Force Base, Alabama. Duration of these courses - four months.

Two autopsies were performed by Captain Thomas H. Greiwe, Pathologist.

He was ably assisted by members of the laboratory staff. The laboratory participated in the monthly proficiency studies conducted by the Third Army Medical Laboratory and obtained excellent results in Serology, Biochemistry, Parasitology and Bacteriology.

X-Ray Service. This department accomplished 1880 radiographic and fluoroscopic examinations. No unusual findings were reported.

Dietary Service. Twenty-one out-patients were instructed for special diets. Average daily rations served totaled 317 - 285 regular diets and thirty-two special diets. Average daily rations served to patients on the wards - fifty regular diets and twenty-five specialdiets. Average daily rations served to patients in dining rooms - twenty-nine regular and seven special diets.

Civilian Personnel. No change was made during the month in the authorization of fifty-five positions for civilian employees in the medical services. All positions remained filled throughout the month.

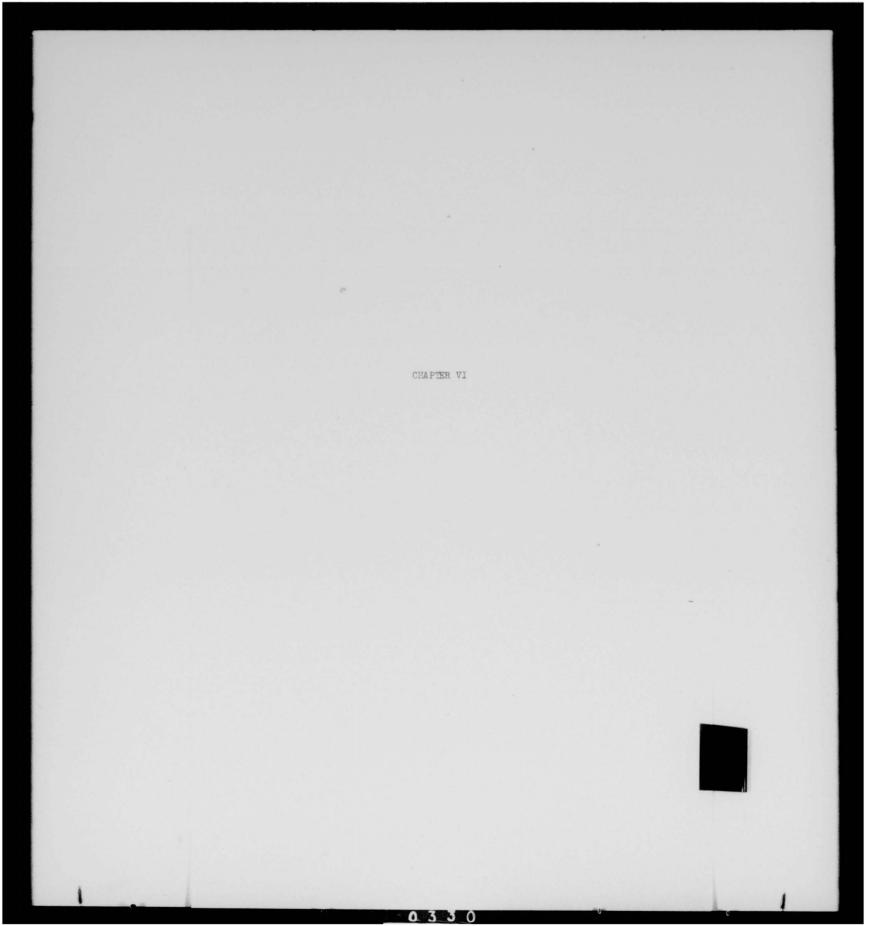
Approximately 600 hours of Sick Leave were granted the employees this month. This excessive amount of sick leave was due to the high incidence of influenza.

Civilian consultants made a total of nineteen visits to the hospital.

Dental Service. The dental staff held its monthly professional meeting on 30 January. The program was a lecture with illustrated slides on the subject of "Partial Denture Design", by Dr. F. A. Finley, Prosthodontist, of St. Petersburg, Florida.

Approximately 658 active military personnel were placed in Class One by dental treatment during the month. There were 883 outgoing clearances accomplished. Many of these were separations from the service requiring a new Air Force Form 309. All prostheses inserted during January were fabricated at this station except six which were constructed at the Central Dental Laboratory. A special project was in effect during the month to correct all the dental defects of personnel assigned to one of the tactical wings. All organizations cooperated greatly in making their personnel available for treatment to the maximum extent possible. Periodontia service was intensified in the clinics, and tooth brushing instructions to all patients with gingival disturbances continued. Each patient undergoing treatment was given an oral prophylaxis. Officers were being trained by rotation of duty assignments and a weekly conference was held to disseminate technical and other information of primary interest to the dental service.

43



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER VI

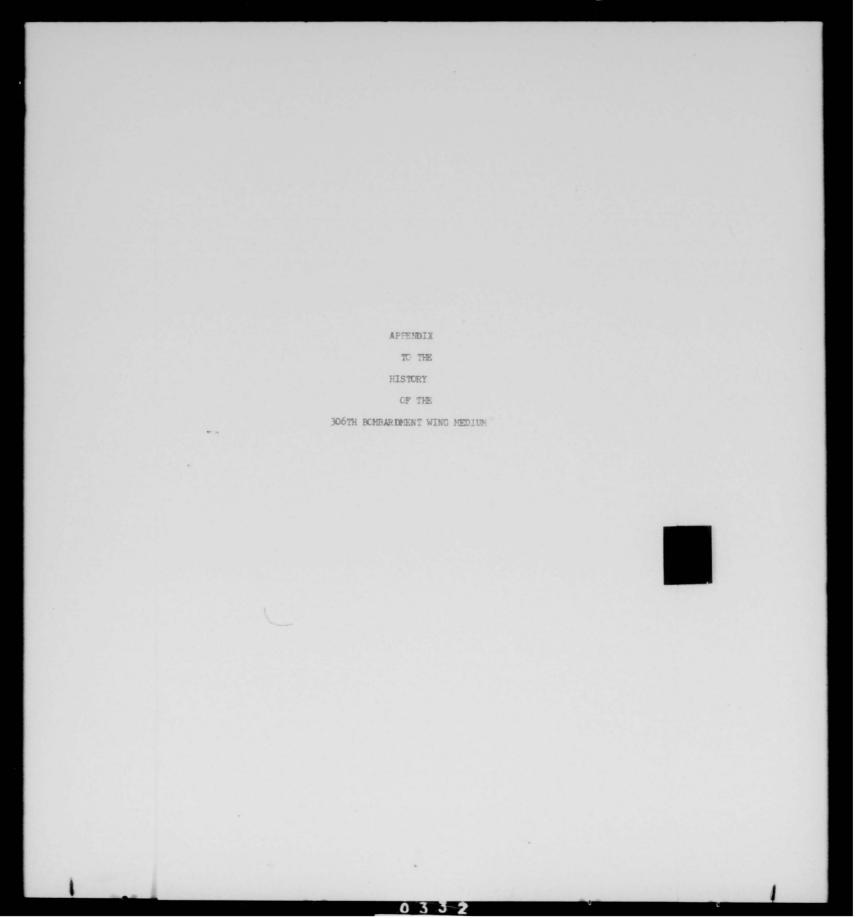
MISCELLANEOUS

The fame of individuals of the 306th Bombardment Wing Medium was greatly increased as the Wing entered into the new year 1953, as a result of the honor bestowed upon Major Wesley S Mink of this 1 & 2 organization.

Colonel Donald E Hillman, former Deputy Wing Commander of the 306th Bombardment Wing Medium, was given a biographical send-off in the base newspaper prior to his departure.

Progress is being made for the success of the Florida National Sports Car Races to be held at MacDill Air Force Base on 21 February 1953. The Project Officers for the Wing have extensively canvassed the surrounding area of Tampa in order to increase the ticket sales. As yet, there are no ticket sale figures available.

Article fr MacDill AFB Newspaper, the "AIRMAN", dated 9 Jan 53-EXHIBIT "M"
 IBID, dated 30 Jan 53- EXHIBIT "M"
 IBID, dated 9 Jan 53- EXHIBIT "M"





THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS 306TH BOMPANDMENT WING MEDIUM MacDill Air Force Base, Florida

12 January 1953

SUBJECT: Farewell Message

Officers and Airmen 306th Nombardment Wing (M) MacDill AFB, Florida

1. It's an understatement to say that I regret leaving the 306th Bomb Wing. The Wing is manned with exceptional people and has been doing an outstanding job pioneering the P-L7 program. Is I watched the twelve ship formation today practicing for the Presidential Inauguration it seemed symbolic of the beginning of a new era for the Wing -- an era that is far more interesting and important. Every man in the organization must constantly bear in mind the great responsibility that lies on the 306th Wing and the important part each individual plays. and the important part each individual plays.

2. May I thank all of you for the fine work you have done and for the excellent cooperation you have given me during these two years. I hope we can serve together again in the near future,

> Conala & Dillina DONALD E. HILLM'N Colonel, USAF Deputy Wing Commander

HEADQUARTERS 306TH BOMEWRDMENT WING MEDIUM MacDill Air Force Base, Florida

GENER'L ORDERS NUMBER 5

14 January 1953

STAFF ASSIGNMENTS

1. Confirming verbal orders Commanding Officer, 13 January 1953, COLONEL JOHN C THRIFT, 1758A, Headquarters 306th Hombardment Wing Medium, is announced Deputy Wing Commander (0066C) vice COLONEL DONALD E HILLMAN, 1885, reassigned.

2. Confirming verbal orders Commending Officer, 13 January 1953, LIBUTENANT COLONEL RICHARD E EVANS, 20397378, Headquarters 306th Bombardment Wing Medium, is announced Director of Operations (0036C) vice COLONEL JOHN C THRIFT, 1758A, relieved.

3. Confirming verbal orders Commanding Officer, 12 January 1953, MAJOR HERDERT B REEDER, Actoolulus, Headquarters 306th Pombardment Wing Medium, is announced Wing Comptroller (0056C) vice CAPTAIN LAWRENCE G STARKEY, Acc

BY ORDER OF COLONEL McCOY:

OFFICIAL:

J W WHITEKER Major, US.F .djutant

DWIN F SHIPE (a) Coptain, US.F Assistant Adjutant

DISTRIBUTION:

EXHIBIT "B

CORRECTED COPY . DESTROY ALL OTHERS

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida

GENERAL ORDERS NUMBER 3

8 January 1953

LIEUTENANT COLONEL GEORGE P COLE, 8093A, Headquarters 306th Bombardment Wing Medium, is announced as Director of Material (0016C), vice COLONEL ROBERT E KINMEL relieved effective 8 January 1953.

BY ORDER OF COLONEL THRIFT:

OFFICIAL:

JOSEPH W WHITAKER Major, USAF Adjutant

JOSEPH W WHITAKER Major, USAF Adjutant

DISTRIBUTION:

EXHIBIT "C"

General Orders Number 43, Headquarters 306th Bombardment Wing Medium, MacDill Mir Force Base, Florida, dated 15 December 1952, is the last General Order published in 1952.

HEADQUARTERS 306TH BONDARDMENT WING MEDIUM MacDill Air Force Base, Florida

GENERAL ORDERS NUMBER 1

5 January 1953

Under the provisions of fir Force Regulation 24-1, the undersigned hereby assumes command of the 306th Hombardment Wing Medium, effective this date, during the temporary absence of Colonel Michael N W McCoy.

ROBERT E KIMMEL
Colonel USAF
Commanding

DISTURBUTION:

EXHIBIT "D"

HEADQUARTERS 306TH BOMEARDMENT WING MEDIUM MacDill Air Force Base, Florida

GENERAL ORDERS NUMBER 2

8 January 1953

Under the provisions of Mir Force Regulation 24.4, the undersigned hereby assumes command of the 306th Bembardment Wirz Me Hum, effective this date, during the temporary absence of Colonal Machael N W McCoy.

Commanding

DISTRIBUTION:

EXHIBIT "E

HELDQUARTERS 306TH BOYELEMENT WITH MELHUM Mac'all Air Force Gase, Floria

GENERAL CROESS

10 January 1953

Under the provisions of Mir Force Legulation 74-1, the undersigned hereby resumes command of the 305th Dembardment Wirz hadrum, effective this date:

MICHAEL TO MOST Colonel Was Commanding

DISTRIBUTION:

EXHIBIT "F"

IELD ULRIERS 306 WICH LADMENT WING AFDING LICEDIAL LIF Force Table, Florida

CENTRAL CROERS

26 January 1983

Under the previsions of Lir Force No clation 2h-1, the undersigned hereby assumes command of the 306th combardment Wing medium, effective this date, during the temperary absence of Colonel Lichael N M Accor.

DISTRI UTION

John C TRIFT Colonel, USAT Comman lin

" EXHIBIT "G"

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida

GENERAL ORDERS NUMBER 7 31 January 1953

Under the provisions of Air Force Regulation 24-1, the undersigned hereby resumes command of the 306th Pombardment Wing Medium, effective 1 February 1953.

Colonel, USA

DISTRIBUTION:

EXHIBIT "H"

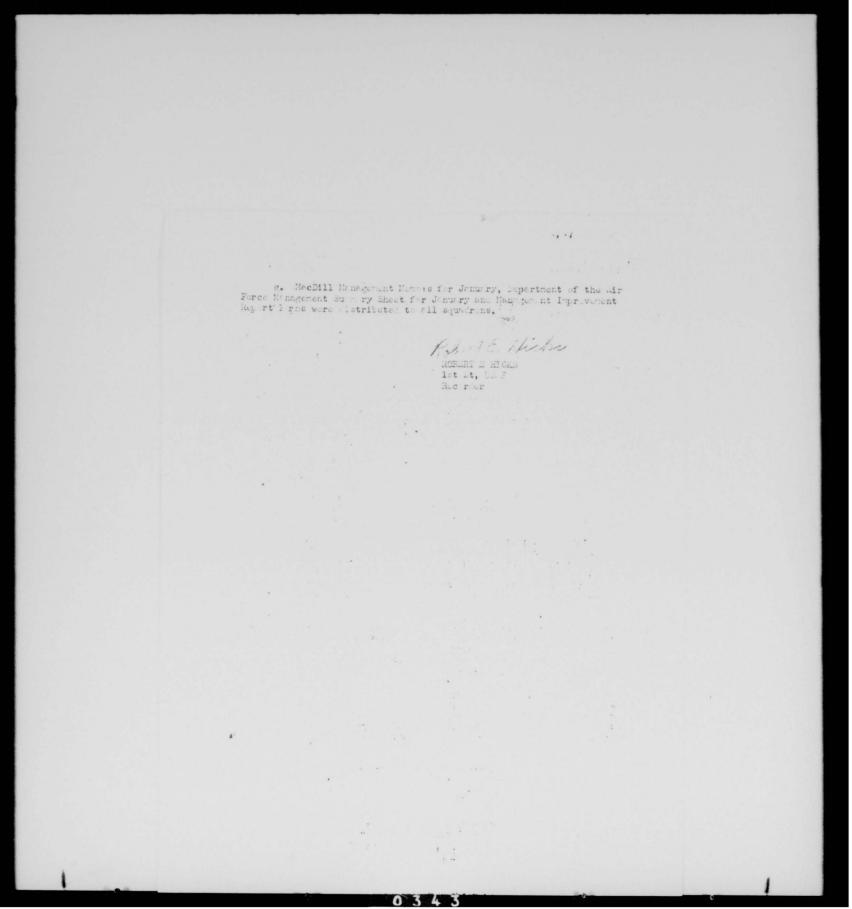
Minutos of the 306th Bomber ment wing (N) MANAGEMENT ADVISORY TEAM Meeting of 23 January 1953

1. The 306th Borbardment Wing (M) Canagement Advisory Team net on 23 January 1953. Members of the team, as appointed by Letter Or er of the Wing, dated 14 January 1953, are as follows:

E COL ALBERT / LAMBERT MO0478356 COL BANJAMIN F KLOSE MO0412943 COL LOYD D GRIFFIN 7541. LT COL GEORGE P HIRDSONG JR 9674. MAJ HILLIM S SWIPPAL MO1168100	ORGH 306th Periodic Unint Sq 36gth Bomb Sq (M) 367th Bomb Sq (M) 369th Bomb Sq (M) 369th Bomb Sq (M) 306th Armt & Elect Meint	Presiden Menber Menber Menber Menber
Nad Carol V HUITIR A04-2160 Mad BOWLAND H WOINELL JA A04019gg Mad JOHN W BARNES #715a Mad HERSERT B REFER .01001446 1ST LT RODERT B FICHS A01-57300 The 367th Bomb Sq (N) was not repres	Sq. 306th Fld Haint Sq 306th air Ffld Sq (N) Hq 306th bonb wg (N) Hq 306th Doob wg (N) Hq 306th Periodic Heint Sq ented (t this recting.	Kember Leaber Hember Hember Recorder

- 2. Personnel problems were discussed at length and Major Barnes presented charts to show an actual picture of the maintenance within the Wing. It was noted that wing wide we have an overage of 10% within the jet aircraft field, while in the conventional aircraft field we are only 750 manned. We jur Barnes state the has received permission from 2ND AIR FORCE to send verage jet machanics to specialist schools.
- 3. Major worrell stated he has an increased supervisory work load the to decentralization of facilities. His aircraft are scattered over a while area and his personnel lose consilerable time waiting to cross the runway. It was suggested that a perimeter road be constructed around the such and of the runway to alleviate the waiting period to cross the runway and make a safer crossing.
- 4. Menning for the tire shop under field maintenence is not to therized under existing TO m B.S. The shop has been manned from a cubination of the squadrins. It was note that a.s. has been furnishing two airsen for the shop and is only about 65% manned in their maintenance field. It was determine that these non should be returned to the squadron due to their critical smartage.
- 5. It Col Lembert proposed that each commender make a study of his manhour work load and the number of manhours they have available to expend against the worklose. These studies will be presented at the next meeting of the boars.
- 6. It was suggested that any overload of MC-97 post flights be scheduled thru the facks in order to completely utilize all personnel and facilities.
- 7. The president and all members determined that Maintenance Control and Maint Standaridization should have a representative at the future meetings

EXHIBIT "1"



HEADQUARTERS 306TH BONDARDNEST WING MEDIUM Macbill Air Force Daso, Florida

WING STAFF AND SQUADRON CONTAINERS CONFERENCE 20 January 1953 - 0015 Hours

Personnel Staff Officer

Ground Safety Meeting. In the Ground Safety Notting last work it was Info encounced that the 300th Wins win the Safety Flag for December; the 309th Ming was the Ground Safety Trophy for the year. The 306th Wing wen permanent possession of the Safe Wheels Flague.

T/O Changes. Word has been received that it will not be possible to fill make any T/O changes until July 1953. The Wine Commander stated that Concerned if we have any proposed changes to existing T/O s trey should be submitted to the Base Mennewer Officer for appropriate action.

Requests for changes should be made for those sections which are assigned and have not authorizations on the manning table, such as the Centrel Room.

Furnishing of Officer Forsennel to the 800th Air Pass Group. At the Sq CC's Division Personnel Conference it was requisted that all officer personnel be screened to determine if there are any efficers. available within the wing that could be reassigned to the 809th Available within the wine that could be reassigned to the control in lase Group, if possible or placed on SD with this erganization to fill the shortages presently existing. This is necessary to enable the 809th Fir lase Group to alequately support the Wing functions.

CO, 306th Avn Sq. Bomb M

Inspection Team Visit, in Inspection Team from the USAF Air Inspector's Office Will be in the Lyn Sq on Thursby, Friday and Saturday of this work.

Adjutant

Paso Parade. The Base Parade scholuled for 24 Jan 53 has been changed Info

Pase Command Fest. The new location for the Base Command Fest is Room 208, Base Hangar. Telephone numbers for the Command Fest: Exts: 800, 555, & 230.

Loss of Weapons. The lase Commander has announced that too many weapons are being lost. He suggested that in addition to requiring the person responsible to pay for the weapon, appropriate disciplinary Sq 001s action should be taken, if warranted.

Traffic court. / traffic court is to be set up on the Base. All personnel with violations for speeding, illegal perking, etc., will be required to appear before this court.

EXHIBIT "J"

Wing Staff Conference - 20 Jan 53

Subject

Adjutant (Contid)

.cti.on

Sq cois

Concorned

Visiting Personnel in Guardhouse. The attention of unit commanders Sq CO's is invited to their responsibility for making frequent visits to personnel of their unit who are in confinement at the Base Guardhouse.

Wing Commander

The Wing Commander are a resume of the subjects discussed at the Division Meeting last wook:
Late Reports are still a matter of concern. Each squadron command r

Late Reports ore still a matter of concern. Each squadron command r .11 and staff section head should establish a policy for handling reports Concerned which will eliminate late submissions.

I.K.C. Reports are not being submitted by all pilots. These reports and be submitted after each over-water flight.

Firearms. All firearms should be inspected as they are turned in Sq CO's after a mass flort. If one has been fired, a report must be submitted (iving the reason.

Flyancy Kits. Each squadron should appoint a flyancy kit efficer to monitor the kits and ensure that they are current.

Supply Discipline. Attention was invited to supply discipline reparating hearding. Any items which are not needed should be turned in.

Saluting Passengers in Stoff Cars. Attention was a ain called to the lack of compliance with the regulation which requires that can rai officers in staff cars be saluted. The Wing (commander stated that personnel should be encouraged to salute all officers in staff cars.

Gelf Course. It has been requested that personnel be encouraged to take wir; interest in the pase Gelf Course so that improvements can be made on the course.

ME. THER TRIEFING was liven by Capt Eich.

DY ORDER OF COLONEL MCCCY:

Attited

J W WHITLIKE

Major, USIF

Majutant

HEADQUARTERS 6TH AIR DIVISION MacDill Air Force Base, Florida

DCG 322

24 December 1952

SUBJECT: Organization of the USAF Hospital, MacDill Air Force Base.

Commanding Officer, 306th Bombardment Wing (M), MacDill AFB, Fla.
Commanding Officer, 305th Bombardment Wing (M), MacDill AFB, Fla.
Commanding Officer, 209th Air Base Group, MacDill AFB, Fla.
Division Surgeon, 6th Air Division, MacDill AFB, Fla.

- 1. In compliance with SAC Reg 20-15, 16 May 1952, including change 7 dated 19 August 1952, and SAC Manual 20-1, the total medical resources of the 305th and 306th Bombardment Wings (M) will be completely integrated to operate the fixed medical facility, the USAF Hospital, so that complete medical support may be given to all organizations at MacDill Air Force Base with the greatest possible economy of personnel, equipment and supplies. To accomplish this, the 305th and 306th Medical Groups with medical T/Da personnel will be relieved of attachment of the 809th Air Base Group. All personnel assigned or attached to these medical groups will be placed on duty with the USAF Hospital. Each Wing Medical Group will retain its autonomy for Wing reporting and tactical support requirements without duplication of administrative facilities. The USAF Hospital will function directly under the supervision of the Division Commander. (See Functional Chart, Inclosure #1)
- 2. The Senior Medical Group Commander will command the USAF Hospital. He will have additional duties as Division Surgeon, Wing Surgeon for the wing to which he is assigned and Staff Surgeon for the 809th Air Base Group. As such, he will insure that adequate and equitable medical ervice is given to all organizations at MacDill Air Force Base without compromising the tactical support capabilities of the Medical Groups for their respective Wings.
- 3. Wing Commanders will keep their Wing Surgeons fully informed in regard to Wing operations including tactical and training missions. Full cooperation will be given by them in effecting transfers of personnel assigned to the Medical Groups. The Division Commander will prepare the effectiveness report on the Division Surgeon and Commander of the USAF Hospital. The preparation of the Effectiveness Report of the Deputy Commander of the USAF Hospital will be delegated to the Commanding Officer of the USAF Hospital by the Commanding Officer of the Wing to which that medical officer is assigned. This report will be indorsed by the Division

EXHIBIT "K"

DCG 322 Subj: Organization of the USAF Hospital, MacDill AFB.

Commander. The effectiveness reports on all other personnel of the Medical Groups will be prepared by their immediate supervisors. Whenever possible, they will be indorsed by their respective Medical Group commanders in cooperation with the Hospital Commander, except as noted above. If an effectiveness report is prepared by a Medical Group commander, it will be indorsed by the appropriate Wing Commander. Wing Commanders will cause all appropriate inspections to be made of the reports, records, and any supplies, equipment, etc, (i.e. tactical), for which medical groups are held responsible, directly or indirectly, to their respective wings.

- 4. The Commanding Officer of the 809th Air Base Group will furnish for the USAF Hospital suitable facilities, administrative assistance (processing and distribution of reports, records, orders, etc.) and logistical support, including appropriate supplies, maintenance, transportation, etc. He will cause appropriate inspections to be made of those hospital records, supplies, equipment, facilities, etc., for which he is responsible to the Division Commander of higher echelons.
- 5. The Commanding Officer of the USAF Hospital, in addition to his other duties, will accomplish the following:
- a. Insure adequate and equitable medical care and support to all organizations on the base without compromise of the tactical support capabilities of either redical group.
- b. Requisition, stor and maintain to the maximum extent possible, all equipment and supplies for both the medical groups and the fixed medical facility.
- c. Preparation of all correspondence and reports and submission of them to or through proper channels (See Inclosure #2).
- d. Maintenaces of all appropriate records for the medical groups and the fixed medical facility.
- e. Recommend to the Division Commander all transfers and reassignments of personnel assigned or attached to the Medical Groups, including pipeline patients placed on duty with the USAF Hospital.
- f. Recommend to the Division Commander a senior flight surgeon for designation as Deputy Commander of the USAF Hospital in addition to his other duties.

DCG 322 Subj: Organization of the USAF Hospital, MacDill AFB.

g. Preparation of all duty assignments within the hospital, TDY, leave of absence and convalescent leave orders for hospital personnel and patients assigned or attached to the Medical Groups.

2 Incls 1. Functional Chart
2. List of Reports /s/ H. K. MOONEY /t/ H. K. MOONEY Brigadier General, USAF Commanding

A TRUE COPY: (Inclosures Withdrawn)

WILLIAM A. ABLES JR. 1st Lt, USAF (MSC)

CHANNELS FOR REPORTS

- 1. Morning Reports
- 2. C & A List
- 3. P-8 Reports
- 4. Combat Readiness Report
 5. Effectives a Reports

Base Headquarters

- 1. Preventive Medicine Report
- 2. Veterinary Inspection Report
- 3. Industrial Medicine Report
- 4. Blood Donors Report 5. Rabies in Animal Report
- 6. Dontal Report 7. Patient Welfare Report
- 8. Professional Activities Report
 9. Staffing of Medical Facilities Report
 10. Bed and Patients Report
- 11. Morbidity Report
- 12. Out-Patient Treatments Report
- 13. Surgeons Briof Report
- 14. Care of Flyer Report

HEADQUARTERS 6TH AIR DIVISION MacDill Air Force Base, Florida

GENERAL ORDER) NUMBER 2) 5 January 1953

1. Effective 15 January 1953, the following units, attached to the 809th Air Base Group for administration, operational control and logistic support by General Order No. 2, Hq 809th Air Base Group, dated 16 June 1952, are relieved from attachment to 809th Air Base Group.

305th Medical Group 306th Medical Group 307th Medical Group

2. Appropriate Wing, to which Medical Groups are assigned, will take necessary action to place personnel of each respective Medical Group on duty with the USAF Hospital, this station.

3. AUTH: Change 7, dated 19 August 1952, to SAC Manual 20-1.

BY ORDER OF COLONEL VANDEVANTER:

OFFICIAL:

B J MUNNERLYN Major, USAF Adjutant General

t/s/ A.R. KOENIG 2d Lt, USAF Asst Adj General

DISTRIBUTION "A"

EXHIBIT" L"

0340

Averts T-33 Crash

Major Mink Nominated For 'Pilot of Month' Title

Flawless handing of a dangerous situation when the left flap rawies infining of a dangerous suction when the left hap spilled on his T-33 during a final approach on a landing, got Mai. Wesley S. Mink a recommendation from the 306th Bomb Wing for the SAC "Pilot of the Month" award for December.

Major Mink averted the accident while making a landing at Brookley AFB. He had departed from MacDill for Barksdale on a navigation flight in a T33, when shortly after take-off he noticed

fuel siphoning from the right wing

was no longer possible and Major Mink elected to land at Brookley. Arriving at Brookley, he began a descent and a normal VFR ap proach was initiated to runway 32.

Gear and flaps on the jet had been lowered. While in the turn onto the final approach at approx smately 700 feet, the left flap spilled, causing the plane to suddenly roll to the left past the verti-



Instantly diagnosing the prob able cause of the dangerous situ n. Major Mink quickly threw the flap switch and rolled the air-eraft into a level flight attitude by applying full right aileron and advancing the throttle to full power. A go-around and no-flap landing was made without further incident.

Examination of the left flap revealed the flap motor driven act uator shaft sheared at the point where it connects to the flap to que tube, resulting in the left flag

Incident Report

"Major Mink described the near accident in an incident report, said Maj. Cornelius E. Buckler flying safety officer for the 3061

rlying safety officer for the soon of the

As a T-33 instructor pilot, Major As a 1-33 instructor pilot say Mink has spent considerable time checking out pilots to perform "chase plane" duty in the 306th. He was a fighter pilot in WWII

and has 4,400 hours in the air.

As Maintenance Control Officer, Major Mink has worked close ly with the Standardization Board and Fiying Safety," added Major Buckley, "As a result of this co-operation, maintenance crews and flying crews have a better under standing of the overall problems that confront the 306th Wing in the performance of its mission of training B-47 combat crews."



MAJ. WESLEY MINK

Col. Hillman Leaving For Job With SAC Directorate of Ops

Colonal Donald E. Hillman, dep-uty commander for the 306th Bomb Wing, will depart early next week en route to a new position at SAC headquarters.

His successor in the wing has not as yet been named.

Colonel Hillman will join the SAC directorate of operations ef-fective Feb. 1. To that new job-les will take experience in several jet aviation "firsts."

Squadron commander in the first USAF all-jet tactical lighter group, commanded the first USAF jet unit operate in the Arctic (the famed 94th "Hat-In-Ring" Squadron) and was deputy commander of the first USAF all-jet bombardment wing.

Led Arctic Jets

He joined the Army Air Corps in 1940, following graduation from Stanford University, and completed flying training in 1941.

A World War II fighter (P.47) ace. Colonel Hillman downed seven enemy aircraft in 145 missions, with six months enforced time out as a prisoner of war. He lds the Silver Star with cluster. DFC with two Oak Leaf clusters, Croix de Guerre with palm and Vir Medal with 32 Oak Leaf clus-

Departing with him will be his wife, Lloyd: daughter, Lee, and son, Steven. They resided at 8013 Bayshore Drive in Tampa Bay

EXHIBIT " m"

SAC 'Pilot of Month' Title To Major Mink

SAC's highest individual flying safety honor for the month of December, 1952, has been bestowed on the 306th Bomb Wing's Maj. Wesley S. Mink, according to the SAC Press Service.

He was named SAC "Pilot of the Month" for flawless tech

Major Mink is Chief of Maintenance in the 306th, recently pro-moted to that post from Maintenmoted to that post from Mainten-ance Control Officer. He is a T-33 instructor pilot and has an exten-sive background in single engine operations. A veteran of 46 World War II Pacific-theatre combat mis-sions in Johter appears to the sions in fighter aircraft, he has also checked out in F-80 and F-86. jet fighters, as well as the wing's

He has been at MacDill since October, 1950, serving first as a squadron aircraft maintenance officer and, for the past year and a half, as wing maintenance con-trol officer. The "Pilot of the Month" award

carries a certificate of achieve-ment signed by Gen. Curtis E. LeMay and directing its entry in

the recipient's effectiveness report.
"Crew of the Month" award for December in SAC went to a Davis-Monthan AFB B-29 tanker crew. commanded by Capt. Ned E. Wil-liams, who handled an inflight engine fire smoothly, averting a possible crash.

Engine Fire

The fire started in one of the B-29's engines shortly after takeoff. A 2C Richard A. Okrasinski, right scanner, promptly reported the fire and with M Sgt. James A. Wood (Continued on Page Six)



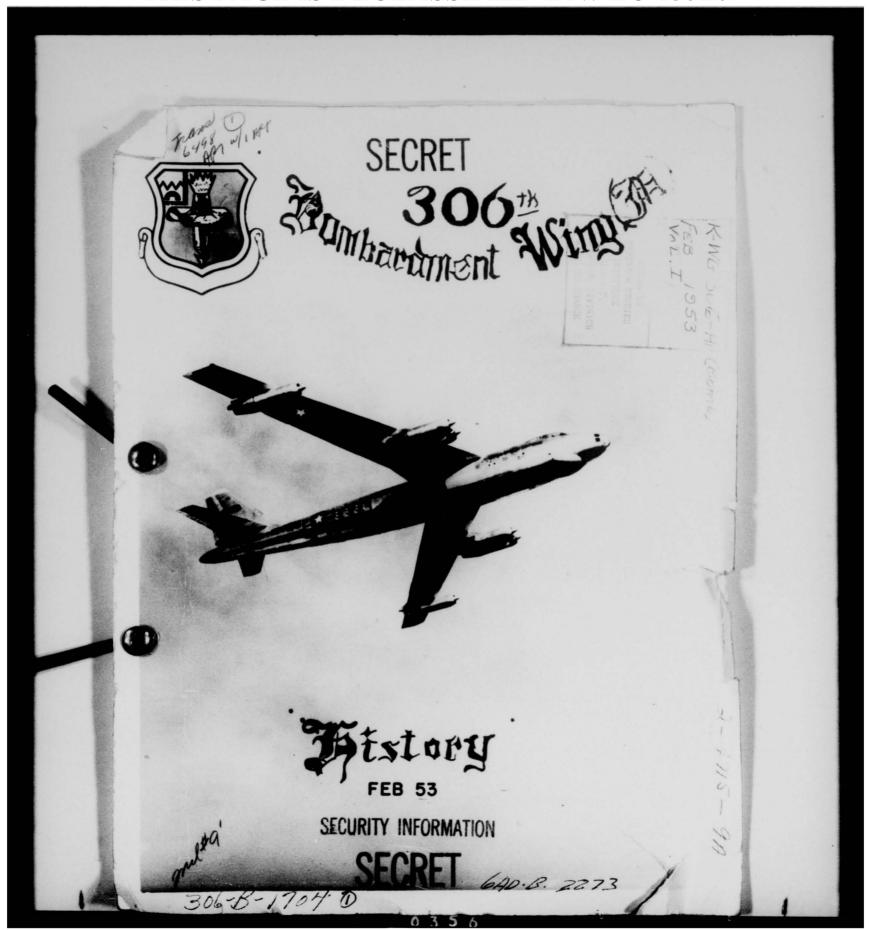
MAJOR MINK

'Pilot of Month' ...

(Continued from Page One) strictly following standard operat-ing procedures, they soon had the fire under control.

Captain Williams decided to land on a 75-foot wide taxi strip rather than chance a three-engine go-around after aligning his plane with the taxi strip during the low visibility condition.

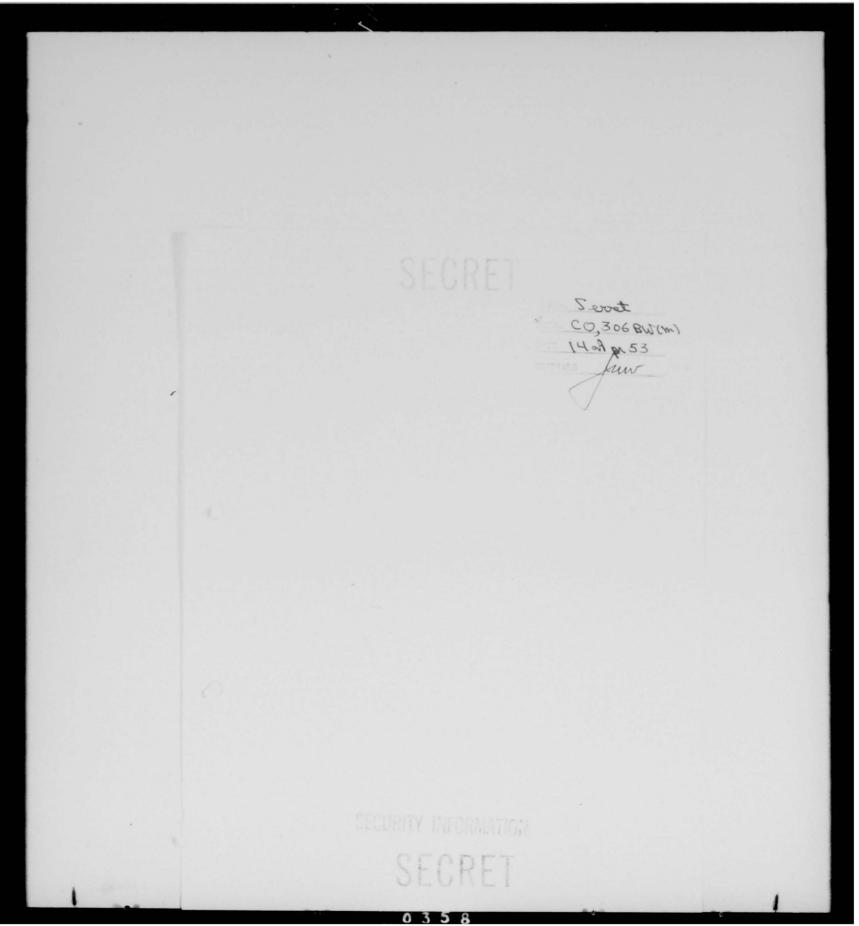
EXHIBIT " N"



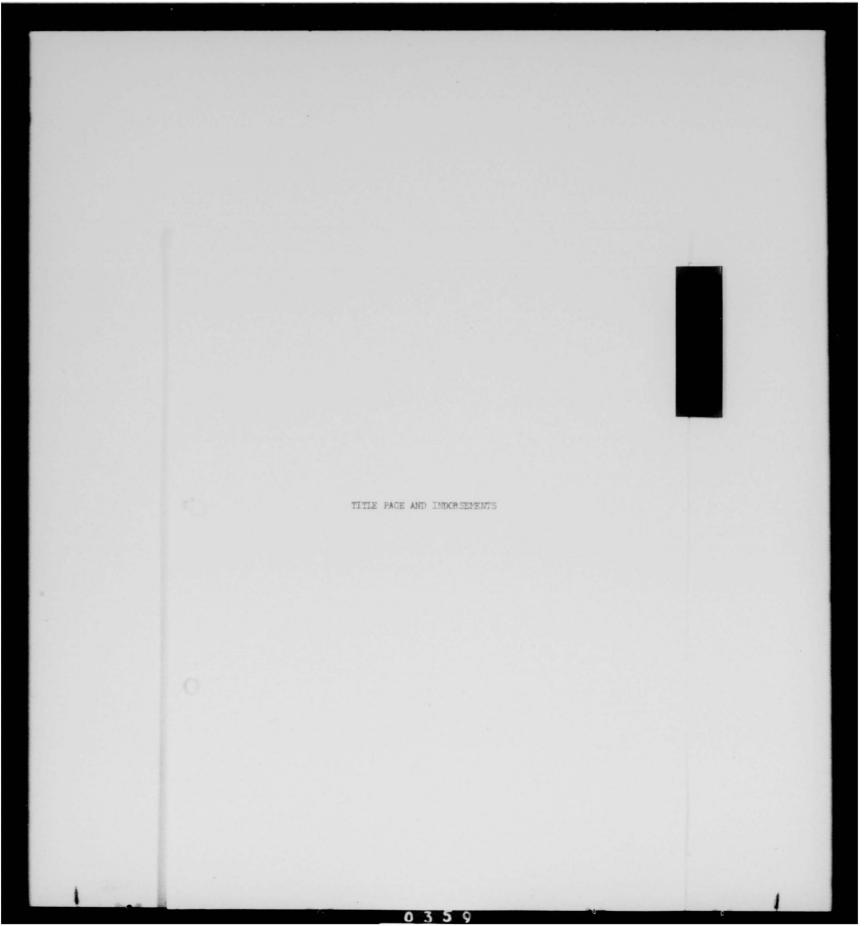
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORY

1 FEBRUARY 1953 - 28 FEBRUARY 1953

306TH BOMBARDMENT WING MEDIUM

(Strategic Air Command)

(Second Air Force)

(6th Air Division)

MacDill Air Force Base, Florida

Assigned Organizations:

Headquarters Squadron Section, 306th Bombardment Wing (M)

306th Aviation Squadron, Bombardment, Medium

306th Armament and Electronics Maintenance Squadron

306th Periodic Maintenance Squadron 306th Field Maintenance Squadron

306th Air Refueling Squadron Medium

367th Bombardment Squadron Medium

368th Bombardment Squadron Medium

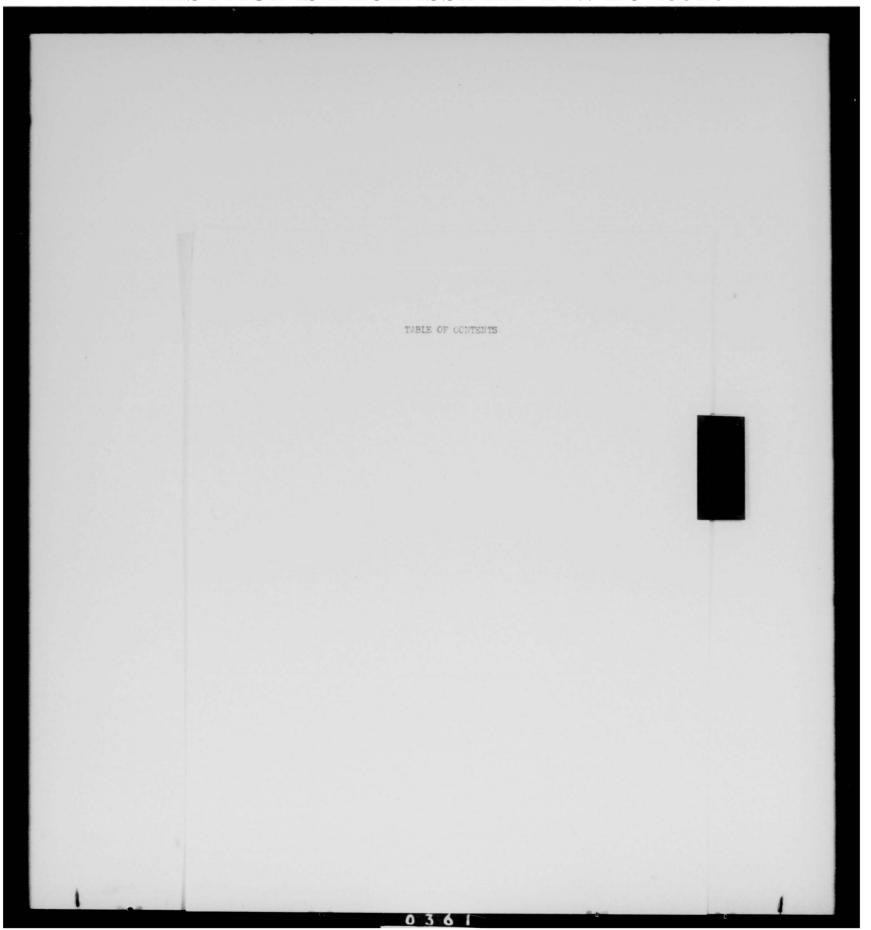
369th Bombardment Squadron Medium

306th Medical Group

MICHAEL N W McCOY Colonel, USAF Commanding

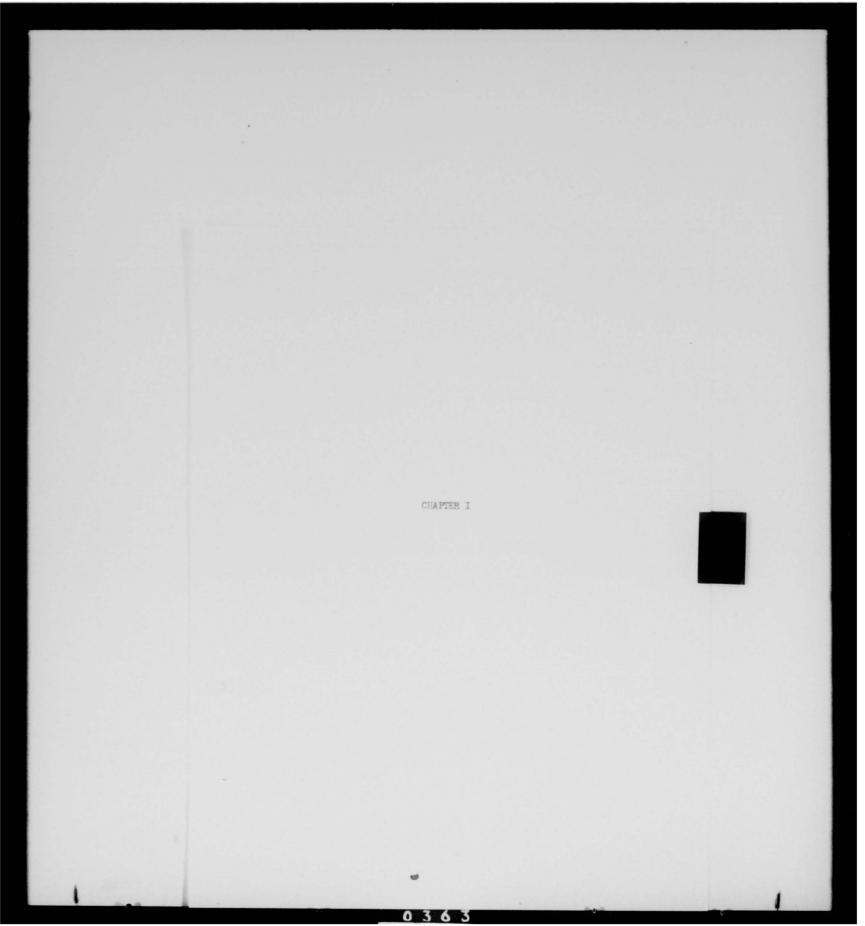
JW WHITAKER
Major, USAF
Historical Officer

Attor C. Schmon ARTHUR E SCHMORR S/Sgt, AF12332779 Historical Technician



THIS PAGE IS DECLASSIFIED IAW EO 13526

of aller of the			
		TAPLE OF CONTENTS	
	CHAPTER	TITLE	PACE NUMBER
	I	CRGANIZATION AND ADMINISTRATION	1 thru 3
	II	PERSONNEL	h thru 13
	III	SUPPLY AND MAINTENANCE	1h thru 39
	IA	OPERATIONS AND TRAINING	h0 thru 6h
	A	MEDICAL GROUP	65 thru 72
	AI	MISCELIANEOUS	73
		APPENDIX	"A" thru "Z"
		7	
-		0 3 6 2	-



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER I

ORGANIZATION AND AN INTERPRACED

As the 306th Rombardment Wing Medium entered into the month of Pebruary 1953, its main project was Operation "SKY-MY". Colonel Michael N W McCoy, Commanding Officer of the 306th Bombardment Wing Medium, received words of high commendation from General Curtis E LeMay, Commanding General of the Strategic Air Command, and Major General Frank A Armstrong, Commanding General of Headquarters

Second Air Force. In turn, Colonel McCoy, with his added comments, relayed the message to the personnel of the Wing.

The 306th Rombardment Wing Medium was again changed organizationally during the month of Pobruary by the receipt of the Table of Basic Allowance, consisting of the addition of civilian stenographers for the Wing Headquarters, Personnel Staff Officer, and Director of 2 Nateriel. Also, the 306th Aviation Squadron, Bombardment, Medium, was reorganized upon receipt of General Orders Number 5, Headquarters Strategic Air Command, effective 16 February 1953.

Administratively, the 306th Bombardment Wing Medium remained sound, even as a result of the effort put forth for (peration "SKY-TRY".

^{1.} Message 2AFCG 5541, to CO, 306th Bomb Wg (M), dtd 5 Feb 53 - Exhibit "A"

^{2.} Table of Basic Allowance - Exhibit "B"

^{3.} GO 5, Hq SAC, dtd 3 Feb 53 - Exhibit "C"

Ceneral H K Hoosey, Commanding General of the 6th Air Division. wrote his personal comments re arding unacceptable administrative practices within units of the 6th Air Division. However, this Wing has at all times strived to maintain a high degree of proficiency, even though the letter from General Mooney was directed to all units of the 6th Air Division.

presided at the Wine Staff Necting and the following topics were dis-

made available to all activities of MacDill Air Force Base for immediate reference.

On 2h February 1953, the 306th Bombardment Wing (N) Management Advisory Team met and the following topics were discussed:

The Base Statistical Services Office publishes a Monthly statistical Surmary Report in order that the units assigned to MacDill Air Force Base will be able to compare their standings for the particular month. The information contained therein is compact and not readily available from other sources. The statistics of the 306th Bombardment Wing Medium for the month of February are as follows:

h. Ltr fr Gen Mooney, dtd 2h Feb 53 - Exhibit "B"
 5. Minutes of Wg Staff Meeting, dtd 10 Feb 53 - Exhibit "E"

^{6.} Roster of Key Personnel - Exhibit "F"

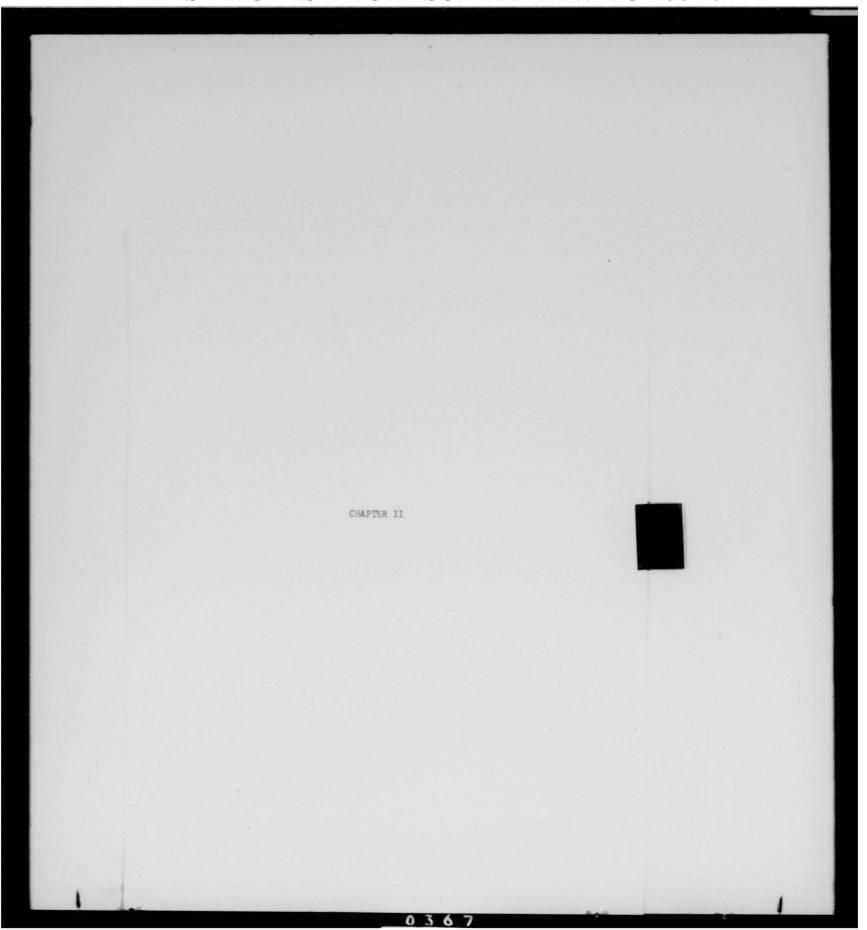
^{7.} Minutes of Management Advisory Team, dtd 2h Feb 53 - Exhibit "G" 8. Statistical Summary Report, dtd Feb 53 - Exhibit "H"

On 24 February 1953, Colonel McCoy departed on TDY to Ramey Air Force Base, Puerto Rico, to attend the Commanders' Conference, with Colonel John C Thrift, Deputy Wing Commander, assuming command of the Wing. Colonel McCoy returned on 27 February 1953, and resumed 10 command.

During the month of February the new rooms were completed in the 306th Bombardment Wing Headquarters Building. The Personnel Staff Officer and the Wing Comptroller moved in immediately and continued their normal activities. In terms of productive man-hours, this move has proven to be very effective.

Morale in the 306th Bombardment Wing Medium still maintained its high standard during Pebruary, and was further increased on a more definite basis during Operation "SKY-TRY". The crew interrogation period was held in the Wing Headquarters Building during the entire operation. The Wing Headquarters personnel, in addition to their normal duties further assisted the operation on a morale basis, by having hot coffee and snacks for the "SKY-TRY" crews upon their arrival for the interrogation. Prom all indications this was highly appreciated.

^{9. 00 8,} Hq 306th Bomb Wg (M), dtd 24 Feb 53 - Exhibit "I" 10. 00 9, Hq 306th Bomb Wg (M), dtd 27 Feb 53 - Exhibit "J"



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER II

PERSONNEL

Personnel Strength

The personnel strength of the 306th Bombardment Wing, Medium, as of 28 February 1953, was 473 officers and 2012 airmen. Under the present mamming, the Wing is over-strength 29 officers and 98 airmen. The recapitulation by organization is, as follows:

Organization	Offs Asgd	Amn Asgd
Headquarters Squadron Section,		
306th Bombardment Wing Medium	52	121
306th Aviation Squadron, Bombardment Medium	18	34
367th Bombardment Squadron Medium	63	126
368th Bombardment Squadron Medium	64	117
369th Bombardment Squadron Medium	61	122
306th Air Refueling Squadron Medium	115	304
306th Field Maintenance Squadron	6	386
306th Periodic Maintenance Squadron	6	198
30oth Armament & Electronics Maintenance Squadron	1 16	380
306th Medical Group	72	224
TOTAL	173	2012
2	Bained	Lost
TOTAL OFFICERS	28	28
TOTAL AIHMEN	124	140

Roster of Key Personnel

Command

Col Michael N W McCoy Wing Commander John C Thrift Deputy Wing Commander Maj Joseph W Whitaker Adjutant Maj Herbert B Reeder Comptroller Maj George R Adams Personnel Staff Officer Lt Col Richard E Evans Director of Operations Lt Col George P Cole Director of Materiel

Hq Sq Sec

Capt Charles S Wallen 2d Lt John J Lolli

Commanding Officer

Adjutant

367th Bomb Sq

Lt Col Loyd D Griffin Capt Robert R Reiber Lt Col John E Sherman Capt Gilbert W Earls Commanding Officer Adjutant

Operations Officer Aircraft Maintenance Officer

368th Bomb Sq

Lt Col Benjamin B Klose Capt Gelvin S. Nicely Lt Col Raiph K Watts Maj James G MacCabe Commanding Officer Adjutant Operations Officer

369tn Bomb Sq

Lt Col George P Birdsong, Jr 2d Lt James W Woodard Maj Alpheus W Blizzard Capt James C Dickinson, Jr

Commanding Officer Adjutant

Operations Officer Aircraft Maintenance Officer

Aircrart Maintenance Officer

306th Aviation Sq

Maj Alver K Spivey

Commanding Officer

306th Fld Maint Sq

Maj Carol V Hunter 2d Lt Allan K Butler Commanding Officer Adjutant

Roster of Key Personnel (Cont'd)

30oth Air Rflg Sq

Maj Rowland H Worreil, Jr 2d It Rowert F Whiteside Maj Homer C Bell, Jr

Capt Joseph R Carpenter

Commanding Officer Adjutant Operations Officer

Aircraft Maintenance Officer

306th Periodic Maint Sq

Lt Col Albert W Lambert 2d Lt Joseph G Dodge, Jr Maj Henry J Markiel

Commanding Officer Adjutant Aircrart Maintenance Officer

306th A&E Maint Sq

Maj William E Swindal 1st Lt Raymond M Eastman

Commanding Officer

306th Mea Gp

Col R Howard Lackay 1st Lt Joseph P O'Brien Lt Col Sanford H Hamilton 1st Lt William A Ables, Jr Commanding Officer Deputy Commander Executive Officer Adjutant

Key Personnel Changes

Capt. Gelvin S. Nicely was assigned duty as Adjutant, 368th Bombardment Squadron, Medium, vice Major John T. Clancy relieved. Major Clancy departed from this station enroute to FFAF with reporting date 11 March 1953 to Camp Stoneman, California.

Lt. Col. Ralph K. Watts was assigned duty as Operations Officer, 368th Bombardment Squadron, Medium, vice Lt. Col. Herbert W. Reinhardt relieved. Lt. Col. Reinhardt departed from this station enroute to 303rd Bombardment Wing, Tuscon, Arizona, with reporting date 2 March 1953.

2nd Lt. James W. Woodard was assigned duty as Adjutant, 369th
Bombardment Squadron, Medium, vice 1st Lt. Albert A. Bean relieved.
Lieutenant Bean departed this station for reassignment to 58th Air Rescue

Key Personnel Changes (Cont'd)

Squadron, Libya, with three weeks TDY enroute to 1300th Training Squadron, Mountain Home Air Force, Idaho, and upon completion of this school, placed on nine weeks TDY 1707th Training Squadron, Palm Beach International Airport, West Palm Beach, Florida, for SA-16 Transition Training, with reporting date of 28 April 1953. Upon completion of TDY, Lt. Bean will report to Camp Kilmer, New Jersey, for overseas assignment.

Major Glen L. Pugmire, 306th Air Refueling Squadron, was nominated and accepted for Project EAGLE for the month of March 1953. This action caused combat ready crew regression, as officer will not be available for crew duty for approximately nine months. Upon completion of temporary duty, Major Pugmire may return to this station.

Capt. Carl R. Blythe, Wing Personal Equipment Officer, AFSC 6421, was selected by name by Headquarters Second Air Force for assignment to the 307th Bombardment Wing, Medium, Combat Echelon, FEAF, with reporting date to aerial port of embarkation 25 February 1953. This Wing is short five (5) supply officers now. Needless to say, this shortage of qualified supply officers is having an adverse effect in obtaining combat readiness.

A requirement for six pilot-observers (B-17 - IP) to be reassigned to the 303rd Bombardment Wing, Davis-Monthan Air Force Base, Arizona, was levied against this Wing. Three officers, Lt. Col. Herbert W. Reinhardt, Major Earl A. Lilley and Major Virgil L. Brazil, will report to the 303rd Bomb Wing 2 March 1953. The remaining three officers, Major Donald M. Grimwood, Major Robert G. Ochs and Major Thomas W. Hopfenspirger, will depart this station on or about 13 April 1953. The delay in reporting of these three officers was established to enable replacements to be

trained and in place prior to departure of qualified pilots. Personnel, General

Three KC-97 crews reported to this Wing from Randolph Air Force Base, Texas. The crews arrived less navigators. The crews will be transitioned and checked out locally, as quotas for KC-97 school at West Palm Beach Florida, are not available.

During the month of February this Wing received assignment authority on ten pilots for assignment to the 306th Air Refueling Squadron. These officers are recent recallees and are pursuing a pilot-refresher course at Bartow Air Force Base, Florida, prior to reporting for duty approximately 25 April. As these pilots are not checked out in KC-97 aircraft, they are surplus to our immediate requirements.

Message 2AFPLC 0910, Headquarters Second Air Force, dated 13 February 1953, set forth the policy regarding assignment of Weapons (Gunnery) Officer, AFSC 3244, presently authorized under Tentative Table of Organization 1-1047P, Wing Headquarters, Bombardment Medium, Jet, 1 May 1952. This authorized space will revert to Armament Systems Officer, AFSC 3234, as aircraft are equipped with Radar Gun Laying Systems.

Five Observers reported to this Wing for assignment and duty during the month of February. Two of the officers are Aircraft Observers,

Navigator-Bombardier, B-50 (AFSC 1524D). These inputs will only partially offset the loss of observers who are being separated from service.

The Florida National Sports Car Race Program, mentioned in the History for December 1952 and January 1953, remained in the forefront. On the day of the race, 21 February 1953, this Wing furnished 855 personnel to assist in the program. The personnel were utilized for all types of

Personnel, General (Cont'd)

duties, including flagmen, ticket sellers, ticket collectors, timers, crowd controllers, etc. Of the above-mentioned number, 107 were officers. Major James G. MacCabe and 1st Lt. Arnold G. Barker were assigned special duty as Project Officers from this Wing for the program.

Three applications for Hardship Discharges were received during the month of February. All three were processed, approved, and airmen transferred to the Reserve components to complete service requirements.

Two applications for tender of Unconditional Resignation under provisions of AFR 39-15 were received during the month of February. One application was approved by higher headquarters and the airman discharged. The other application was forwarded to Headquarters oth Air Division, recommending approval.

One airman was recommended for discharge under provisions of AFR 39-17 and request was forwarded to Headquarters 6th Air Division for necessary action.

Personnel Shortages in the 43 (Maintenance) Career Field. This Wing is about to reach the "bottom of the barrel" as far as Reciprocating Engine Mechanics are concerned. The Wing is authorized a total of 152 airmen with AFSC's 43131, 43151 and 43171B and have only 68 assigned with a net shortage of 98. In the past we have been utilizing personnel from this field to OJT as Boom Operators (43139P). However, Second Air Force recently published a directive which requires that the only authorized input into the In-Flight Refueling Program would be limited to airmen classified in AFSC's 32331F, 32351F and 32372F, (Gumners). These AFSC's are all critical surplus and should alleviate to a certain degree the

Personnel, General (Cont'd)

constant withdrawal of personnel from the 43 (Maintenance) Career Field for air-crew duty.

During the month of February a Classification & Audit Team from 809th Air Base Group completed an audit of most of the squadrons within the 306th Bombardment Wing. The over-all comments were favorable.

A requirement was levied against the 306th Bombardment Wing for the shipment of three 43271B's (Flight Engineer) to Carswell AFB, Texas. One airman, Master Sergeant Sandlin, was transferred, but the other two requests were not filled, inasmuch as further shipments of this nature would cause combat crew regression. This headquarters received a classified message, DPPOM 7622, from Headquarters Strategic Air Command, dated 12 December 1952, Subject: Aircrew Manning of KC-97 Air Refueling Squadrons, which placed a freeze on KC-97 Flight Engineers, but in spite of this, we continue to receive mandatory quotas. As long as this situation continues, it will be impossible to achieve a state of combat readiness.

First Lieutenants Harold T. Sills, Lawrence V. McDaniel, and Stanley Cook completed a four month's phase of instruction for flight engineers at Rapid City Air Force Base, South Dakota, and were reassigned to the 72nd Strategic Reconnaissance Wing, Ramey Air Force Base, Puerto Rico.

This headquarters has placed special emphasis on effective manning with a minimum goal of 90 percent effective manning desired. Resources are available within the Wing to accomplish most of this. There has been some resistance from the squadrons due to misunderstanding. They were of the opinion that a man holding a 3 level PAFSC is not qualified to hold a

Personnel, General (Cont'd)

5 level DAFSC. It has been pointed out to them that, in order for a man to qualify, he must work at the duty. Some were of the opinion that Proficiency Tests had to have been successfully passed prior to upgrading. These points having been clarified, considerable improvement is anticipated during the month of March.

Strategic Air Command General Order No. 5, dated 3 February 1953, announced reorganization of the 306th Aviation Squadron, Bombardment, Medium, Table of Organization 1-1963, dated 1 December 1952, effective 16 February 1953. Under the reorganization, this unit is authorized 12 officers, three warrant officers and 33 airmen. The main changes involved in this reorganization were the deletion of seven officer spaces and the addition of seven airmen spaces. Gross authorized strength of organization remains the same, 48.

Second Air Force Classification & Audit Team visited this Wing during the month of February. The over-all comments were favorable.

Capt. George P. Freeman, Jr., 306th Air Refueling Squadron, Medium, this Wing, received the First Oak Leaf Cluster to the Distinguished Flying Cross, per General Order No. 100, Headquarters Fifth Air Force, dated 9 February 1953, as a result of his participation in the air offensive in Korea. Capt. Freeman was also awarded the Fourth Oak Leaf Cluster to the Air Medal, per General Order No. 592, Headquarters Fifth Air Force, dated 26 December 1952. The Fifth Oak Leaf Cluster to the Air Medal was awarded him per General Order No. 722, Headquarters Fifth Air Force, dated 7 December 1953, and the Commendation Ribbon was awarded Capt. Freeman also, per General Order No. 121, Headquarters Fifth Air Force,

Personnel, General (Cont'd)

dated 16 February 1953. The aforementioned awards and decorations reflect great credit upon Capt. Freeman and the United States Air Force.

Message 2AFKRA 4524, dated 12 February 1953, from Headquarters

Second Air Force, Subject: Combat Crew Retainability, requested the

preparation of a monthly report, to be submitted that headquarters to

indicate projected six month's retainability, by month, commencing

28 February 1953. Initial report was submitted 18 February 1953.

Subsequent reports will be prepared to cover a similar six month's re
tainable projection and are to be forwarded to arrive Headquarters Second

Air Force not later than the fifteenth calendar day of each month. This

report was requested in order to maintain combat crews in priority units

and requires constant screening and identification of all retainable

combat crew personnel by this Section.

Promotions and/or Demotions

The airmen promotion quotas for the 306th Bombardment Wing for the month of February were, as follows: Three master sergeants, seven technical sergeants, 39 staff sergeants, 57 airmen first class, and 48 airmen second class. Of the 39 staff sergeants, one was turned back by the 306th Medical Group and used by this Wing. Of the 57 airmen first class, an addftional quota of two were received from 809th Air Base Croup and used by this Wing. A total of 154 airmen were promoted.

Itr., Hq 6th Air Div, File PDCD 569.3, 18 Feb 53, Subj: Projected Retainable Combat Crews, w/l Incl, Rpt of Retainable Cmbt Crews. Exhibit "K".

Promotions and/or Demotions (Cont'd)

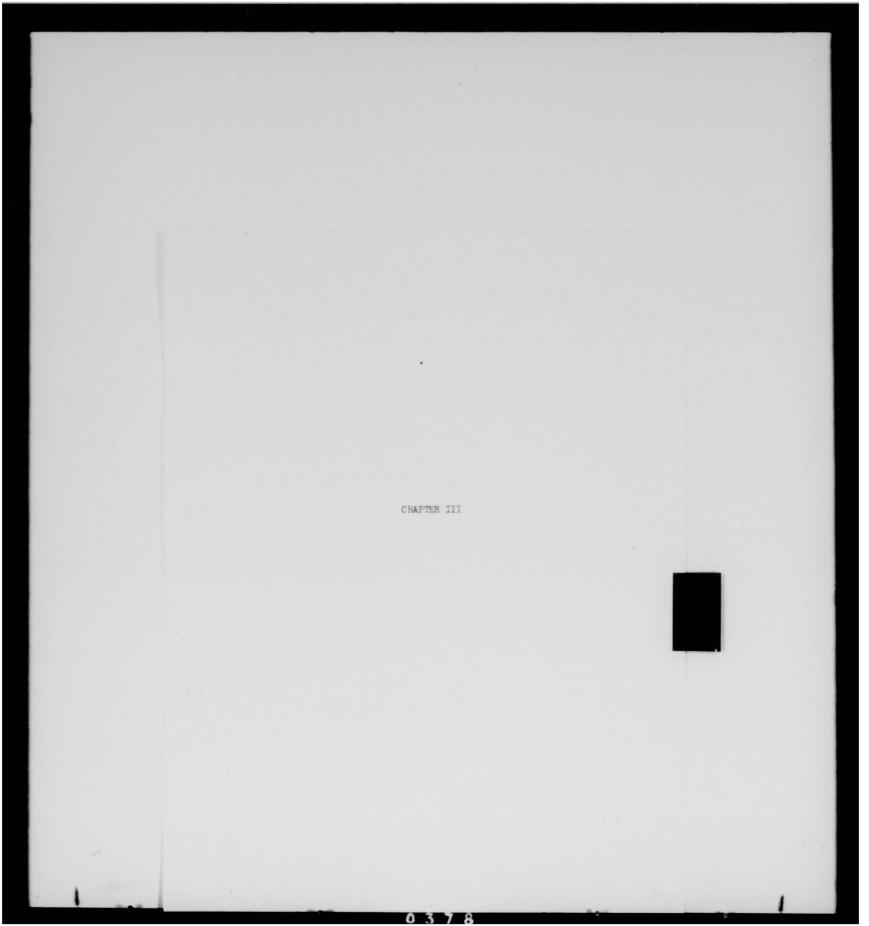
The airmen promotion quotas for the 306th Medical Group for the month of February were, as follows: One technical sergeant, two staff sergeants, six airmen first class, and 16 airmen second class. A total of 25 airmen were promoted.

Promotion Boards were appointed within the Wing to process and select airmen for promotion to the grades indicated.

Morale

The reenlistment rate of airmen discharged from the 306th Bombardment Wing for the month of February 1953 was 15.6 percent. The number of airmen discharged and reenlisted, by grade, for the month of February were, as follows:

		Discharged	Reenlisted
M/Sgt T/Sgt S/Sgt A/1C A/2C A/3C A/B	TOTAL	5 6 24 19 5 0	3 1 5 1 0 0 0



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER III

SUPPLY AND MAINTENANCE

A. GENERAL

Project "SKY-TRY" projected itself on this Directorate almost to the exclusion of everything else during the past few months. The personnel within the Supply and Maintenance organizations spent the majority of their time handling problems directly concerned with Project "SKY-TRY". The last mission of Project "SKY-TRY" was completed on 20 February 1953. Even though the project did impose a tremendous workload on this Directorate, it is gratifying to note the outstanding manner in which the project was accomplished.

The project directive called for a total of 10 missions involving 15 aircraft (all aircraft of the 367th Bombardment Squadron). Four of the missions were accomplished in January, and the remaining six were completed by 20 February.

Of the 150 sorties flown there were no ground aborts, only one air abort (chargeable to maintenance), and 19 radar aborts, establishing a record that has been deemed outstanding by all of the many Air Force observers that were at MacDill Air Force Base to monitor Project "SKY-TRY".

A complete analysis of Project "SKY-TRY" is in the process of being accomplished by "SKY-TRY" Control Team from Second Air Force Headquarters. Copies of this report will be forwarded to the 306th Bombardment Wing upon completion of the report.

Major Jerald O. Duty, Quality Control Officer, and Major Henry
H. Edelen, 368th Fomberdment Squadron Medium, were placed on four days
TDY to SAC Headquarters to attend a Flight Test Conference to standardize
flight test procedures through all SAC B-47 Wing Flight Test Sections.

Mr. Tubls, Chief of Field Service, and Mr. Showalter, one of the head engineers of the Boeing Airplane Factory, Wichita, Kansas, visited this Wing to observe Project "SKY-TRY" and to render any assistance if needed.

Messrs. Paul Fisher and V. R. Widener, Headquarters WADC, visited this section to discuss difficulties with the APN-76 in R-47 aircraft. They suggested several maintenance ideas which might improve maintenance on this type of equipment. These ideas were accepted by the Director of Materiel and forwarded to the 306th Armament-Electronics Maintenance Squadron for action.

lst Lt. A. B. Hale, Jr., Supply Officer in the 369th Bombardment Squadron, has been relieved of the additional duty of Wing Supply Liaison Officer. Capt. Walter H. Brambir, Wing Supply Officer, is now on orders as having the additional duty of Wing Supply Liaison Officer.

Maintenance personnel in this Wing attended a 7 day course on Gresco units, conducted at this station by personnel from the Gresco Company

B. LOGISTICS

This Section was fully manned during the month with the assignment of a Clerk and a Maintenance N.C.O. This solves the personnel problem which has been a major deterrent to our progress.

Project "STY-TRY" did not directly effect the section, however, it did delay the units in accomplishment of work on the Mobility Plan.

The entry date of the Wing into the EWP has been set and a preliminary plan for deployment has been drawn up. A tenative date for the Wing to rotate to the U.K. has been established, however, our departure still is dependent upon the prepositioning of certain items of E.S.E.

C. SUPPLY

The completion of Project "SKY-TRY" during February was the major item for the month. The importance of high priority and extraordinary Supply channels was manifest in the I-3 Unit Procedence granted the participating units by Headquarters USAF. Combined with the high supply priority AMC, Headquarters SAC and Second Air Force had "on the scene" expediters to provide all necessary assistance to insure that maintenance and operations could function with 100% Supply support. The complete Supply facilities of the Wing and the Base functioned on an "Around-The-Clock" basis to provide this full support. The 6th Air Division was instrumental in securing needed supplies and equipment from other organizations on the Base not under the jurisdiction of the Wing Commander. The supply of aircraft parts and of ground powered equipment is covered in the history of the Maintenance Control Supply Diaison unit. Essential maintenance equipment and other supplies were well supplied thru the normal and extraordinary supply channels.

The personnel field continues to be a major problem area. The lack of well qualified supply officers contributes greatly to this problem. The shortage of supply officers has created a hardship on many of the activities of this Wing. The tactical units and the Armament and Electronics Maintenance Squadrons have supply officers, some utilize aircrew members with supply as an additional duty. The 306th Field Maintenance Squadron has one officer where an authorization and requirement exists for two. This officer carries both UPREAL and the Flant Account. This has been a big concern, effecting the mobility plans of the Wing. Further shorts as exists in Wing Supply and Supply Liaison. During Project "Sky-Try" the Supply Officer of the 369th Bombardment Squadron, Lt. A. B. Hale was detailed as Wing Supply Liaison Officer as additional duty. The presence of Lt. Hale contributed greatly to the success of the project.

The lack of uniformity exists in the various types of ground power equipment on hand within the Wing. At present there are five (5) types of ground power equipment in use, some of which are on service tests. The supply of spare and maintenance parts is a major difficulty. This does not allow Base Supply to develop adequate supply levels to support this equipment. A request for interim authorization of Gremco Power Units and C-26 Generator Sets was submitted to Air Material Command through command channels in accordance with paragraph 59, Part I, AF Manual 67-1. This request was co-ordinated with the Director of Requirements, Headquarters USAF, at a recent conference held at this station.

A new authorization for T/A 1-21 clothing and equipment was received in a classified letter. This authorization was broken down to reflect the individual authorization and issue procedure for these Items. Wing Supply Memorandum 67-7-5 was published outlining the new procedure. It is felt that a specific authorization will present uniform allowances to all units and all squadrons will then be able to maintain their clothing on the UPRYAL on an equal basis and with one interpretation. This has been a problem for some time past and the new breakdown is a major solution to an old problem.

Difficulty is being encountered in the implementation of AF Regulation 67-81 Accounting Procedure for Organizational Clothing and Equipment. Several conferences have been held by 6th Air Division and a solution is not yet in eight. It is desired that a uniform system be adopted throughout the Base, to which plan this Wing whole heartedly subscribes. Further consideration is being given this matter.

In January 1953 the Wing Supply Section began to publish Wing Supply Memorandums covering individual problems, procedures and the passing down to the units of directives in the form of messages and letters from higher headquarters. The use of one type of publication and the uniformity in which these directives are furnished the units have resulted in uniform systems throughout the Wing. The Supply Memorandums for the month of February are attached.

Plans are being formulated to put the various supply sections on a paying basis and much emphasis is being given to inspection, accounting, warehousing, etc. It is hoped that each unit of supply

will become a model supply in the near future.

A copy of minutes of the conference held in Division Materiel
4 February 1953, to discuss requirements of Ground Fowered and Handling
1
Equipment is attached.

Copies of all Supply Memorandums published during the month of $$\rm 2$$ February are attached.

D. MAINTEMANCE

1. Chief of Maintenance

The month of February was a busy month for the Office of the Chief of Maintenance as Project "SKY-TRY" progressed to a successful conclusion. Many hours were spent planning and coordinating the last "SKY-TRY" missions as several unforseen factors had interrupted the planned operation. To name some of these factors, Mission #7 was forced to land at another station. This, of course, necessitated support being airlifted to Savannah Air Force Base, Georgia and also resulted in a late return, which naturally reduced the maintenance time prior to the next mission.

Several grounding Technical Orders were received during
February, which also caused considerable unscheduled activities. In each
case the coming mission was jeopardized, however, by maximum utilization
of all maintenance personnel, the flying schedule was adhered to.

^{1. 6}th Air Division Conference, dated 4 Feb 53 - Exhibit "L

^{2. 306}th Wing Supply Memorandums, 1 Feb thru 28 Feb, Exhibit

To effect satisfactory accomplishment of Mission \$10, which required drop tanks, a meeting was held with all maintenance agencies and responsibility for tank installation on specific aircraft was assigned. At the same time, plans were made to have the limited number of people who had previous experience with tank installation instruct crews on proper methods and procedures.

During Project "SKY-THY" it was considered advisable to make several changes in standard operating procedures. The two most worthy of note were as follows:

a. Deviation from the planned inspection sequence was necessary since it is possible for AAE personnel to accomplish their work during darkness, whereas, the Dock Maintenance Personnel would be unable to, due to inadequate lighting facilities. Due to the limited time between missions in which to complete inspection, the aircraft were first turned over to AAE for completion of their portion of the inspection. The following morning the dock maintenance took over and completed the inspection during daylight hours.

b. The other consisted of disbanding postflight crews and using these people to augment the aircraft ground crew. This was necessary as after each mission 15 postflights were due and could not be handled unless done simultaneously.

At the completion of Project "SKY-TRY", the 367th Bombardment Squadron discontinued flying for the balance of the month. This nine day lull in flying was arranged to afford the squadron an opportunity to catch up on minor maintenance, TOC's, washing, and minor sheet metal work.

Considerable time in coordination and assignment of personnel for the sports car project was also expended during February. Movement of all KC-97 aircraft from assigned parking areas to the main ramp was offected. This latter project was required during Project "SKY-TRY" and placed an unusual burden on the maintenance sections of the Wing.

Additional workloads were imposed on most shops for welding and machine work on sports cars, redecorating of transient quarters, and manufacture of arm bands, flags, etc., for the race committee.

Copies of all Maintenance Birectives published by this or onization during February are attached.

2. Supply Expeditor.

Cannibalization played an important part in Project "SKY-TRY". There was a total of 28 items canniballized from other sircraft in this organization. 10 AOCP items, 12 ANFE items were cannibalized for the B-47s, and 3 ACCP items, 3 ATFE items were cannibalized for the KC-97's. Of all the AOCP items, canopies were the most difficult to obtain.

3. Maintenance Control.

During the month of February 1953 the 306th Bombardment Wing was actively engaged in "Operation SKY-TRY". The problem met by the Maintenance Control Section were greatly increased during this period due to the increase flying and records to be initiated and forwarded to higher Headquarters.

^{3.} Maintenance Directives, 1 Feb thru 28 Feb 53, Exhibit

The Planning and Scheduling Section of Maintenance Control operating under the plan set forth in SAC Reg 66-12 was responsible for the scheduling of the aircraft to most the requirements as outlined by the Director of Operations, 306th Bombardment Wing. To meet these requirements it was necessary that the 367th Bombardment Scundron fly their fifteen assigned aircraft every third day and the 368th and 369th Bombardment Squadrons fly fifty percent of their aircraft every third day. In addition to the scheduling of the aircraft for flying, the aircraft had to be scheduled through the Periodic Maintenance Souadron for the necessary Scheduled Maintenance. Prior to the start of "Operation SKY-TRY" a dock schedule was set up for the thirty day period and strictly adhered to. All aircraft were placed in the docks as scheduled and released from docks in time to be test flown and returned to the squadron to fly its assigned mission. During the month of February, 25 B-47 inspections (3 major and 22 intermediate) and 8 KC-97 (2 major and 6 intermediate) inspections were (scheduled), thru the docks.

Some of the main factors effecting the scheduling of aircraft were as follows:

- a. Several of the sircraft being assigned to the Operational Engineering Section for service tests of special equipment which limited the use of the sircraft to special missions.
- b. The necessity of complying with the numerous Technical Crders which are constantly being published, some of which, grounded the aircraft until the T.O. was complied with.

During the worth of February the personnel of the Planning and Scheduling Section were required to work an average of twelve to fourteen hours a day, due to the fact, that the section had to be staffed two hours prior to each scheduled flight, during all normal working hours, after working hours or whenever aircrafts were flying, or while maintenance was being performed on SKY-TRY aircraft.

During February, a total of 1,651:30 hours were flown in the B-47 aircraft, an average of 36:29 hours per aircraft. This is a substantial increase as compared to an average of 29:53 hours per aircraft flown during January.

The In-Commission Rate of the B-47's for Pebruary was 76.7%, which is also higher than the 70.7% of January. This is still slightly lower than the all-time high of 78.9% of March 1952, however, a comparison of the two months would not be valid inasmuch as the aircraft assigned at that time were not K-equipped.

The ACCP Rate was 3.5%, which is less than half of the 7.8% for January. ACCM amounted to 19.8%, which is also somewhat lower than the 21.5% of the previous month.

The following table shows the comparative figures on the B-47 maintenance accomplished in the past six months:

Month_	Av No Acft Asgd	In-Comm Rate	AOCP Rate	Total	Breakdown of ACCM		
Sep Oct Nov Dec Jan Feb	32.01 31.71 33.76 40.31 45.01 45.01	27.05 69.95 58.05 73.15 70.76 76.75	11.25 0.95 5.85 5.66 7.81 3.51	61.84 29.24 36.24 21.36 21.54 19.34	7.25 2.85 14.85 1.15 8.95 8.75	3.95 9.65 11.35 7.56 5.45	10.1%

The EC-97's flew a total of 956:45 hours during February, an average of 31:53 hours per aircraft, which is a slight increase over the 30:34 hours average for the previous month.

The in-commission rate was 82.4% for the KC-97 aircraft, as compared to 30.0% of January.

The table below shows the comparative figures on the KC-97 maintenance accomplished during the previous six months:

	Av No	In-Comm	ACCP	Total	Bresk	down of	AOCM
Month	Acft Ased	Rate	Rate	AOCM	TOC	Per'd	Fld
Sep Oct Nov Dec Jan Feb	28.8% 27.9 28.6 29.6 30.0	71.05 81.2 68.5 78.9 80.9 82.4	12.35 3.1 10.2 8.9 3.1 3.5	16.76 15.7 21.3 12.2 16.0	0.0	7.05 8.8 13.3 9.1 3.4 5.4	9.75 6.9 3.0 3.1 12.6 8.7

During February, ten T-33's flew a total of 218:05 hours, an average of 21:49 hours per aircraft, as compared to 30:54 hours per aircraft during January.

The in-commission rate of 71.5% for February is lower than 81.7% for the previous month.

The February abort report for the 306th Bombardment Wing is as follows:

	XC-97	B-47	<u>T-33</u>
Operational Failures	0.0%	0.04	0.0%
Materiel Failures	2.9	1.3	0.0
Maintenance Failures Total	0.0	2.26	0.0
70 /67	6270	6060	0.0%

Although the abort rate for the month of February is lower than that of the previous month, material failures are still the major cause.

There was a total of 244 sorties flown in the B-47's during February, as compared to 233 in January. A breakdown of the missions as to type is:

90 Unit Simulated Combat Missions ("SKY-TKY")

2 Evaluated Missions

105 Combat Crew Training Missions

22 Test Flights (a goodly portion were "K" System shakedown flights)

25 Other missions

There were five aborts, three air and two ground, for a monthly abort rate of 2.2%. This is less than January's abort rate of 30.0% with 233 sorties flown. These figures do not include radar aborts.

Four of the above mentioned aborts were attributed to material failure and the fifth to maintenance, due to an oversight on the part of maintenance personnel to reposition the cabin pressurization test lever after a ground pressurization check, thereby rendering the cabin pressure system inoperative.

There were 166 radar sorties flown in February of which 141 were completed, with 25 aborts, 23 air and 2 ground. Nineteen of the aforementioned aborts can be attributed to material failure, one to operations, four to causes unknown, and one to maintenance.

The KC-97's flew a total of 178 missions, which is considerably less than the 238 sorties flown in January. A breakdown of the types of missions is as follows:

5 Evaluation Missions

72 Combat Crew Training Missions

7 Test Flights

94 Other Missions

There were five aborts, two air and three ground, for a monthly abort rate of 2.9%, which is the same as that of January, however, there was a greater number of sorties flown in January. All of the aborts can be attributed to material failure.

The Wing's T-33 flew a total of 119 sorties in Pebruary, as compared to 92 during the previous month, without an about.

Throughout February the Periodic Maintenance Squadron completed a total of 33 inspections. Of these, 22 Intermediate and 3 Major Inspections were completed on P-87 type aircraft, and 6 Intermediate and 2 Major Inspections were completed on KC-97 type aircraft.

The following is a list of Operational Engineering Section test projects which were implemented during February in the 306th Bombardment Wing:

a. Project to check complete CDP bleed and trimmer kit, new flow dividers, B-1 regulators and crifice type restrictors in the VCO line.

Installations are to be checked on B-47's #51-2294 and #51-2263 of the 369th Bombardment Squadron.

b. A series of tests to be performed on the 3-4 defensive armament system in B-47's #51-2295 and #51-2296, assigned to the 368th Bombardment Squadron, in an attempt to find a means of dehumidifying air in the sir compressor installation, and to correct the deficiencies existing in the ejection link chutes.

- c. B-47 #51-2287, of the 367th Bombardment Squadron, has been designated for gun camera installation on the N-6 sight, and for a second camera on either the tail turnet or in the vertical stabilizer.
- d. B-47's #51-2074, 51-2075, 51-2082 and 51-2085, have been designated for Project "FISHPCND". This calls for the installation of an additional ID-218 indicator in the co-pilot's position. All modifications are to be completed by 7 March 1953.
- as Project sircraft for AN/ARN-18 AC power revision. Aircraft will be modified to this configuration to determine if glide path operation is feasible when the AN/ARN-18 is powered from the aircraft's inverter system.
- f. The installation of inverters with new type speed governors will be tested on B-47 aircraft, #51-2225 and #51-2234, of the 367th Bombardment Squadron.
- g. Copies of Operational Engineering Section Monthly Progress
 Report is attached indicating progress made on project initiated prior
 to 1 February 1953.
 - t. Quality Control

This section completed a total of 134 inspections during the month, as follows:

Aircraft Intermediate Inspection	30
Aircraft Major Inspections	9
Inventory of 263 Equipment	25
Monthly Spot-Check of Flight Line	16
In-Commission Aircraft	
90 Day Inspection of Aircraft Jacket File	50
90 Day Organizational Inspections	3

^{4.} O.E.S. Monthly Progress Report, 1 Feb through 28 Feb 53, Exhibit "O'

Major Inspection on T-33, #49-945A, Prior to Transfer ì

The Technical Publications Unit received, and distributed to the using organizations, approximately 300 publications during the month. An additional workload is being imposed on this unit by having to reproduce copies of interim technical publications which were received in insufficient copies to effect proper distribution. This situation is further approvated by the fact that the quality Control Section does not have a qualified clerk-typist assigned.

The Unsatisfactory Report Unit processed a total of 205 reports during February. This is somewhat lower than the 216 submitted during January. Of these 205, 52 were the result of Project "SKY-TRY". The 306th Aviation Squadron submitted two Emergency UR's, the only Emergency UR received during the month. A total of 618 Unsatisfactory Reports have been submitted for the past six months.

The following is a listing of organizations and the number of UR's submitted during February:

367th	Bombardment Squadron	60
368th	Bombardment Squadron	45
369th	Bombardment Squadron	17
306 th	A&E Maint Squadron	46
306th	Air Refueling Squadron	22
306th	Periodic Maint Squadron	6
306th	Field Maint Squadron	3
306th	Aviation Squadron	3
809th	Transient Alert	2

The Maintenance Standardisation Section has almost completed the service-testing of the Pre-planned Postflight Inspection forthe B-47 type aircraft. On 26 February, Major Collia, Headquarters Second Air Force, advised this section that the PI Postflight was changed from

the card type inspection to the book type inspection, incorporating approximately ten inspections in one book. It is estimated that on or about 6 March 1953 the Pre-planned Postflight Inspection Forms will be forwarded to the Methods and Procedures Branch, Maintenance Division, Headquarters Second Air Force.

5. Periodic Maintenance Squadron

During February, Maintenance Directives 10h thru 112 were received and appropriate action taken upon those directly applicable to the Periodic Maintenance Squadron. Copies of all Maintenance Directives published during February are attached.

Operation "SKY-TRY" was completed on the 19th of February.

Aircraft received by the docks for inspections were completed on a

1A priority. Aircraft received at 0730 on each day were completed before work stopped on the aircraft. Average time spent on inspections during "SKY-TRY" was 1h hours. Previous planning time for "SKY-TRY" was 16 hours. By good NCO Supervision and Specialists Support we were able to cut 2 hours off our previous planned time. Morale was extremely high during "SKY-TRY" in spite of the exceptional workload, and the number of discrepancies found by Quality Control inspection teams were low.

During this period the KC-97 docks pulled θ postflight inspections for the 306th Air Refueling Squadron Medium.

Two of our B-47 docks installed B-47 wing tanks for the last mission of "SKY-TRY".

^{5.} Maint directives 10h thru 112, EXHIBIT "M"

During February, 7 men ettended B-67 MTD School Code N-58 and 5 men attended EC-97 NTD School Course SF-23.

For the month of February 25,105 man hours were available of which 9,770 were expended directly for aircraft maintenance. The remaining man hours were utilized indirectly for supervision, administration, guard, breaks, etc.

Average man hours spont on inspections during this period were: 1-47 Intermediate, 210 man hours; Major, 311 man hours; EC-97 Intermediate, 350 man hours; Major, 484 man hours.

The direct man hours were expended upon a total of thirty-nine

(39) inspections as follows:

B-47 Intermediate
Major
KC-97 Intermediate
Major
S-33 Major

A man-power analysis form (306 PMS Form 2) was initiated by this organization. The form shows a bi-monthly picture of man hours assigned, direct and indirect by docks. This gives a running analysis of man hours utilized by the docks.

During February this squadron had no serious problems and showed ability to preform top maintenance during maximum work loads.

Three improvement devices were invented by personnel of this squadron during February.

A/10 Charles T. Howard perfected an anti-rotation pin puller for use on inboard engines on B-47. The tool was manufactured locally and in use by all of our B-47 Docks.

A/10 Robert E. Johnson designed a tool to remove the sailboat fairing from imboard nacelle of B-47 type aircraft, Which has proven highly

1/20 Andrew P. Gruel perfected a Quick Changeover instrument to check Alternator Control Panels without removing the penels.

E. ARMAIENT AND ELECTRONICS

1. Flight Line Radio Maintenance

Installation of five 18s-4 Collins high frequency transmitterreceivers were completed prior to Project "SKY-TRY". Ten more were installed during the project. A major problem that we were confronted with during the project was finding sufficient time between missions and dock inspections to install the 185-4 Collins high frequency receiver.

One old problem continued to crop up, with somewhat of an increase in incidence, during "SKY-TRY". It was the failure of coaxial cable connector plugs in the antenna coupling unit of the AN/ARN-18 omni-range receiver, located in the vertical stabilizer. According to the NCOIC of Flight Line Radio Maintenance, the cause of the trouble was poor installation at the factory. An Unsatisfactory Report on the condition was submitted through channels and a copy was hand-carried by a civilian representative from AMC back to his headquarters.

A similar malfunction occurred in two instances when the center conductor of the coaxial cable from loop antenna to receiver in the AN/ARN-6 radio compass parted in the connector at the loop. In view of the location of the cable in the cockpit, it was the NCOIC's opinion that cable may have been grasped by maintenance or flying personnel and

However, no UR was submitted, but a constant check is being made for re-occurrences of this malfunction.

Flight line radio maintenance personnel were sufficient in numbers to allow the team of eight to make the 185-4 installations, with the balance of personnel divided among the three tactical squadrons and the Air Refueling Squadron to perform the necessary maintenance.

2. Flight Line Rader

During February, 18 sirmen were assigned to the flight line reder maintenance section. However, five were on temporary duty at school at Keesler Air Porce Pare, leaving an operating force of 13. Based on experience gained during Project "SKY-TRY", a force of 24 sirmen in this section is needed.

During "SKY-TRY" a large number of malfunctions occurred on the AN/APM-76 rendezvous equipment in the B-57's. Nost of the reports indicated a short or limited range. Upon investigation by maintenance personnel and factory service representatives, however, indicated that most of the reports werethe result of one or both of the following situations:

a. The B-L7 AN/APN-76 installation utilizes the antenna formerly used with the AN/APN-63, which was designed to cover a lower band of frequencies. Thus, when the AN/APN-76 was operated on the first three channels on the low end of the band (below 200 megacycles), a considerable mismatch occurred between the set and the antenna. The only logical "fix", at this time, was to stop using the three lower frequency channels.

they operated the set with the pain control set too low, or left the "Low Power" switch in the "Low Power" position, or both, thus again limiting the range of the set. Observers were advised at briefings of the proper usage of the controls.

AN/APS-42 components, for which MC-97 eircraft had been ANVE for several months, arrived and were installed during "SNY-IRY". There were a few malfunctions, mostly tube failures, in the new components. However, the difficulties were rectified after a few weeks operation.

A substantial number of observers displayed a lack of familiarity with the AN/APS-42 during "SNY-TRY". The BCA factory service representative had attempted to correct the situation but expressed the opinion that the trouble will not be cleared up until the AN/APS-42 trainer becomes operational. To date the trainer is not in operation due to lack of power. This section is still awaiting components needed for the AN/APN-11 and AN/APN-12, AN/APN-76 maintenance bench sets.

3. Gunnery Systems

During Project "SEY-TRY" the best firing record, to date, for the participating squadron was established. Of all rounds attempted to be fired, approximately 73% were actually fired.

The squadron gunnery systems officer attributed the new mark to four factors:

a. More thorough inspection of ammunition for short rounds, bent cases and other potential trouble-makers.

- b. More concentrated maintenance effort.
- c. Decrease in number of burned-out barrels, possibly because co-pilots edhered more closely to standing operating procedures.
- d. Modification, immediately prior to "SKY-CRY", of ammunition feed chutes to reduce the angle of bend, thereby, reducing the number of chute breakage.

Farly in the month (approximately half-way through "SKY-TRY") three AT/APC-JO rader set maintenance bench sets were obtained. Through their use seven cases of maladjusted sets (through gain being set too high) were discovered and corrected.

4. Wespons and Release Systems

Primary mission of the weapons section furing February was the loading of special weapons during Project "SXY-TRY".

No major difficulties appeared, but some shortages of men and material developed which, if not corrected, could cause bottlenecks should an all-out effort of the Wing be attempted. They were:

- e. Buclid tractors: With only three assigned to the Wing, it was difficult for the weapons section to have one available, when necessary, to furnish a source of dry compressed air (required to fill air bottles in the circraft for operation of the U-2 bomb rack).
- b. K-2 bomb slings: During "SKY-TRY", only two were available in the 306th Bombardment Wing. Five were borrowed for the project from the 305th.
- c. C-22 and C-26 power units: Not a new problem, but age has not made it more acceptable.

6. Personnel: In order to make "SKY-TRY" a success, it was necessary for this section, as well as others, to borrow personnel from the teams that normally would support the other two bomb squadrons.

The P-3 bomb dolly was used for most of the loadings, with exceptionally good results, demonstrating is superiority over the M-1.

- 4. Flight Line Bomb-Mavigation System Maintenance
 Major conclusions of this section following Project "SMY-TRY" were:
- a. Original estimates of time and name over required to maintain the "X" series look-navigation system were low. With 22 men assigned to Flight Line Bomb-Wavigation System Maintenance for the participating squadron, and with the all out support from supply created for "SKY-TRY;" it was possible to maintain the "K" systems with an expenditure of approximately 11% hours per man per day.
- b. That strict adherence to a known flying schedule permitted the pointing of maintenance to specific eigraft at specific times, with a minimum of lost motion and a maximum of coordination between all maintenance activities.
- c. That more frequent checks be made of the "K" system in order to detect malfunctions that normally would not be found, during a preflight inspection.
- d. That, once the special support and coordination furnished during "SKY-TRY" were withdrawn, bomb-navigation system maintenance returned to its previous harried existence.

5. Camera Maintenance

Twelve complete K-38 (vertical) camera were installed during Project "SKY-TRY". The principal problem encountered with the camera was due to the observer neglecting to place the camera master switch to the "ON" position. When the master switch is off, the camera heaters are off, and high-altitude condensation and low temperatures resulted in camera malfunctions.

Installation of the new 0-23 scope camera systems continued all through "SKY-TRY", growing from one installation on the first mission to a total of 14 on the last mission.

Most frequent malfunction of the system occurred in the camera drive mechanism, which actuates the shutter and advances the film. No firm fix was found by camera maintenance personnel, assisted by Mr. Harrison Curry, Fairchild Technical Representative assigned to Headquarters, Second Air Force. Mr. Owens, Fairchild Factory Engineer who designed the system, arrived two days after the last mission and took back with him descriptions of the malfunctions.

Maintenance of the 0-23 system was hampered by lack of technical publications on this system. Since the system is an advanced installation of about one year, before it was scheduled to appear in the field, publications have not been written as yet.

6. Periodic Maintenance

At the conclusion of Project "SKY-TRY", a formal request was submitted for a change in the Table of Organization and Equipment, to increase the authorization for K-4A system maintenance bench sets from four to five and to allow assignment of one set permanently to the periodic maintenance section.

At the present time the four authorized sets are divided as follows:

One to Field Maintenance and one each to the three flight line maintenance sections, therefore, periodic maintenance personnel must "beg, borrow or steel" time on these beach sets to perform necessary checks. Under the preplanned inspection system, with a tight schedule to maintein, ready availability of a beach set is considered imperative.

Under the pre-planned inspection system, time allotted to Armament-Electronics was insufficient. Consequently, as Project "SEY-DRY" sircreft came due for periodic inspections and went into docked, armament-electronics personnel were given a running start on their inspections by working all might. The unfortunate result of this operation was that the periodic maintenance personnel were forced to work night and day, since they were also required to perform inspections on the other two squadrons of sircraft which were not participating in the project.

The real effectiveness of the pre-planned inspection program can not be evaluated from Project "SKY-TRY", since an most cases the inspections were modified to the "expedited" or "hurry-up" FPI, in which every activity is hurried along to get the sirplane out of the docks as soon as possible.

7. Field Maintenance

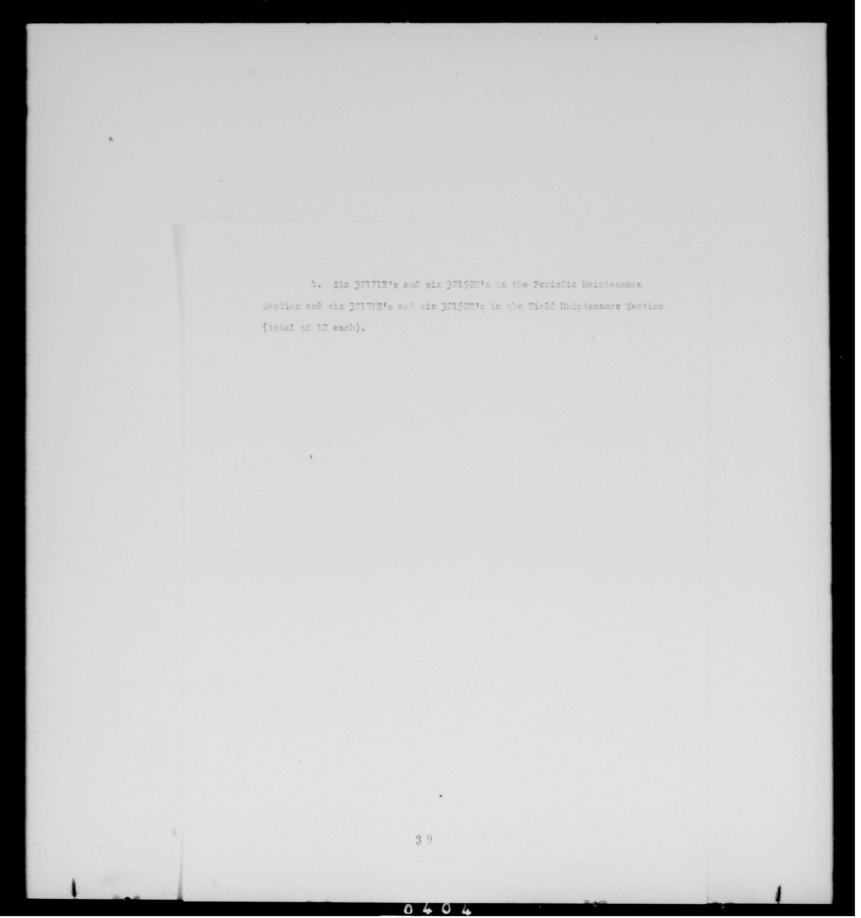
One of the heavier burdens imposed by Project "SFY-TRY" was carried by the Field Maintenance Section. By working three shifts a day, and employing the higher-skilled technicians an average of 12 hours a day, made possible the supply of serviceable components available to the flight line maintenance activity.

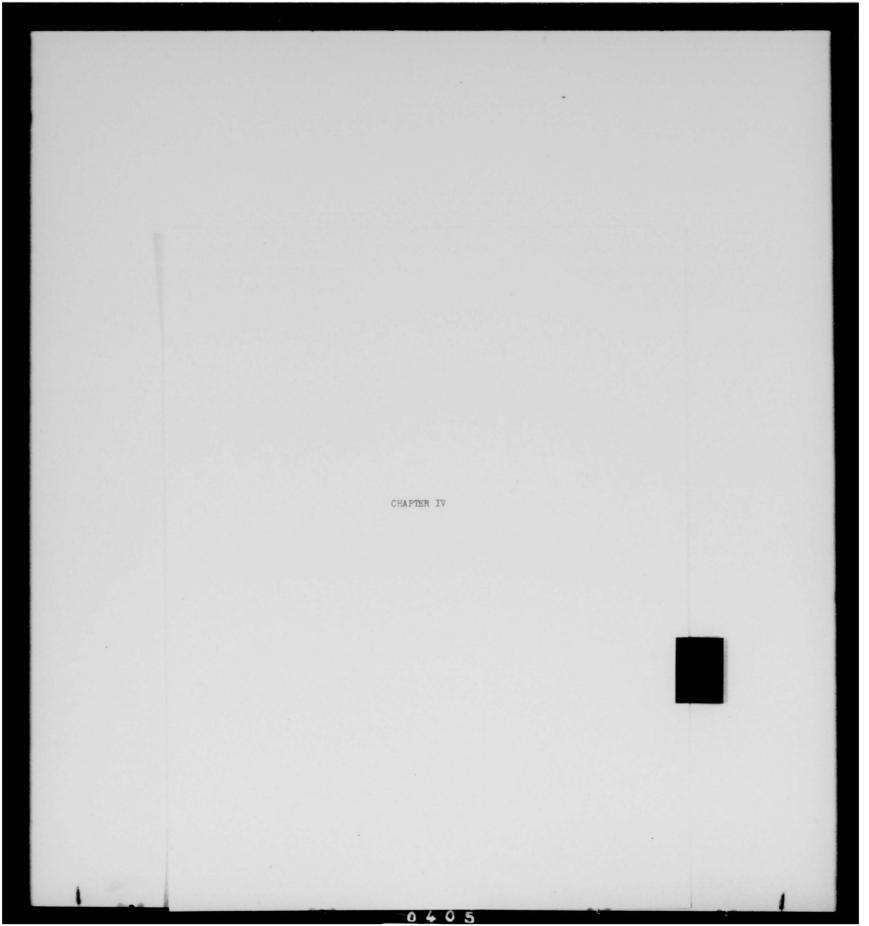
Qualified techniciens from all sections were utilized, as needed, to support the participating squadron creating an artificial and abnormally large pool of specialists which would not normally be available to one squadron in care of a wing-wide maximum effort or dispersal of squadrons to separate bases. Nor would the entire corps of factory service representatives be abailable in a forward operating location.

The workload on the Field Maintenance activity is inversely proportional to the skill level, effectiveness, efficiency and quantity of technicians in the flight line maintenance activity. That is, the technicians who, through haste or pressure or ignorance remove several major components of a system to correct a malfunction, require the Field Maintenance Section to make extensive checks to isolate the trouble to a component, a sub-assembly, a unit and a part. On the other hand, the technician who isolates the malfunction as far as he is able and sends only one small black box in for repair saves time, prevents tie-up of components that are actually in operating condition, and eases the load on Field Maintenance.

At the close of the month, the Field Maintenance Officer estimated that, to provide quality maintenance of "K" systems in support of missions similar in nature and frequency to those flown in "SEY-TRY", would require the following authorizations of personnel:

a. One 32171E ("X" series system technician) and one 32150E(senior "K" system mechanic) per mircraft assigned (total of 45 each).





THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

GENERAL:

The major portion of the month was spent on Operation "SKY-TRY".

The last of ten missions were flown on 19 February 1953. One hundred and fifty combat type missions were scheduled during the period of 22 January to 19 February 1953. Over the primary target, the average was 85% or one hundred and twenty-seven completed missions. These missions were flown every third day following the "SKY-TRY" master schedule. The schedule was complete and full in itself with no allowance for the normal duty commitments each as OD, AOD, and ground training. Only the "K" Supersonic Training was utilized in conjunction with requirements of "SKY-TRY" missions.

ART Clearances for Operations "SKY-TRY" missions went off very smoothly. The report of "SKY-TRY" mission clearance² was prepared by the expeditor, Major Robert S Ochs.

The 368th and 369th Squadrons' flying training was carried on at a reduced level during "SKY-TRY". After the termination of Operation "SKY-TRY", the above squadrons started on a accelerated combat crew training program.

The Combat Crew Training Syllabus³ was revised from the lessons learned by the 367th Squadron participation in Operation "SKY-TRY". The revised syllabus is now being used for all E-47's training in the Wing.

The 306th Air Refueling Squadron had a record month of five hundred and fifty hook-ups, delivering 300,000 gallons of fuel to B-17's of this

^{1. &}quot;SKY-TRY" Master Schedule

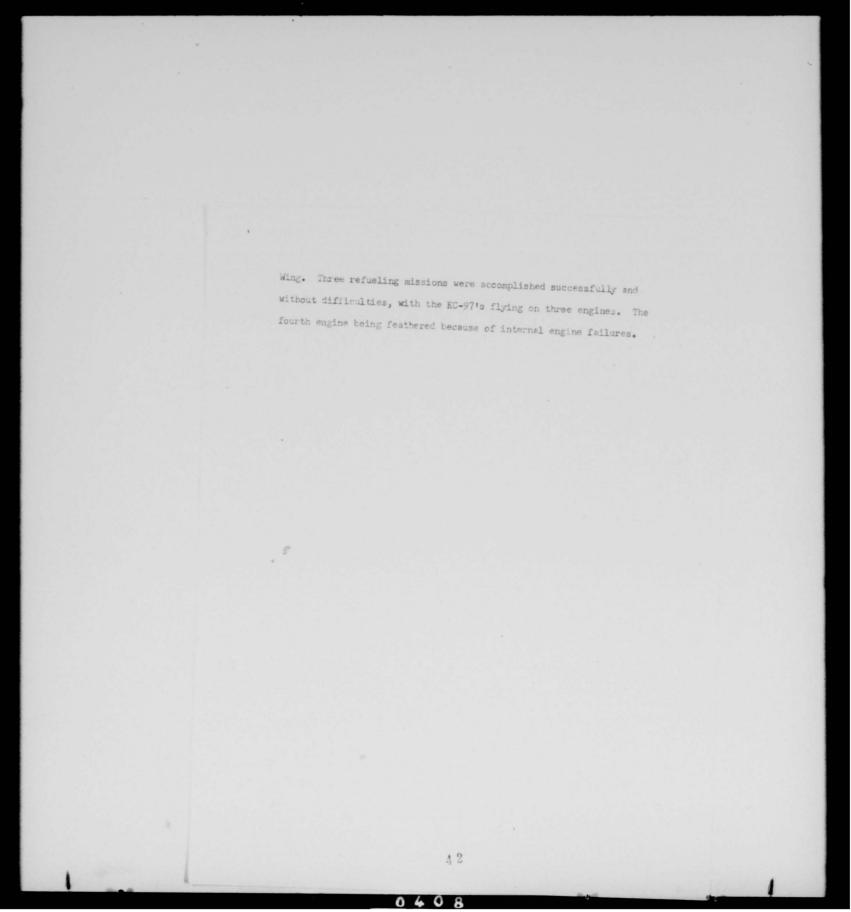
Exhibit "P"

^{2.} Report of "SKY-TRY" Mission Clearances

Exhibit "0"

^{3.} Combat Crew Training Syllabus

Exhibit "R"



RADAR FRIDIGTION AND PHOTO DITERPRETATION

The month of February started off with promises to be the busiest month the 306th Bonb Wing has experienced in quite some time. By this we mean the project "SKY-TRY" was in full operation by this time and the personnel in the Radar Prediction and Photo Interpretation sections were beginning to feel the extra work load of this project. We had a job to be completed that without combining the forces of these two sections, could have never been done with the speed and accuracy that was performed by this group as a team.

From the Trenton Evaluation mission last Movember it was learned that a system had to be developed whereby the film from each mission would have to be readily available and filed according to missions for immediate identification and reference. To this end a film cabinet was devised which would allow us to keep the film and logs for each mission separately. The cabinet measures 4½ feet by 6 feet and is 5 inches deep. A series of dowels, ¼ X 4½ were inserted into the back of the cabinet approximately 3½ inches apart, 10 in each line and 10 rows. This enabled us to keep each missions film on a separate row and easily accessible with the two large doors that cover the front of the cabinet.

Another item that confronted us prior to the "SKY-TRY" mission was some method by which we could keep an accurate record of each bomb run made during this mission. Therefore, we originated two forms one 4 so we could complete, and maintain a complete and accurate

history of each aircraft during the entire mission; the other for recording progress of processing film for F-1 report. These forms become so valuable to this section that it was recommended they be used on all future missions of this type.

Desides the setra work load of the "SKY-Tow" the personnel did their normal duties of support to the remaining two squadrons in the wing, and pull their share of the details of Officer of the Day, Special Court Martial Board, Glassification Board, and Control Room duty. This section also lost its only nirman assigned to the section when he was shipped over-seas.

In conclusion it can be said that without the combined efforts of these two sections, the job that was to be done could have never been completed in a manner anywhere near the way that it was.

^{4 -} Mission R.P. and F.-1 Log. - ExHIGIT "S"
5 - For Time study of processing film and completing F-1 report. - ExHIBIT "T"

FLANS

Since the difficulties encountered during Operation "SKY-TRY" were so numerous and varied, Headquarters Second Air Force decided to publish the complete analysis of the operations under a separate cover. The title of this publication is not known by our organization. Upon the resolution of differences between the AFC Test Documents, Strategic Air Command Operations Order 60-53, and Second Air Force Operations Order 60-53, the last five missions of "SKY-TRY" were published as annexes to the 306th Bombardment Wing Operations Order 60-53.

The major portion of the month was spent preparing a proposed deployment plan. This plan should be completed early in March. Operations Order 10h-53 (Alaskan Suitability Test) and 108-53 (EWP Deployment Test) were received and planning was started. Operations plan 55-52 (YOKE) was revised to conform to the latest changes in the EWP.

^{6. 306}th Bomb Wing (M) Operations Order 60-53, 20 Jan 53 - EXHIBIT " "

ALL BrUELING

During the month of February 1953, Captain Glen F. Redmond, 306th Air Refueling Squadron, reported for duty to the Mission Planning Section in the Director of Operations office. This was a move to assist and coordinate in planning missions where air refueling was required. The duties of this officer during the remainder of the month were writing an air refueling annex to Operations Orders and initiating action on a Tactical Doctrine for Air Refueling Squadrons. A joint Bomber-Fighter-Tanker mission conference was attended by Captain Redmond at headquarters 2AF on 17 February 1953, where "canned" missions for the month of March were assigned. The 306th Air Refueling Squadron was not committed for Fighter refueling in conjunction with these missions, due to heavy commitments in March with the 368th and 367th Bombardment Squadrons who will perform OCTS Missions.

" Baf ingl & EVHIBIT "W

46

FLYING SAFETY

Aircraft of the Wing flew a total of 2746 accident free hours.

Twenty-four incident reports were received during the month. At Flying Safety meetings, maintenance incident reports value was stressed by flying safety officer. Special boxes were issued to all squadrons for incident report forms. Therefore, in the future incident report forms will be available at all times to engineering and operations personnel.

The Wing flying safety officer gave a lecture to visiting B-47 teams from new wings on incident reporting and its importances.

Projects completed during the month were as follows:

- a. Flying Safety Bulletin of the 306th Wing was published 7.
- b. All flying safety signs were repainted to conform with the new yearly flying safety program "SAC for 53".
- c. A large flying safety bulletin board was placed in the Wing briefing room.
 - d. Daily inspections were made of the ramp and parking area.
 - e. Two flying safety posters were distributed..

A project is underway to paint large stripes across runway 22 and 4, 3500 feet from the take-off end 8 . The 306th Bombardment Wing flying safety meetings attendance averaged 94% for the month.

^{7. 306}th Bomb Wg (M) Fly Safety Bulletin, issue no. 2, Feb 1953
Exhibit "V"

^{8.} Ref SAC Reg 90-4, dtd 19 Feb 53 4 7

CURTURY HIS FORY

Through most of the month the 306th Bonb Wing was operating under 2AF Operations Order 60-53 "SKY-TRY". Only two gunnery missions were flown during this period, namely: "SKY-TRY" #7, 9 Feb 53 and "SKY-TRY" #10, 19 Feb 53. In accordance with SAC Manual 55-6 gunnery reports for both missions were submitted to higher headquarters. Most of the time spent by this section was utilized monitoring the reports which were the responsibility of the Operations Office. These consisted of the A-1, AA-1, A-1 Supplement, C-3, C-5, C-8 and the specialists report for each "SKY-TRY" Mission.

On "SKY-TRY" #7 our predominant gummery malfunction was the burning out of booster motors, both auxiliary and main. Only one turret malfunction occured during this mission due to a short in the sight cannon plug. This mission had the lowest percentage of rounds fired, only 56.6%. This was due to a variety of malfunctions over and above the one already mentioned. Our charges became inoperative, jaumed link chutes occured, and three ejectors were blown from the extractor assembly. The investigation of this latter malfunction uncovered a maintenance problem. These ejectors were assembled incorrectly, causing them to fall off the extractor during the normal course of firing. Proper action was taken to remedy this situation.

On "SKY-TRY" #10, 68% of the ammunition loaded was fired. This percentage includes the two sircraft did not attempt to fire, because they were not able to clear the area due to a heavy undercast. The post flight

check of gunnery equipment reported a 95% operational status. Some of the malfunctions encountered on this missions were broken ammunition chutes and faulty charges.

Results of "SKY-TKY" Gunnery proved the visibility of the B-4 turret system at varying altitudes and temperatures. Malfunctions that occured serve as a basis for taking the more prevalent "bugs" out of the system.

Armament personnel are to be commended for utilizing their resources under adverse conditions. Research accomplished due to these malfunctions enabled modifications to be made on the system which will increase its efficiency over 50%. A complete evaluation of modifications made has not been completed at this date.

AIRCRAFT PERFORMANCE

During February, "SAY-TAY" Missions were planned and evaluated.

The "SKY-TRY" Project Officer and the 306th Aircraft Performance Officer evaluated B-47 flight performance. The results were very encouraging and Technical Order data was proved to be correct.

A graphic load adjuster was produced and distributed to the squadrons. This load adjuster is made of paper and can be produced in quantity, however, this Wing has not been able to procure standard type load adjusters.

A project to simplify T-33 performance data was started. The pertinent Technical Order data is being put on cards and the cards will be kept in a small folder. This folder will fit in the pilot's flying suit and give all the necessary data for pre-flight and in-flight planning. A flight log is adhered to the back of the card folder to keep a record during flight.

A project is under way within the Wing to reduce refueling speeds. This project was initiated by the aircraft performance officer. It is hoped that the procedures will prolong KC-973 engine life.

SPECIAL WEAPONS

During the month of February, the 306th Bombardment Wing loaded and dropped 29 T-59 training bombs. These drops were accomplished as a part of "SKY-TRY" Missions #7 and 10. All bombs were released on Eglin Range #36. Only 288 hours of Bomb Commender and crew training on special weapons procedures and techniques for in-flight operation was given during this month.

Three special weapons projects were initiated within the 306th Bomb Wing. The first project was to provide the IFI operator the necessary and adequate equipment to accomplish the IFI operation in the bomb bay. The second project was to provide a plan for leading atomic weapons spares in the cargo platform of the B-47. Such a plan is necessary for deploying through staging sites. The third project was to provide SAC with a complete plan for leading special weapons in B-47 aircraft utilizing N-1 and P-3 dollies.

AIRCREW TRAINING SECTION

Several changes were made in personnel assigned to the Training Section during February 1993. Major Barnes was reassigned as Wing Training Officer relieving Major Mayfield who resumed his duties as Wing Aircrew Training Officer. Two airmen were transferred from the section; one to Air Operations and the other to the Reports Control Section. Normal scheduling and training of aircrew personnel continued throughout the month.

Training required by Second Air Force Regulation 50-6, was coordinated with the various training agencies and the training program set up during the previous months was implemented. The 306th Bomb Wing has completed approximately 22% of the training required by 2AF Regulation 50-6.

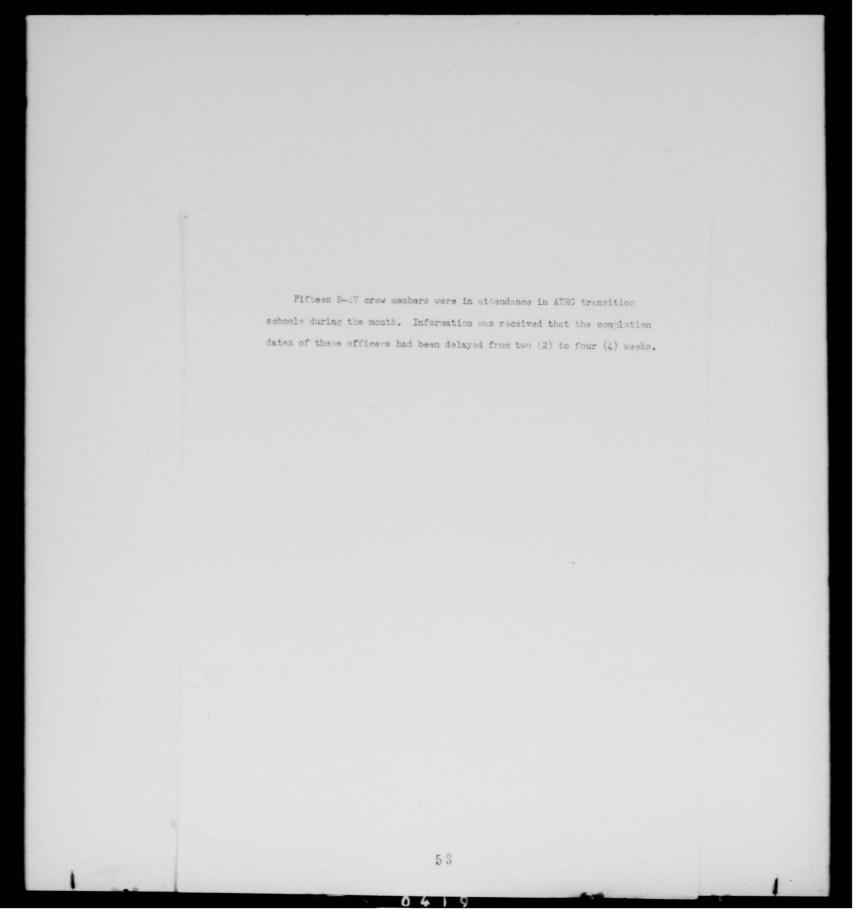
The 306th Air Refueling Squadron entered a total of twenty five (25) newly assigned crew members in the In-Flight-Refueling class, conducted by the Mobile Training Detachment during the month.

B-47 crew members that were recently assigned, were given a course of instruction on In-Flight-Refueling by the KC and B-47 Mobile Training Detachments.

Synthetic Trainer utilization for the month dropped from 90% for the previous month to approximately 88%. Heavy workload during "SKY-TRY" and CCTS precluded maximum utilization of the Synthetic Trainers.

A Basic Survival Refresher course was coordinated with the Air Base Training Flight and training in this subject was started during the month.

The Base Weather Office obtained a color film on cloud types that denote Jet Stream winds, which was presented to all available crew members on 19 February. This was a fairly good film and it gave the crew members a little more information as to when and during what type of conditions they could expect winds of Jet Stream velocity.



NON-AIRCREW TRAINING SECTION

With Operation "SKY-THY" still in effect until the 19th of February, scheduling of maintenance personnel for both the KC-97 and B-47 MTD's was below average regular commitments. The 368th and 369th Fomb Squadrons were the only two organizations sending maintenance personnel to the B-47 MTD. There were only 3,570 man hours administered in the B-47 MTD and 860 man hours in the KC-97 MTD during the month of February.

Upon completion of "SKY-TRY" scheduling for MTD took an appreciable climb. The following MTD classes were scheduled with classes starting 2 March 1953:

		T		

160 Hour Familiarization Course

B-47 - 16 Hour Engine Specialist Course

B-47 - 40 Hour Specialist Familiarization 5 Specialist Mechanics Course

B-47 - 34 Hour Instrument Specialist Course

KC-97 - 160 Hour Familiarization Course

KC-97 - 32 Hour Prop Specialist Course

KC-97 - 40 Hour Electrical Specialist Course

KC-97 - 32 Hour Instrument Specialist

NUMBER OF AIRMEN UTILIZED

18 Maintenance Personnel

7 Jet Engine Mechanics

8 Specialist Mechanics

6 Aircraft Mechanics

1 Prop Specialist (only untrained Prop Specialist asgd this Wing)

7 Flectrical Specialists

5 Instrument Specialists

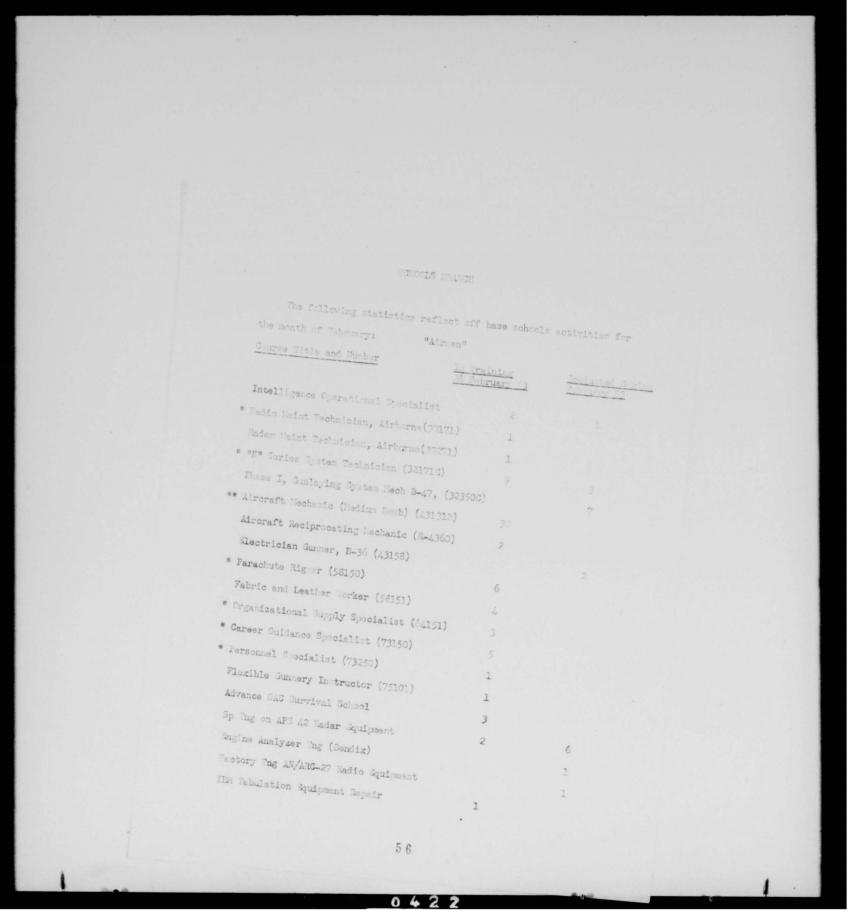
During the month of February, sixteen new maintenance personnel started B-47 MTD and ten started the KC-97 MTD. There are 56 untrained maintenance personnel in this Wing. Of this number, 23 are untrainable

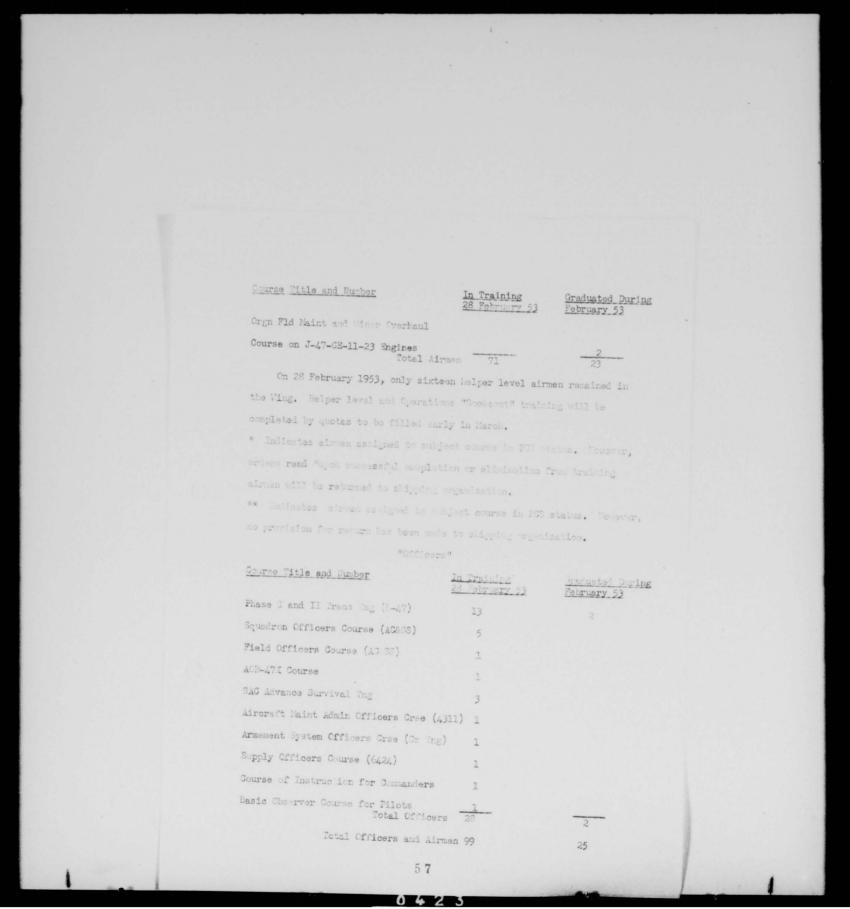
The second course in Ground Defense Training was scheduled for "shruary with ten airmen in our Wing selected to at end this course. This phase of training is applicable to category III personnel only.

A Morning Report refresher course was set up for February. All organizations assigned this Wing scheduled their Worning Report and Classification end Audit clarks to strend this course.

This Wing was alloted a quota of eight spaces for attendance to Base Leadership Course; four Junior Grade Officers, and four Senior Mon-Commissioned Officers will be scheduled to attend.

Character Guidance Lectures were scheduled for February. This Ning encountered quite a bit of difficulity in trying to get a firm schedule, but finally succeeded.





WING COMMUNICATIONS

The 367th Bombardment Squadron (M) has received authorization from higher headquarters to have the 1834 Collins Transmitter/Receiver Radio Voice Equipment installed in fifteen B-47 aircraft. This equipment was supposed to be removed from aircraft after the completion of Operation "SKY-TRY".

The Communications Section prepared briefing information, pilot and radio operators flimsys, and general communications information pertaining to "SKY-THY" operations.

Special reports pertaining to Air/Ground Communications during "SKY-TRY" operations were prepared and submitted to the 306th Wing Intelligence for Second Air Force action and information.

Comments and recommendations on the 18SL Collins Radio Equipment installed in 306th Bomb Wing aircraft was prepared by this section and forwarded to Headquarters 6th Air Division in compliance with Second Air Force Letter.

Summary of all position reports, and strike reports submitted by B-47 via Collins 18Sh Radio, were compiled by this section according to aircraft number, time, and position of transmitted reports. These reports made by B-47 aircraft proved very satisfactorily the value of HF in B-47 aircraft.

Communications Section prepared classified communications annexes, air traffic control procedures, pilot and radio operator communication

flimsys, and briefing data to operations orders pertaining to the 306th Bomb Wing.

Information from 2AF that AACS radio stations will be the primary means of HF Communications effective immediately for all SAC units and all SAC stations are now secondary means of HF communications with new list of HF Voice frequencies was disseminated to squadrons for action and information. AACS now operates on HF Voice only whereas SAC stations operate on voice and CW.

Additional Ar Collins 1804 frequencies were requested for use in future operations orders of the wing. No authorization has been allotted for these frequencies to date, but request was made to ZAF by this section to have crystals and parts for the 1854 authorized since we are authorized to retain the 1854 Collins addio equipment for operational use.

Telephone and inter-communications maintenance; changes, etc, were coordinated by this section with the Base Communications Officer.

INTELLIGENCE

This section devoted the first three weeks of the month in supporting Operation "SKY-TRY".

The Combat Reporting Unit organized in this Wing for the purpose of carrying out the provisions of SAC Manual 55-6. This reporting method was in operation during "SKY-TRY".

The majority of wing and squadron intelligence personnel were detailed to assist the CRU, and a wealth of experience was obtained by them.

In accordance with unofficial reports received from SAC and Second Air Force, the 306th Bomb Wing is the only unit in SAC ever to receive a 100% rating in combat reporting timeliness and effectiveness.

The Director of Intelligence, Second Air Force, has requested a report be forwarded to him explaining the system used in combat reporting, and how this Wing was able to achieve a perfect score.

A perfect score in combat reporting was made in Missions # 4, 5, 6, 8, and possibly #9. This was made a reality through the efforts and teamwork of all members of the CRU, as well as the team of interrogators.

The remainder of the month was devoted to the preparation of final reports concerning Operation "SKY-TRY".

Very little progress was made in the project assigned this section from Eighth Air Force Headquarters regarding Enemy Reaction Analysis as required by Eighth Air Force Operations Order 40-52. It is expected to be completed by the end of March.

With reference to the requirements of 2AF Reg 50-31, Intelligence Training of Combat Crews and Intelligence Personnel, nothing was accomplished during the month; and a negative report was forwarded.

By the end of the month the Wing Intelligence Section was moved from Building T-199 to the Southwest Wing of Hangar #2, in compliance with the desires of the Wing Commander. This move afforded the section more space and a more afficient control and consolidation of its various activities.

In view of the progress achieved by the Wing towards its combat ready goal, this section is pushing through a reorganization of the Intelligence set up. The first project that will undoubtedly increase the effectiveness of the intelligence effort is to consolidate both wing and squadron intelligence personnel under the same roof at wing. Personnel from the squadrons could be placed on special duty status for an indefinite period of time with wing headquarters. If and when this is made effective, it will afford an opportunity to the Wing Intelligence Section to comply with the spirit and intent of para raph 2b Section I Chapter 12, of SAC Manual 20-1, as amended, which reads as follows: "Direct functional and technical supervision over squadron intelligence sections should be exercised by the wing intelligence officer in the interest of continuity, efficiency, integration of effort, mutual understanding, maximum utilization of manpower, teamwork and standardization of skills, procedures and techniques."

The second project in this reorganization is aimed at bringing the intelligence at the staff level. It is believed that intelligence, being a function of command at all echelons, should be organized, operated and administered as a separate staff agency, reporting directly to the Wing Commander on the situation and enemy capabilities. Adherence to this principle especially in a jet bombardment wing is essential; if the integrity of the specialized service and product of intelligence is to be preserved.

It is believed that if this reorganization of the intelligence set up is approved, the wing's capabilities and effectiveness to carry on its primary mission will be enhanced to a greater extent.

Another idea for reorganization submitted for consideration and approval concerns the Wing Security Officer both at wing and squadron level. Considering the amount of time required at this level to efficiently operate the Security System, the greater portion of which is of an administrative nature, it is believed that the interest of both security and intelligence could be best served to the advantage of the wing as a whole if the security program was entirely divorced from intelligence and placed in the hands of the Wing or Squadron Adjutant where it belongs. It was further recommended as an alternate measure that at wing level the security officer be placed on the Wing Special Staff level directly responsible to the Wing Commander, thus, eliminating intervening channels. This idea if approved will undoubtedly afford the intelligence personnel an opportunity to devote their entire time to their primary responsibility thereby increasing their capability to support the wing when it reaches its final objective of combat readiness.

A new special project was undertaken this month in preparation for the pictorial displays in the War Room which is expected to be ready for occupancy during the early part of next month. Specially suited maps showing a polar projection of the northern hemisphere were requisitioned and received from the Army Map Service in St. Louis, Missouri.

In addition to the intelligence displays of order of battle, radar, GCI, EW, CH, and fighter opposition in enemy territory. It is planned to display a map of the world on a wheel which will afford the staff and

crews a better understanding of any mission during the operations briefings. In this particular map on a wheel the entire SAC Emergency War Plan will be posted with the idea of giving the staff and the crews a better picture of the overall SAC effort in accomplishing its primary mission.

In addition to above plans for the War Room another such map of the world on a wheel will be installed in the Wing Control Room and another in the Wing Conference Room.

Work continued throughout the month on other special projects such as: preparation and indexing of order of battle cards, reproduction of radar scope photos and plot maps for the Air Objective Folder Program; cateloguing and insertion in appropriate folders, new or revised intelligence information for target folders, inventoring of foreign targets on hand.

Lt Sparrow, a recent returnee from the Far East, reported to this section during the latter part of the month and was appointed Wing Intelligence Training Officer. First priority was given to the implementation of 2AF Reg 50-31, recently promulgated. Preparations for the commencement of a new intelligence training cycle were made during the last week of February in order to start re-training the combat crews by the second week of March. After coordinating with the Wing Training Officer it was decided that crews will be available to Wing Intelligence to receive this type of training every Thursday and Friday.

Immediately upon the assumption of Lt Colonel Richard E Evans of the Directorate of Operations a reorganization of the directorate was recommended and approved. As a result of this the Radar Prediction Team and the Photo Interpreter's Section were lost to Wing Intelligence and placed under the supervision of the Wing Staff Observer.

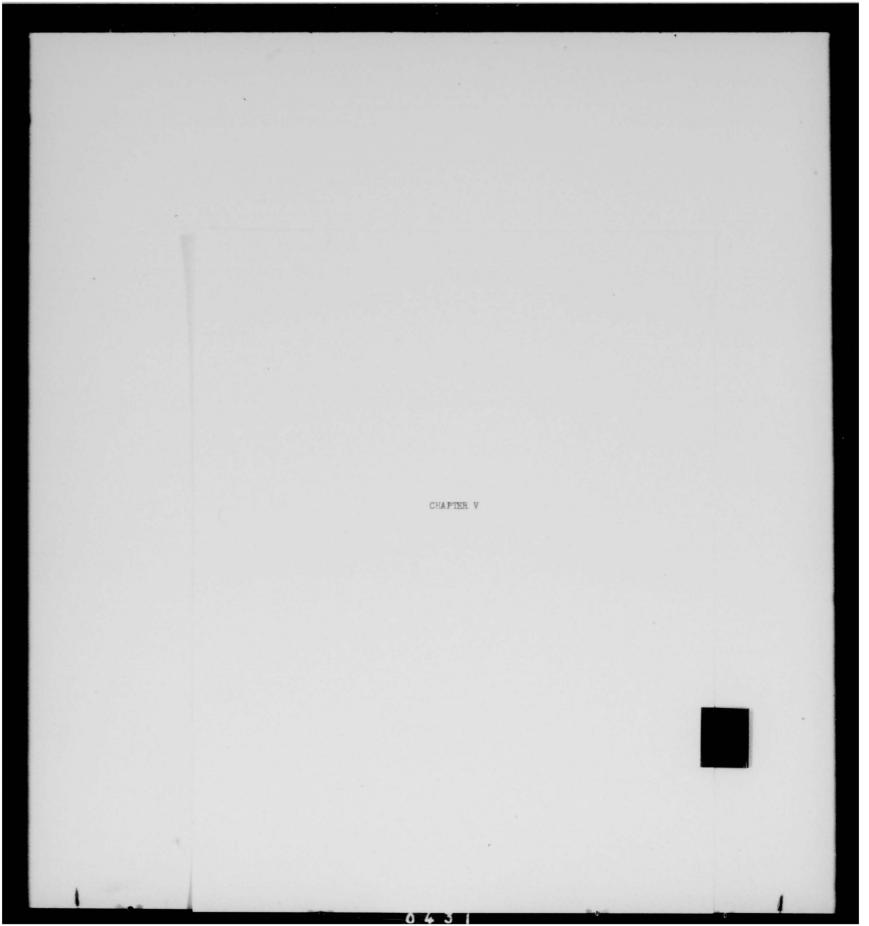
STANDARDIZATION BOARD

Early in February.two crew members were changed; Major L C Jones was relieved by Captain H M Nelson as co-pilot, and Lt Colonel M I Berkowitz was relieved as observer by Major R H Focht.

The Standardization Board crew began its CCTS missions. Major D G Prieve gave stand board checks to six (6) pilots of the Wing. He revised the operations memorandums that pertain to technical orders publishing them as supplements to the T.O. Major Focht and Captain Nelson reviewed the Stand Board Examinations eliminating questions on Obsolete procedures, and adding questions derived from the new T.O. and Wing SCP's.

Informal meetings were held with the 305th Standardization Board, visiting operations personnel from Lockbourne, and March and Training Command. Information was exchanged with the above units on B-47 operations, equipment, and procedures. Wing Memos as pertain to the B-47 operations were given to the visiting personnel.

^{9. 306}th Bomb Wing T.O. Supplements - EXHIBIT "W"



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER V

306TH MEDICAL GROUP

An improvement program for the hospital area - major repairs and minor new construction for Fiscal Year 1955 - was submitted to the Air Installations Office on 26 February. Because of the uncertainty in regard to the status of the proposed new hospital for MacDill Air Force Base, it was necessary to base these plans on the possibility that no new hospital would be built. If this was not done, and a new hospital was not constructed, no modification of the present inefficient facilities could be made earlier than Fiscal Year 1956. The modifications recommended would make possible greater efficiency by combining the admission, disposition and emergency ward functions and by combining two surgical wards, two medical wards and two dependent wards with central administrative and general service units to provide for supervision over each unit of two wards formerly operated separately. Greater flexibility and utilization of bed space would be provided by dividing the present open wards into two-bed, four-bed and eight-bed ward units. Additional space for the Clinical Laboratory will be provided by moving the Pharmacy into a building which would be more convenient to the Dispensary, Flight Surgeon's Office and Out-Patient Clinic and which would provide better working facilities for the Pharmacy. Separate delivery rooms and labor rooms would be built for the Obstetrical Service.

Work on previously approved external and internal maintenance projects of hospital buildings, initiated in November, 1952, continued during the month and was expected to be completed in March, 1953.

Because of the anticipated construction of the new hospital, this work was limited to that necessary to preserve the buildings and render them useful during the interim.

Medical officers assigned to the 306th Medical Group attended three professional staff conferences during the month - "Gynecological Conditions Simulating an Acute Abdomen"; "General Staff Meeting"; "Techniques of Administration of General Anesthetics".

A Clinical Pathological Conference was held on 5 February. A case which proved to be carcinoma of the gallbladder was presented and discussed by Major Robert J. Milos, Surgical Service.

Colonel Paul A. Cornish, Base Dental Surgeon, Captains Joel E. Freedman, Angelo A. Cipullo, Charles E. Chatham, and First Lieutenants Paul W. Jacobs and Joseph M. Redstone, attended afternoon and evening lectures held on 20 February at the Veterans Administration Center, Bay Pines, Florida. Speaker: Colonel J. L. Bernier, Dental Corps, U. S. Army, on duty at the Armed Forces Institute of Pathology. Subjects discussed: "Carcinoma of the Lips and Intraoral regions and Odontogenic Tumors and Cysts" and "The Definition and Diagnosis of Leukoplakia and Other Superficial Keratotic Oral Lesions". This was a very instructive and educational program.

Captain Elizabeth Reynolds, Nurse Anesthetist, attended the second and third lectures of a series of three, on recent advances in

anesthesia, presented on 4 and 11 February at the Tampa Municipal Hospital by Dr. Harold Carron, Consultant in Anesthesia. Subjects: "Intravenous Barbiturates, Curariform Drugs, Nitrous Oxide Anesthesia, Ether Anesthesia" and "Cyclopropane Anesthesia, Shock, Anesthetic Accidents and their Treatment".

Visits by Military Consultants. Lt/Colonel William B. Snodgrass, Command Veterinarian, Strategic Air Command, and Lt/Colonel L. J. Gorman, Veterinarian, Second Air Force, conducted a survey of the base veterinary activities during the month. Appropriate recommendations were submitted to the Preventive Medicine Section.

Mr. Joe Austin, Safety Director, Second Air Force, visited the base with reference to closer coordination of the Office of the Base Safety Director with the Preventive Medicine Section concerning industrial accidents and occupational diseases.

Lieutenants E. G. Vail and T. B. Sheridan, Aero-Medical Laboratory, Wright-Patterson Air Force Base, Ohio, visited the hospital during the month and conferred with Lt/Colonel Regner, Chief of Aero-Medical Service, with reference to Operations "Sky-Try".

Officer Personnel. Second Lieutenant George F. Allen, USAF (MSC), departed during the month for a period of temporary duty, 5 February to 29 May 1953, to Boston University, Boston, Massachusetts, for the purpose of completing 16 semester hours of credit for a Master of Education Degree with a major in Guidance, under Operation "Bootstrap".

Second Lieutenant Effie V. Garland, General Duty Nurse, reported for duty on 10 February.

Two General Duty Nurses were reassigned during the month - Captain Doris M Kessler to Camp Stoneman, California for further assignment to 5005th Hospital Group and First Lieutenant Zoe Mahoney to Camp Kilmer, New Jersey.

First Lieutenant Concetta Alibrandi, Nurse, Operating Room, was relieved from active duty on 28 February 1953.

Notice was received during the month of the awarding of the Air Medal to Captain Lyman J Scripter, USAF (MC), assigned to duty with the Aero-Medical Service.

Medical Airmen. Staff Sergeant Jim S Sexton assigned to duty with the Base Dental Clinic was promoted to the grade of Technical Sergeant.

The following received promotions to Airman Second Class Sammie Wearing, Lynn C Stadtlander, John B Sweat, George A Boucher,
Jack E Ornstein, Clarence E Fleshod, John E Cole, Ferdinand Cataldi,
Richard P Arndt, George E Masters, Donald R Searles, Arnold W Meyer,
Stanley A Good, Arnulfo Solitaire, William D Lilly.

Out-Patient Service. A total of 4650 military and 5666 civilian out-patients received a combined total of 12,872 treatments.

Hospital Services. General. There were 298 admissions to the USAF Hospital during February. This number did not include 94 newborn infants. Of the total admissions, 111 were military personnel and 187

^{1.} General Order No. 437, Hq FEAF, dtd 17 Sep 51. - EXHIBIT "X"

non-military patients. Fifteen patients were admitted by transfer.

Three patients were transferred to other hospitals for further treatment and disposition - two, USAF Hospital, Eglin Air Force Base,

Florida and one, USAF Hospital, Maxwell Air Force Base, Alabama.

Three deaths occurred during the reporting period - one on the

Medical Service, diagnosis: Arteriosclerotic Heart Disease; two on
the Obstetrical Service, diagnosis: Premature infants.

Surgical Service. This service admitted a total of 113 patients during February. One emergency major operation - exploratory laparotomy with reduction of intussusception - was accomplished. In addition, there were eight minor emergency operations. Total operations - 38 major and 68 minor. No operative complications occurred during the month and there were no hospital deaths on this service. Three interesting cases were treated, diagnoses as follows: (1) Ulcer, ducdenum, with obstruction and cyst of thoracic duct, left, type undetermined. (2) Intussusception, upper portion, descending colon, in the case of a fifteen months old female. (3) Leiomyosarcoma, cul-de-sac, site of primary origin undetermined.

Obstetrical and Gynecological Service. There was a total of 109 patients admitted to the Obstetrical Service, not including 94 newborn infants. In the prenatal clinic, 765 expected deliveries were recorded of which 137 were new obstetrical cases. Eighty-six post-partum examinations and 311 gynecological examinations were accomplished during the reporting period.

Medical Service. There were seventy-six admissions to this service. Two cases of meningitis of different types were admitted during the month. The occurrence during a sixty day period of the three types of meningitis (one patient was admitted in January) was rather unusual for a 150-bed size hospital. No other diseases of unusually high incidence were reported. The epidemic of common cold and influenza subsided during February.

Laboratory Service. The Clinical Laboratory performed 9,911 tests during the month which was a decrease of 339 tests as compared with the previous month. Forty-one percent of the tests were performed on outpatients. Professionally, the scope of laboratory analyses ordered by the medical staff was varied. The Biochemistry Section performed 676 tests which was an exceptionally heavy workload. This section was in the process of serially numbering all of its reagents. These numbers are to be indicated on test procedure cards. It was expected this procedure would greatly simplify the performance of chemistry tests by technicians on emergency call who had not recently worked in the Biochemistry Section. The Bacteriology Section isolated, among other organisms, Hemophilus Influenzae from the cerebrospinal fluid of a child. Sensitivity studies conducted on this organism revealed the antibiotics to be employed in the treatment of this case. Two additional airmen were assigned to the Laboratory. These airmen were untrained but were phased into the OJT program, and were to be utilized in a special project which involved blood typing all personnel of the base whose medical records were deficient in blood group and/or Rh factor.

The Clinical Laboratory participated in the Monthly Proficiency studies conducted by the Third Army Medical Laboratory. On the whole, the scores obtained were very good.

X-Ray Service. This department accomplished 1463 radiographic and fluoroscopic examinations. No unusual findings were reported.

Dietary Service. Twenty-seven out-patients were instructed for special diets during the month. Average daily rations served by the hospital food service - regular diets 284; special diets 34.

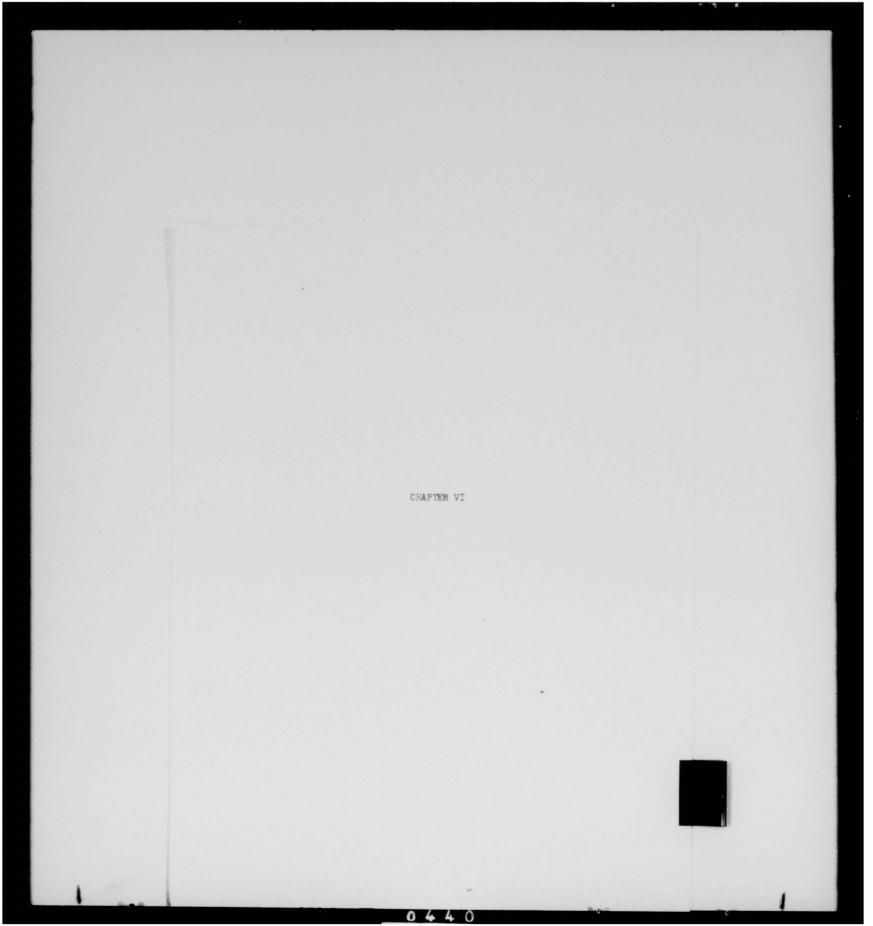
Dental Service. Approximately 441 outgoing clearances were accomplished during the month. Many of these were separations from the service requiring a new Air Force Form 309. There were approximately 604 active military personnel placed in Class One by treatment. A continuous on-the-job training program was conducted for all airmen assigned to this service by rotation of duties in various sections and departments of the clinic. Officers were trained by rotation of duty assignments. A weekly conference was held to disseminate technical and other information of primary interest to the dental service. The Civilian Consultant in Oral Surgery, Dr. Donald L. Truscott, saw fourteen patients in consultation, performed oral surgery procedures on several patients and assisted in the treatment planning of several others. Readiness of tactical elements was maintained. Dental officers and airmen were indoctrinated in all phases of their duties and briefed at intervals as to what their combat functions would be. Dental equipment was inspected periodically and kept in a fully serviceable state at all times.

Aero-Medical Service. There were 199 physical examinations accomplished including 108 annuals on flying personnel. Ninety-eight officer interval clearances were given. Seventeen officers were grounded and seventeen cleared from grounding. There were two airmen grounded and five cleared from grounding. Eight individuals were briefed for necessary immunizations prior to overseas flights. Twenty-five audiometer tests to personnel working on the flight line and 89 night vision tests to incoming personnel were accomplished. There were 1203 patients seen at the Flight Surgeon's Office and Line Dispensary.

Examinations for tactical medical personnel were given during the month and indicated that only a few personnel required additional training.

Debriefing of crews flying missions on Operation "Sky-Try" was completed and compilation of the data was started during February. Since this work was being done in addition to the regular work required of this section, it was believed the completed data would not be ready before the end of March, 1953. Most of this extra work was being accomplished after duty hours.

Twelve training flights were accomplished with a total of 504 hours. Two lectures were given - "Oxygen Discipline" and "First Aid" - with a total of 50 students attending each lecture. In addition, a lecture was given to key personnel of the 22nd Bombardment Wing on "Noise and Acoustic Trauma Relative to B-47 Operations".



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER VI

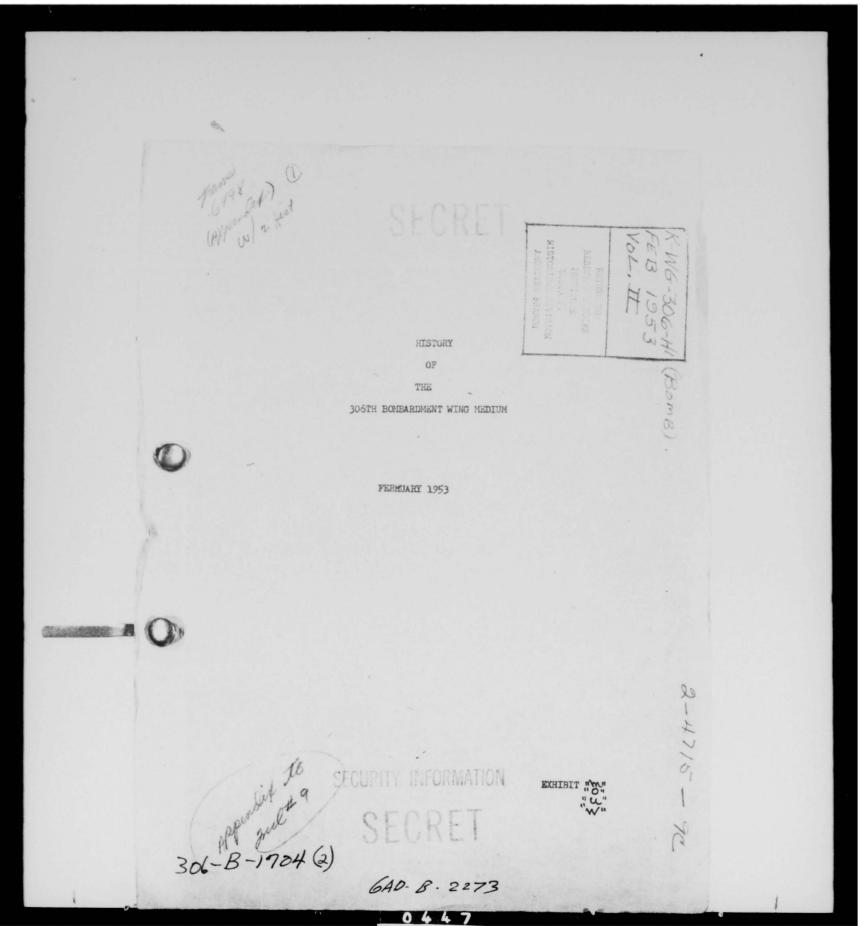
MISCELLANEOUS

As a result of the National Sports Car Races held at MacDill Air Force Base, Florida, on 21 February 1953, the ticket selling standards were comparitively high; with the 306th Bombardment Wing Medium taking second place with a 64% average.

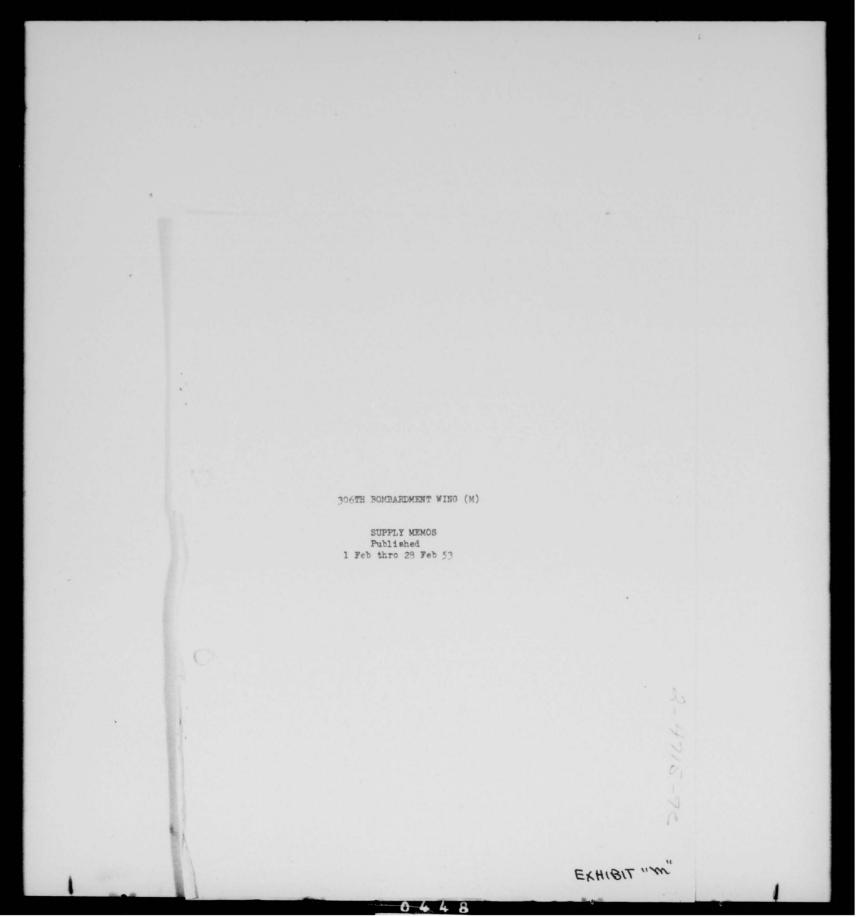
On 23 February 1953, the Duke of Windsor, one of the most distinguished personalities in the world today, visited MacDill Air Force Base and inspected the 306th Bombardment Wing's assigned aircraft. General H K Mooney, Commanding General of the 6th Air Division, and Colonel John C Thrift, Deputy Wing Commander of the 306th Bombardment Wing Medium, escorted him during his tour.

Photograph of Inspection Tour = EXHIBIT "Y"
 Article fr Base Newspaper, the "AIRMAN" - EXHIBIT "Z"

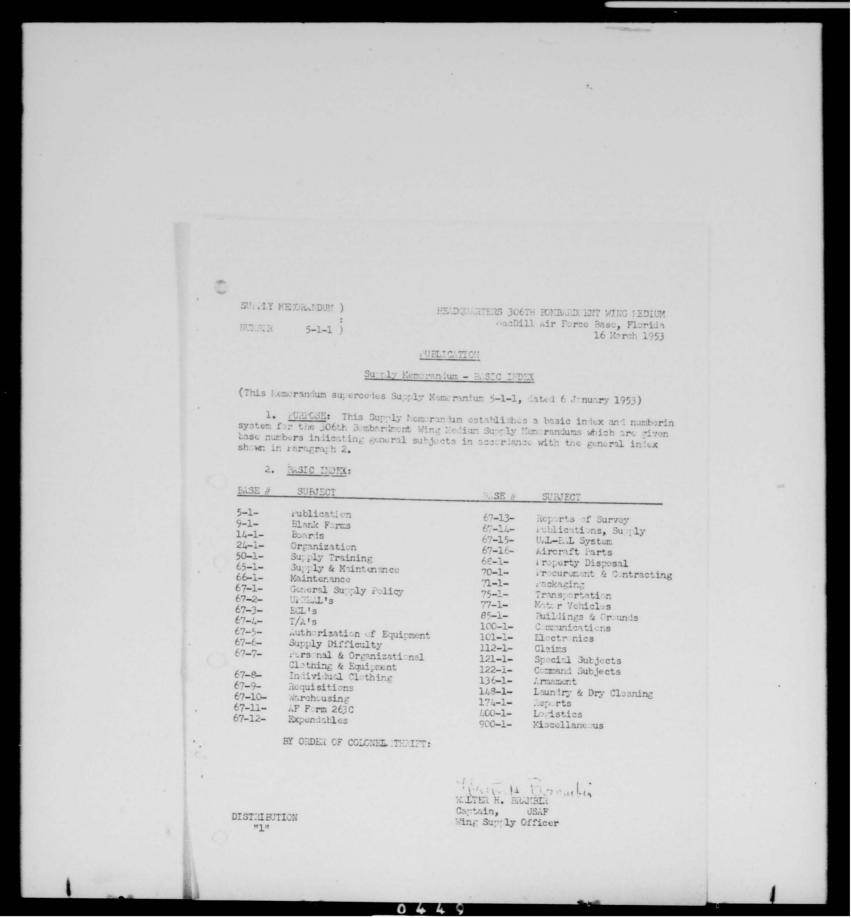


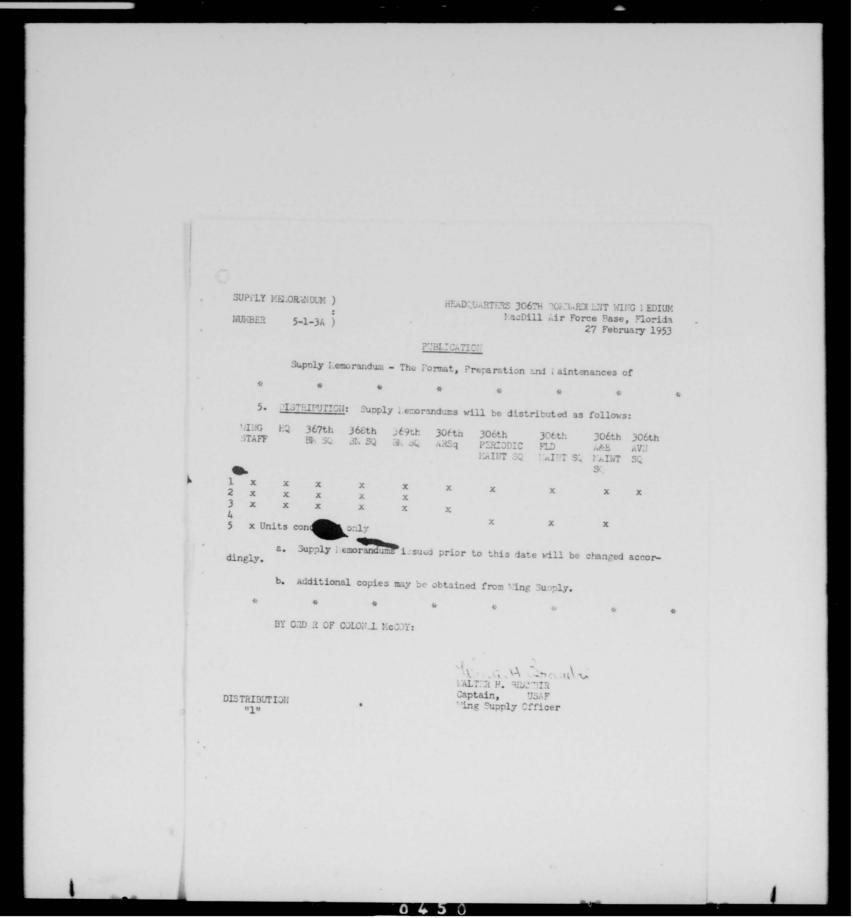


THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526





SUPPLY MEMORANDUM)

NUMBER 65-1-2)

HEADQUARTERS, 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 6 February 1953

SUPPLY AND MAINTENANCE

Purchase of Aviation Fuel and Oil on AF Form 15

- 1. PURPOSE: To control the purchases fo aviation fuel and oil on AF Form 15.
 - 2. SCOPE: All Flying Personnel, 306th Bomberdment Wing Medium
 - 3. AUTHORITY: Hq SAC Message DM3B1 52671, dated 30 January 1953.
- 16. PROCEDURE: The following Message is for your immediate compliance. Unit Commanders will bring this matter to the attention of all flying personnel.

/R E S T R I C T E D/ DM3B1 52671. FOL MSG FR CO MIDDLETOWN FIR FORCE DEPOT QUOTED FOR INFO AND INDICATED ACTION BY ALL COMMINDERS CLN "FROM MBSCE-1-8-E. SUBJECT FURCHASE OF AVIATION FUEL AND OIL ON AF FORM 15. REVEY ENCE FFR 65-4 AND DAF LETTER CMA SUBJ THE SAME AS ABOVE CMA DTD 16 SEP 52 TO ALL MAJOR COMMANDS. INVOICES CERTIFIED FOR PAYMENT BY THIS ACTIVITY INDICATE A MISUSE CMA REPEAT MISUSE CMA OF FORM 15 CMA PURCHASES OF FUEL AND OIL AS FOLLOWS. PURCHASES MADE NEAR AF BASES AND COMMERCIAL ACTIVITIES POSSESSING ASPA HYDO-PLANE CONTRACTS. FURCHASES OF EXCESSIVE QUANTITIES AT PREMIUM PRICES ABOVE REQUIREMENTS FOR S. FE FLIGHT. THE FUELS BRANCH CMA THIS HEADQUARTERS CMA WILL TAKE EXCEPTION TO UNJUSTIFIED PURCHASE OR ABUSE THIS PRIVILEGE. REQUEST COMMANDERS TAVE NECESSARY ACTION TO COMPLY WITH CITED REGULATION AND LETTER." IT IS REQ THAT THIS MATTER BE BROUGHT TO ATTN OF ALL FLYING PERSONNEL.

BY ORDER OF COLONFL MCCOY:

DISTRIBUTION:

WALTER H. BRIMBIR GOULO Captain USAF Wing Supply Officer

SUPPLY I HADRA DUM)
NUMBER 67-1-1)

HEADQUARTERS, 306TH BOMBARD ENT ING . EDIUM MacDill Air Force Base, Florida 20 February 1953

GENERAL SU LY

Project "SKY-TRY" Requisitions

This memorandum supercedes Supply Memorandum 67-1-1, 22 January 1953

- 1. PULPOSE: To downgrade all Project "SKY-TKY" requisitions to normal priority and precedence.
 - 2. COPE: All units, 306th Bombardment ing Medium.
 - 3. AUTHORITY: Commanding Officer, 306th Bombardment ing Medium.
 - 4. PROCLDURE:
- a. All units will downgrade all outstanding requisitions submitted in support of Project "SKY-TRY," Prec dence 1-3 to normal unit precedence.
 - Al! outstanding due-ins as of 24 February 1953 will be downgraded.
 - (2) A list of outstanding requisitions listing class, control number and lase Supply voucher number, if available, will be submitted to the Director of Nateriel by 1200 hours 26 February 1953.

BY ORD_. OF COLONIL McCOY:

ALT R H. BRADEIR
Captain, USAF
ing Supply Officer

DISTRIBUTION "A"

This memorandum will remain in effect until 1 March 1953 when it will be removed from the files

*SM 67-1-3 1-3

SUPPLY METORANDUM)
:
NUMBER 67-1-3)

HEADQUARTERS, 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 6 February 1953

GENERAL SUPPLY

Obtaining Authorization for Unauthorized Items of Equipment

- 1. PURPOSE: To establish the procedure for obtaining authorizations for unauthorized items of equipment.
 - 2. SCOPE: All units and activities; 306th Bombardment Wing Medium.
- 3. <u>AUTHORITY</u>: Paragraph 59, Part I, Air Force Manual 67-1, Air Force Regulation 5-25, SaC Regulation 14-1.
- 4. PROCEDURE: Organizations requiring unauthorized items of equipment will prepare the attached form Request for Equipment Form.
 - 5. PREPARATION OF REQUEST FOR EQUIPMENT PORM.
- a. The initiating activity will propare this form in duplicate submitting both copies to the Director of Material thru the unit Commander and unit Supply Officer.
 - (1) The Unit Commander will ascertain that the required equipment is essential to the operation of the unit.
- (2) The unit supply will ascertain that existing authorization documents do not contain authorization for the item or substitute items, and that stock numbers and nomenclatures are correct.
 - (a) Unit Supply Officers will prepare Air Force Forms 446's if the required items are not currently on hand within the units.
 - b. The following information is to be furnished.

(1) FROM:

Shop or activity

(2) ORGANIZATION:

Unit designation

*This Supply Memorandum replaces Wing Regulation 67-3, dated 20 February 1952

*SM 67-1-3 2-3

(3) PHONE:

Telephone number of activity or individual to be contacted for further information that may be required.

(4) EQUI MENT REQUIRED:

Air Force Class, stock number complete descriptive Nomenclature and basis of issue (i.e. for mechanics tool kit basis would be 1).

.(5) EQUIL MENT TO BE USED FOR:

Fully present the use or requirement for which the equipment is needed.

(6) AIR FOLDE FORM 446:

List the unit control numbers of the Air Force Form 446's submitted.

(7) AFSC OF INDIVIDUAL:

If the equipment is required by individuals with certain AFSCs this is to be completed (1.e. ECL 10-43-1 is used by Mechanic AFSC 43170-43150 etc).

(8) ALLIED EQUIPMENT:

List equipment requested items to be used on 0-23 camera Mock-up 0-23 camera, etc).

(9) RECO MENDED CHANGE:

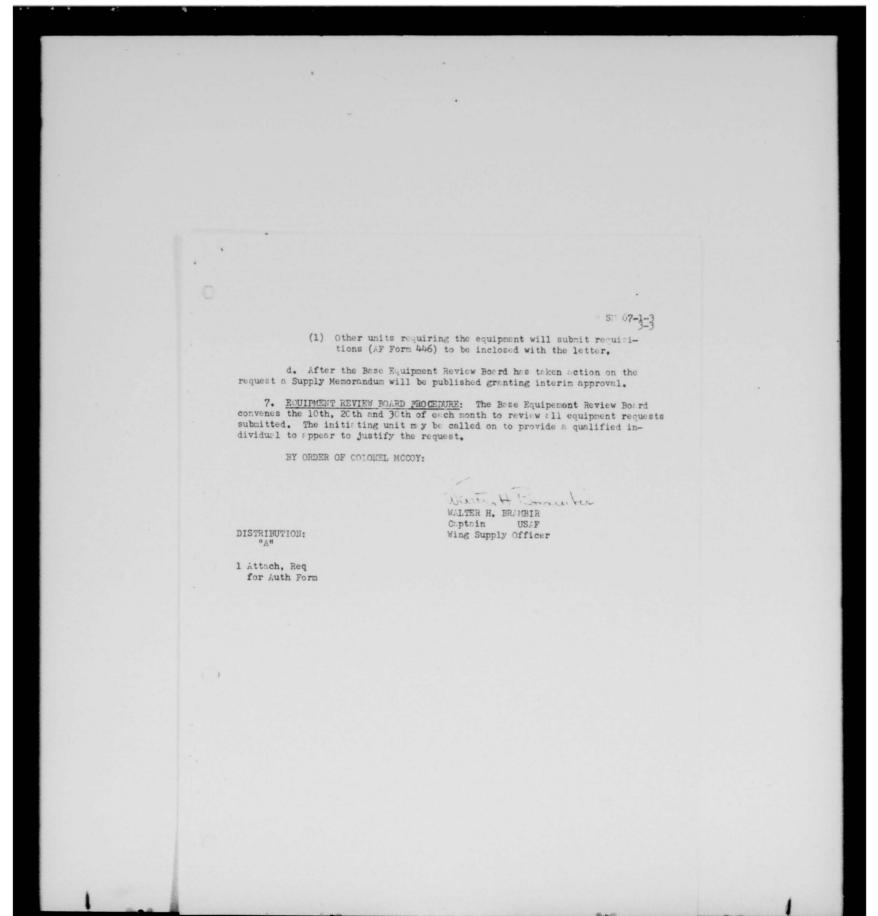
Check authorization document to be changed and include date of current document.

6. ACTION BY WING SUPPLY OFFICER:

a. The Wing Supply Officer will research the request against existing requests submitted, current authorization documents and special authorizations.

b. The Wing Supply Officer will submit the request to other Wing Staff Sections and other units with the same or similar requirements for co-ordination.

c. When the request has been fully co-ordinated, the Wing Supply Officer will prepare a letter requesting authorization of equipment under the provisions of Paragraph 59, Part I, Air Force Manual 67-1 and will submit that letter to the Base Equipment Review Board.



REQUEST FOR AUTHORIZATION
0 F
EQUIPMENT
TO: DIRECTOR OF MATERIEL FROM: 306TH BOMB WING M ATTN: WING SUPPLY 306TH BOMBARDMENT WING DATE: PHONE:
EQUIPMENT REQUIRED:
CLASS STOCK NUMBER NOMENCLATURE BASIS FOR ISSUE
EQUIP ONT TO BE USED FOR : (COMPLETE JUSTIFICATION)
AND TOOM AND ADDRESS (A)
AAF FORM 446 ATTACHED: (CONTROL #)
AFSC OF INDIVIDUAL REQUIRING EQUIPMENT:
ALLIED EQUIPMENT USED:
RECOMMENDED CHANGE TO: UPREAL (T/O #):ECL # T/A #
RECOMMENDED CHANGE TO: UPIC L (T/O #):ECL # T/A #
SUPPLY OFFICER UNIT COMMANDER

SUPPLY 1 EMORANDUM)
:
NUMBER 67-1-4)

HFADQUARTERS, 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Firrida 17 February 1953

GENERAL SUPPLY

Inventory of Individual Tool Kits

- 1. PUR: OSE: To insure that all individual tool kits are complete and that all tools are serviceable.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
 - 3. AUTHORITY: Paragraph 49a, Part III, Air Force Manual 67-1.
 - 4. PROCEDURE:
- a. Unit supply officers will conduct a physical inventory of all individual tool kits to determine the completeness of each kit and the serviceability of each item.
 - b. The inventory will be accomplished not later than 1 April 1953.
- c. Lost property will be accounted for by Report of Survey, Statement of Charges or Schedule of Collections.
- 5. REPORT: Unit supply officers will submit a report to the Director of Materiel, thru unit commanders upon completion of the inventory.

BY ORDER OF COLONEL McCOY:

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

DISTRIBUTION "A"

SUPPLY ME ORANDUM)

NUMBER 67-1-5)

H.AD.UARTYRS 306TH BONBARD ENT WING MEDIUM LacDill Air Force Base, Florida 25 February 1953

GENERAL SU PLY

Accounting for Recoverable Property

- 1. $\underline{\text{PURPOSE}}$: To establish an interim procedure for the accounting of all types of Recoverable property pending the receipt of new accounting procedures for low cost items.
 - 2. SCOPD: All units, 306th Bombardment ling Nedium.
- 3. AUTHORITY: Second Air Force Message 2AFMSH 4790, dated 18 February 1953. USAF Message AF MSS-PC-30164, dated 6 February 1953 and SAC Message DM3 55526, dated 13 February 1953.
- 4. PROCEDULE: Numerous items of equipment have been reclassified from Standard Non-Recoverable "SNR" to Limited Standard Recoverable "LSR" and are not included in current authorization documents, Other items previously coded Recoverable "R" and included in authorization documents are now coded Standard Non-Recoverable "NR". This has presented USAF with a serious problem and the entire policy of accounting, reporting and authorization must be reviewed. Pending that review and pending new regulations, the following interim policy is directed.
- a. Items whose coding are from SNR to SLR should not be considered in present UAL-RAL system and will not be carried on the Plant Account.
- b. Present accounting for such items on WEELL or Plant Account or those previously issued and not accounted for should remain unchanged pending completion of current studies by Headquarters USAF of a new concept of accounting for low cost items and subsequent revision of regulations and authorization documents.
- c. Items previously coded "SR" now coded "SLR" and currently appearing in UPREALS, EGL's, and T/A's will be continued to be carried as UPREAL or Plant Account property.
 - Such items will also continue to be included in UALs and BALs pending further information from Headquarters, SAC and Second Air Force.

BY ORDER OF COLONEL THRIFT:

WALTER H. BRAIBIR

DISTRIBUTION "A"

Captain, USAF Wing Supply Officer

SUPPLY 1 E ORANDUM) HEADQUARTERS 306TH BONBARDMENT WING MEDIUM MacDill Air Force Base, Florida MUNIBER 67-1-6) 26 February 1953 GENERAL SUPPLY Unit Precedence Categories L PURPOSE: To advise units of supply category and precedence. 2. SCOPE: All units, 306th Bombardment Wing Medium. 3. AUTHORITY: Base Supply Memorandum ,12, 25 February 1953. 4. PROCEDURE: The following precedence and category apply to all units of this Wing as follows: Category Precedence All units, less 306th Air Refueling Squadron 306th Air Refueling Squadron a. The above precedence will appear on all Issue Slips (AF Form 446). b. All existing requisitions will be upgraded by Base Supply. BY ORDER OF COLONEL McCOY: MALTER H. BRAI BIR Captain, USAF DISTRIBUTION ing Supply Officer

SUPPLY MEMORANDUI:)
NUMBER 67-2-2)

HLADGUARTERS 306TH BOMBARDWENT WING MEDIUM MacDill Air Force Base, Florida 25 February 1953

UPREAL

Procedure for Requisitioning Ordnance Special Tools and Equipment

(This supercedes Supply Memorandum 67-2-2, dated 6 February 1953).

- 1. PURPOSE: To include Ordnance Special Tools and Equipment in Section $\underline{\text{IV}}$ of the UPREAL.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
 - 3. AUTHORITY: Second Air Force Message 2AFNSV 4677, 17 February 1953.
 - 4. PROCEDURL:

a. The following statement will be added to the preface of all unit UPREALS not presently containing such Ordnance Special Tools and Ecuipment in the UPREAL.

"Such Ordnance Special Tools and Equipment necessary for the assigned mission which are not included in this UPREAL or not otherwise available may be drawn on recuisition as required per pertinent SNL."

b. Special Tools and Equipment drawn under the above authorization will be entered in <u>Section IV</u> of the ULYBEAL for accounting purposes.

BY ORDER OF COLONEL THRIFT:

WGG! TO H. DOGUELON WALTER H. BRANBIR Captain, USAF Wing Supply Officer

FISTRIBUTION "A"

SUPPLY MEMORANDUM)
:
NUMBER 67-3-2)

HEADQUERTERS, 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 6 February 1953

EQUIPMENT COMPONENT LISTS

Corrections to Equipment Component Lists

1. PURPOSE: To correct discrepancies appearing in the following ECL's.

10-32-1 10-43-1 10-47-1 10-55-2 10-32-2 10-43-2 10-53-1 10-58-3 10-42-1 10-43-3 10-53-5

- 2. SCOPE: All units, 306th Bombardment Wing Medium
- 3. AUTHORITY: Class 29 Stock List

4. PROCEDURE: Current ECL's listed above contain items in the non-recoverable section that are erronously listed. The following items are coded as non-expendable (NX) in the current Class 29 Stock List and are to be accounted for accordingly.

 STOCK NUMBER
 NOMENCLATURE
 ECL AFFECTED

 6700-134100
 Brush - Sash
 10-43-1 10-43-2

 6700-381220
 Padlock
 All ECL'S listed in par 1 above

a. 6700-134100 Brush - Sash above was preprinted in current UPREALS.

b. 6700-381220 Padlock is to be manually listed in Part I of UPREALS.

BY ORDER OF COLOURL MCCOY:

WALTER H. BRAMBIR Captain USAF Wing Supply Office

ISTRIBUTION: "A"

Wing Supply Officer

SUP.LY MEMORANDUM)

NUMBER 67-5-6,)

HE.DQU.RTERS, 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 7 February 1953

AUTHORIZATION OF EQUI MENT

Authorization for Fly-Away Cradles (ECL 20-00-54)

- 1. PURNOSE: To provide authorization for inclusion of Fly-Away Cradles in ECL $20-00-5h_{\bullet}$
 - 2. SCOrE: 306th Field Maintenance Squadron.
- 3. AUTHORITY: Lotter 2AFMSD 400.34, dated 9 January 1953 subject, "Authorization and Accounting for Fly-Away Engines and Cradles" and 1st Indorsement MCMEXM, Headquarters, AMC, 29 May 1952 to basic letter DM2B 400, Headquarters SAC, 15 May 1952 subject, "ECL 20-00-50."
- 4. PROCEDURE: rending revision to SAC Regulation 400-3 and applicable spares master lists, the following quantity of engines will apply per kit:
 - a. KC-97, R-4360, Twenty (20) aircraft squadron.
 - Completely built-up power package on Truck, S/N 8220-773600,
 4 each.
 - (2) Partially built-up engine onttruck, S/N 8220-772100, 6 each.
- b. B/RB-47, J-47 completely built-up on truck, S/N 8220-N.L., Boeing P/N F30032, 26 each.
- c. The dollies required to support the above listed engines will be included in a revision to ECL 20-00-54.
- d. Entry of the above items will be made in Section IV of the UPREAL of the 306th Field Maintenance Squadron, noting interim authorization as outlined in Paragraph 3.
 - (1) Requisitions will be as the authorization as outlined in Paragraph 3.

Wing Supply Officer

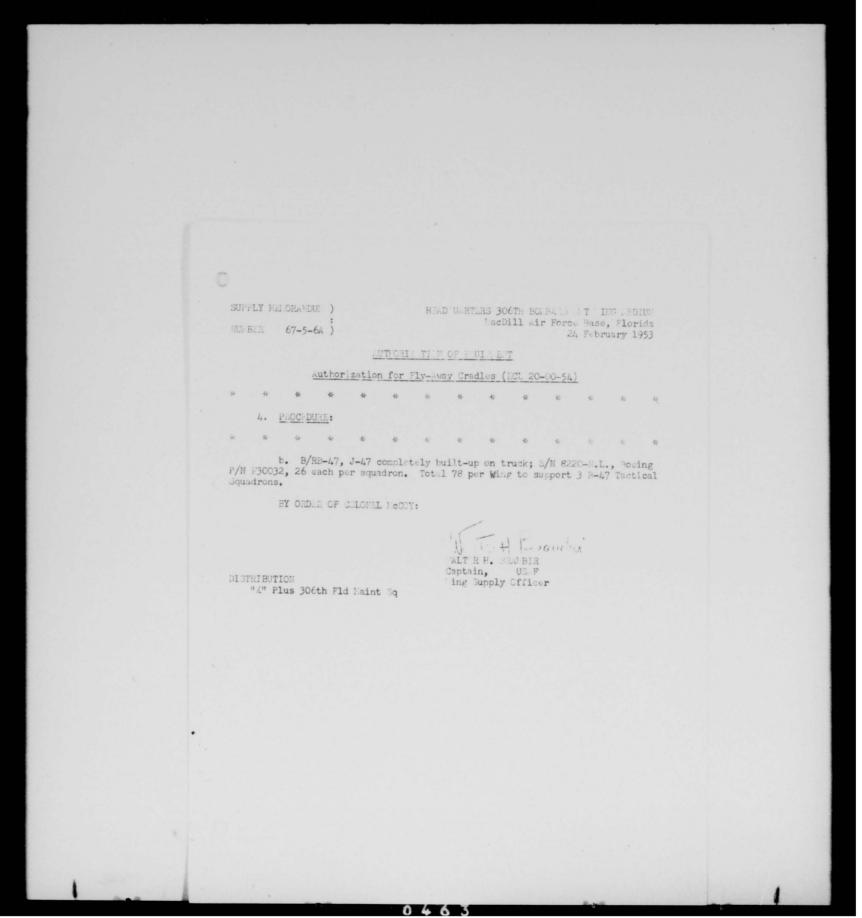
e. A copy of this Memorandum will be placed in the UPREAL file to substantiate the entry. The riginal correspondence is on file at Wing Supply.

BY ORDER OF COLONEL McCOY:

WILTER H. BRIMBER
Captain, USAF

DISTRIBUTION
"X" Plus 306th Fld Maint Sq

0 4 6 7



SM 67-5-7

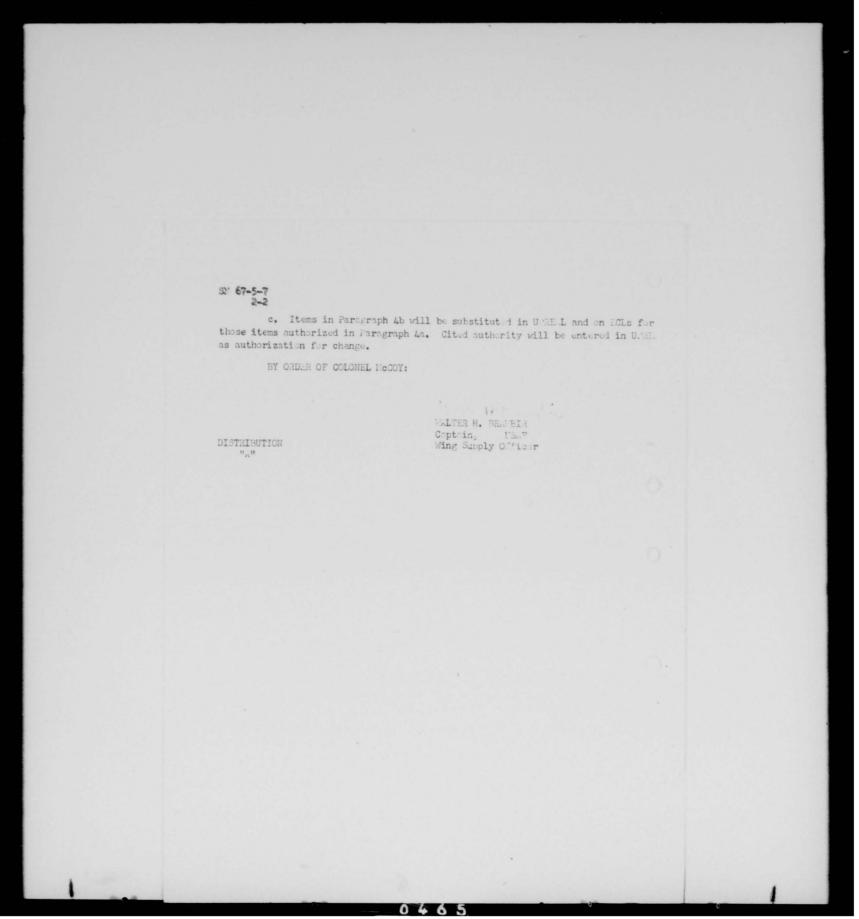
SUP LY ME OLAMBUM)
: NUMBER 67-5-7)

HE DULRTERS, 306TH BONBLRDKENT ING VEDIUM MacDill Air Force Base, Florida 11 Pebruary 1953

AUTHORIZATION OF EQUIPMENT

Requisitions for Tensioneters

- 1. PURPOSE: To advise of the availability of tensi meters.
- 2. SCOPE: All units, 306th B mbardment king Ledium.
- 3. <u>AUTHOLITY</u>: Letter, Second air Force, File 2 F134 4/0.34, dated 27 January 1953, Subject, "Tonsiometers."
 - 4. PROCEDURE:
- a. ALC has advised that the following tensionet is listed in current ECL's T/A's, UPREALS and etc. are no langer produced since it has been determined that they do not provide the degree of efficiency and accuracy desired.
 - (1) 70%D-801000 Tenuismeter wort 0 ntrol Catle 50-600 lb cap Type 0-6 Spec 41405.
 - (2) 70AD-801060 Tensiometer Assy Type C-1 0-1600 lb cap Dwg 32B3240.
 - (3) 7CAD-801220 Tensiometer Control Cable 0-300 lb cap Typs C-5 Spec 40571.
- b. The following tensiometers are now being procured. Units will screen their requirements and will submit requisitions for the types of the below listed tensiometers that they require.
 - 7CAD-801035 Tensiometer Aircraft Control Cable 300-1600 lb cap per cables 3/16, 7/32, 1/4, 5/16 inches in diameter with carrying case type C-7 spec NIL-T-/135.
 - (2) 7CmD-NL Tension ter Aircr ft Control Cable 10-200 1b cap with carrying case Type C-8.
 - (3) 7CaD Tensioneter mircraft Control Cable 50-450 lb cap with carrying case type C-9.



SUPPLY MILEO WHIDUM)
NUMBER 67-5-8)

HEADQUARTERS 306TH BOLBARDWENT WING FEDIUM MacDill Air Force Base, Florida 26 February 1953

AUTHORIZATION OF EQUIPMENT

Authorization of Scale-Spring (ECL 20-00-24)

- 1. PURPOSE: To provide for interim authorization for inclusion of Scale-Spring suspended type in ECL 20-00-24 for maintenance of $A\!-\!4$ and $A\!-\!5$ Bomb Releases.
 - 2. SCOPE: 306th Armament and Electronics Maintenance Squadron.
 - 3. AUTHORITY: AMC Message MCSEME-1-58-W, 22 January 1953.
- 4. PROCEDULE: Pending revision of ECL 20-00-24, dated 15 October 1952, a special issue of the following item for maintenance of A-4 and A-5 Bomb Releases is authorized:

8100-752250 Scale-Spring, Suspended Type 1 each

a. Entry of the above item will be made in Part IV of the UPREAL of the 306th armament and Electronics Maintenance Squadron, noting cited authorization.

b. A copy of this memorandum will be placed in the UPREAL file to substantiate the entry. The original correspondence is on file at wing Supply.

BY ORDER OF COLONIL MCCOY:

DISTRIBUTION
"5" Plus 306th A&E Sq.

MALTER H. BRANBIR Captain, USAF Fing Supply Officer

Page 1 of 2

SUPPLY MEMORANDUM)

NULBER 67-5-9)

HEADQUARTERS 305TH BOMBARD ENT WING MEDIUM MacDill Air Force Base, Florida 27 February 1953

AUTHORIZATION OF EQUIPMENT

Interim Authorization to ECL 20-CO-44

- 1. PUPPOSE: To provide interim authorization to ECL 20-00-44, Set-Periodic Maintenance Squadron (B-47) under the provisions of Paragraph 59, Part 1, Air Force Manual 67-1.
- 2. SCOPE: 306th Periodic Maintenance Squadron, 306th Bombardment Wing Fedium.
 - 3. AUTHORITY: Paragraph 59, Part I, Air Force Manual 67-1.
 - 4. PROCEDURE:
- a. The Base Equipment Review Board has approved "Request for Authorization of Equipment" for the following items requested by the 306th Periodic Maintenance Squadron (ECL 20-00-44).
 - (1) Letter 53-13-306BW Equipment Review Board #6AD-53-12

Class 18-A

9APW-P A 1424 Wrench Spanner Push Rod 8 each

(2) Letter 53-15-306BW - Equipment Review Board #6AD-53-15

Class 17-C

7CAD-807280 Tester Jet Engine Thermocouple 1 each

(3) Letter 53-16-306BW - Equipment Review Board #6AD-53-13

Class 08-A

7700-516450 Lamp Assy, Vapor Proof 12 each

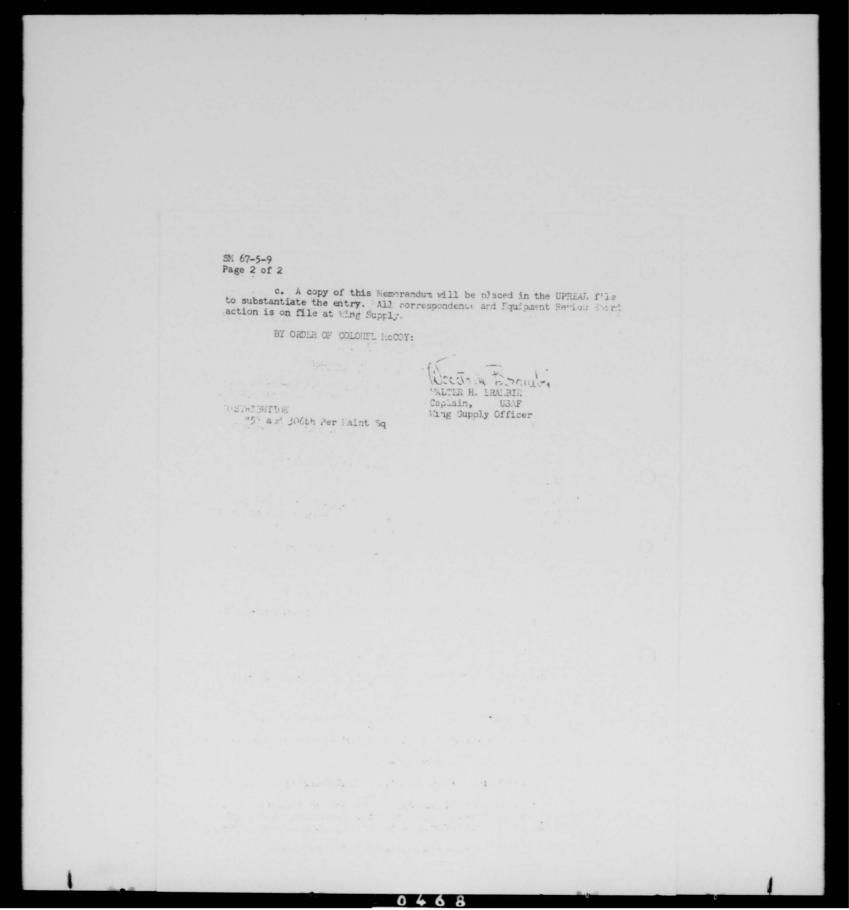
(4) Letter 53-17-306BW - Equipment Review Board #6AD-53-15

Class 18-B

9BBQ-F77109 Link, MLG Tire & Theel Changing 2 each

b. Entry of the above items will be made in Part IV of the UPREAL of the 305th Periodic Maintenance Squadron, noting appropriate Wing Letter amovers under the provisions of Paragraph 59, Part I, Air Force Manual 67-1.

(1) Items now on hand will be entered in the UPREAL.



SUPPLY MEMORANDUM)

NUNBER 67-5-10)

HEADQUARTERS 306TH BOMBARMAENT WING MEDIUM MacDill Air Force Base, Florida 28 February 1953

AUTHORIZATION OF EQUIPMENT

Hydrometer (Section II - ECL 20-00-34)

1. PURPOSE: To provide authorization of a Hydrometer in Section II, (ECL 20-00-34) for KC-97 aircraft.

- 2. SCOPE: 306th Air Refeuling Squadron, 306th Bombardment Wing Medium.
- 3. AUTHORITY: 1st Indorsement Headquarters ANC, 23 January 1953 to SAC Letter 14 January 1953, Subject, Equipment Authorization Request. REFERE CE: 1st Indorsement Second Air Force, File 2AFMSX 400.34 (7 February 1953).
- 4. PROCEDURE: Pending revision to Section II, ECL 20-00-34, dated 20 August 1952 a special issue of the following items is authorized.

Class 17-C

7CAD-414200

Hydrometer

4 (UEE)

- a. Entry will be made in Section IV of the UPREAL of the 306th Air Refueling Squadron, noting above authority.
 - b. Requisitions will bear the above authority.
- c. A copy of this Memorandum will be placed in the UPREAL file to substantiate the entry. The original correspondence is on file at Wing Supply.

BY ORDER OF COLONEL McCOY:

Watter H Brauden WALTER H. BRA BIR Captain, USAF Wing Supply Officer

DISTRIBUTION "5 and 306th ARSq"

SUPPLY MEMORANDUN)
NUMBER 67-7-3)

HEADQU. RTERS, 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 4 February 1953

ORGANIZATIONAL CLOTHING AND EQUIPMENT

Implementation of AF Regualation 67-81

- 1. PURPOSE: To establish the procedure for the accounting for personal and organizational clothing and equipment in accordance with AF Regulation 67-81, dated 3 October 1953.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
 - 3. AUTHORITY: AF Regualtion 67-81, 3 October 1952.
- 4. PROCEDURE: Pending the receipt of sufficient AF Form 538 the use of cited form will be restricted to the transfer of personnel.
- a. Unit Supply Officers will draw forms prior to the transfer of personnel and will make required entries as outlined in AF Reg 67-81.
- b. Wing Supply will maintain the present stock of forms for this Wing.
- 5. ACCOUNTING FOR T/A 1-21 ITEMS ON THE UPREAL: The following Second Air Force Message is quoted for your information and compliance.

/RESTRICTED/2AFMSU 5064. THIS MSG IN THREE PARTS. PART I. SUBJ IS ACCOUNTING PRO FOR T/A 1-21 ITEMS. INFO REC THIS HQ INDICATES THAT UNITS ARE NOT ACCOUNTING FOR SOME ITEMS, SUCH AS FIELD JACKETS, HOODS, SWEATERS, ETC., ON THE UPREAL AND PLANT ACCT. REQ NEC ACTION BE INITIATED BY YOUR HQ TO INSURE THAT ALL T/O AND NON-T/O UNITS ACCT FOR ALL T/A 1-21 ITEMS (EXCEPT TAGS, IDENTIFICATION) AS FOL: 1. T/O UNITS AND PART 41, SEC VII, PART III, AFM 67-1. 2. NON-T/O UNITS WILL ACCT FOR T/A 1-21 ITEMS IAW SEC X, PART I, AFM 67-1. 3. T/A 1-21 ITEMS FOR T/D PERS ATTACHED TO T/O UNITS WILL BE ACCOUNTED FOR LAW SEC X, PART I, AFM 67-1. 4. T/A 1-21 ITEMS FOR OVERAGE PERS ATTACHED TO T/O UNITS WILL BE ACCT FOR IAW S.C X, PART I, AFM 67-1, ABOVE INFO CONTAINED IN THIS MSG, 2.FMSD 4866, DTD 5 MAY 52, AND 2.FMSH 4070, DTD 16 JAN 53, 22/1733Z JAN JESBA

a. Units will maintain DD Form 191 cr other hand receipt for Field Jackets and similiar items until and adequate supply of ..F Form 538 is

6. REPORT: Units will check their UPREALS to ascertain that all T/A 1-21 items are entered and will further pick-up all field jackets and other required items on their records. This check is to be completed by 10 February 1953 at which time a report is to be submitted to the Wing Supply Officer in IOM Form to the effect that all T/A 1-21 items are properly entered in the UPREAL and/or Plant Account.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION:

WALTER H. BRAMBIR Captain US.F Wing Supply Officer

SUPPLY MEMORANDUM) NUMBER 67-7-4)

HEADQUARTERS, 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 6 February 1953

ORGANIZATIONAL CLOTHING AND EQUIPMENT

Requisition of Field Jacket M-1951 (T/A 1-21)

1. PURPOSE: To provide information of M-1951 Field Jacket, as authorized by T/k 1-21.

- 2. SCOPE: All units, 306th Bombardment Wing Medium
- 3. AUTHORITY: T/A 1-21, dtd 3 December 1951, Air Force Manual 67-1.
- 4. PROCEDURE: Units will submit requisitions to Base Suprly for M-1951 Jacket - Shell Field as authorized by T/A 1-21.

CLASS 13-A

STOCK NUMBER

NOMENCLATURE

8310-N/L

Jacket - Shell Field M-1951

BY ORDER OF COLONEL MCCOY:

DISTRIBUTION:

WALTER H. BRAMBIR Captain USAF Wing Supply Officer

SM 67-7-
SUPPLY MEMORANDUM) HEADQUARTERS, 306TH BOWBARDMENT WING MEDIL
MacDill Air Force Base, Florid NUMBER 67-7-5) MacDill Air Force Base, Florid 12 February 19
ORGANIZATIONAL CLOTHING AND EQUIPMENT
Accounting and Issue Procedure for Clothing and Lauipment
1. PURPOSE: To establish the procedure for the accounting and issue organizational clothing and equipment as authorized by T/A 1-21.
2. SCOPE: All units, 306th Bombardment Wing Medium
3. <u>AUTHORITY</u> : T/A 1-21, dated 3 December 1951, as amended by Letter Second Air Force, File 2AF/SD, dated 23 January 1953, Subject "T/A 1-21 Clothing Zonal Authorizations.
4. T/A 1-21 AUTHORIZATION:
a. T/A 1-21 changes have been authorized by Headquarters USAF as outlined on attachment to the above cited Second Air Force Letter.
b. Inclosure 1 to this memorandum contains the list of T//. 1-21 items as authorized to units of this Wing, broken down as follows:
(1) All personnel
(2) B-47 aircrew personnel
(3) KC-97 aircrew personnel
(4) Ground crew members
c. Certain items in Inclusure i are foot goted to denote specific authorization by AFSC, etc.
5. ACCOUNTING PROCEDURE:
a. All units will make appropriate entries in their respective UPREALS entering any additional items as are authorized in Inclosure 1.
b. All items now authorized will be placed on requisition.
c. Requisitions will contain the following authorization and basi of issue.
(1) Authorization: U. REAL, Organization dated

-" - SM 67-7-5

(2) Basis: T/A 1-21 as changed by 1st Ind Hq US.F, dated 21 October 1952, File AFOMO-6, Subject "T/A 1-21 Clothing Zonal Restrictions."

6. ISSUE PROCEDURE:

a. Inclosure 1 to this memorandum has 3 columns denoting "Issue Procedure."

- (1) Column a is for immediate issue to authorized personnel.
- (2) Column B is for issue to authorized personnel on receipt of specific instructions from the Director of Materiel and will be kept available for expedient issue.
- (3) Column C is for issue to authorized personnel on receipt of specific instructions from the Director of Materiel and will be packed and maintained by unit supply sections for for long time storage.
 - (a) Unit supply officers will inspect current supplies of this equipment to ascertain that they are packed for long time storage and will further inspect any future issues accordingly.
 - (b) Items will be maintained by unit supply officers and will be deployed intact upon subsequent unit deployment as directed by the Director of Materiel.

BY ORDER OF COLONEL McCOY:

1 Incl T/A 1-21 Breakdown

DISTRIBUTION:

Walter H. Brameir Captain USAF Wing Supply Officer

AUTHORIZATION COLUMN: Column 1. Authorized for all remontal Column 2. Authorized for Ma-O, a rates numbers Column 3. Authorized for Ma-O, a rates numbers Golumn 4. Authorized for ground area members AFAGIs as specified in Deciden III f T/A 1-21, 3 December 1951 ISSUE PROCEDURE COLUMN: Column A. For immediate assus Column B. For storage and expedient issue when directed	
Column C For long time storage and issue when directed AUTHORIZATION ISSUE PROCEDURE 1	
Glasses - Sun Type 2 Style B 1(d) Gloves - E-3A Glove - Insert Intermediate 1 1 X Glove Set - Flying 2 pc Int 1 1 Gnoggle Assy - Type 2 1 1 X Goggle - B-8A Incl to SM 67-7-5 Page 1 of 3	

		AUTHOR	IZATION		TSSIII	PROC		
ITEM	1	2	3	4	A A	B	C	
Hat & Mosquito Net Junle Headset - HS-38	1.		7/61		**		X	
Helmet - Flying A-11			1(h) 1(h)		X			
Helmet - B-9A Helmet - P-3	1	-			-		Х	
Helmet - Steel M-1	1	1	1(e)		X			
Helmet - Sun Hood - Jacket Field	1				Α.		X	
Jacket - B-15C	1	1	1	,	37		X	
Jacket - N-2A		1	1	1	X	Х		
Jacket - N-3A Jacket - Flying L-2A	1(n)	,		1			X	
Jacket - Identifying Flt Line		1	1	1(f)	X			
Jacket - Shell Field M-1951 Knife	1			-(-)	X			
Knife - Hunting 5"	1	1	1.		Х	X		
Liner - Jacket Field	1		-				X	
Liner - Trousers E-lA Liner - Trousers Field	1	1	1	1			X	
Mask - Face D-1	1						X	
Mask - Gas M9Al Mask - Oxygen A-8B	1		2/ \			X	24	
Mask - Oxygen MS22001		1	1(g)		X			
Mask - Oxygen M-14 Mitten - ARctic M-1949	7/15		1 1		X			
Mitten - Insert N-2	1(i)			7		.,	X	
Mitten - Insert N-3A				1		X		
Mitten Set - N-4A Overshoe - Flying A-1		1	1	1			X	
vershoe - Rubber Men's	1		1		X	Х		
Parachute Assy Pack - Field Cargo	1	1	1		. Х	Λ		
ocket - Cartridge cal .30	1(j)				Х	Х		
ocket - Magazine M-1923 ouch - First Aid	1(k)				X			
carf - N+1A	1			1		X	37	
hirt - A-1A hoe - Flying A-17		1	1	1			X	
aft - C-2A		1	1		X			
ocks - Men's Felt Wool	3	-	_		X		Х	
ocks - Wool Ski	6						X	
trap - Carrying	1					X		
uit - Anti-G uit - Flying LlA		1	1.141		X	Α.		
uit - Flying K-2B		2 2	2		X			
uit - Flying R-1		1	í		X		-	
-3 +								
nol to SM 67-7-5 age 2 ef 3								

AUTHORIZATION	
Vest - B-5 1 1 X	
FOOT NOTES:	
Note a. To be issued to airmen living on Base only. Balanco to be kept in stock for expediant issue. Note b. Only for pilot of KC-97 aircraft. Note c. Per rated officer, crew member and non-crewmember Note d. Not auth for aircrew member otherwise auth glasses Note e. Per boom operator KC-97 aircraft Note f. Per individual parking aircraft (1 per acft only) Note g. Per boom operator KC-97 aircraft Note h. Per KC-97 aircrew member less boom operator Note i. Except aircrew and ground crew members Note j Per individual armed with carbine Note k. Per individual armed with carbine Note k. Per individual armed with cal .45 pistol Note l. Not to be listed in UPREAL (expendable item to be entered on AF Form 538 only Note m. For instructor KC-97 aircraft Note n. Per individual NOA	
Incl to SM 67-7-5 Page 3 of 3	
0476	0 3

SUP LY MEMORANDUM)

NUMBER 67-7-6)

HE DOWARTERS, 306TH BOMB FOR LAT THE FEDIUM FacDill Air Force Rase, Florida 13 February 1953

ORGANIZATIONAL CLOTHING ALD EQUI WENT

Survey of Chest Type Parachutes

- 1. PURPOSE: To report number of chest type por chutes by type, month and year of manufacture.
- 2. SCOPE: Headquarters Squadron Section, 367th, 368th, 369th Sombardment Squadrons and 306th Air Refueling Squadron.
- 3. AUTHORITY: Herdquarters 3.0 Nessage, DM384 55386, dated 12 February 1953.
 - 4. PROCEDURE:
- a. Headquarters, ALC advises that chest type will be used only for 8 1/2 years from date of manafacture. T.O. 13-5-2G will be amended accordingly.
 - All chest type parachutes over 8 1/2 y ars of age from date of manufacture will be removed from service and condemn d in accordance with existing directives.
 - (2) Back type parachutes will be used wherever possible in lieu of chest type parachutes.
 - (3) Existing requisitions will be screened to determine where back type parachutes can be substituted for chest type parachutes.

5. LPORT:

- a. Units will submit a report to arrive not later than 1600 hours 17 February 1953, listing:
 - (1) Amount of chest type parachutes by type.
 - (2) Month and year of manufacture.
 - (3) linimum amount of chest type parachutes required.
 - b. Negative reports will be submitted.

BY ORD R OF COLONEL McCOY:

DISTRIBUTION "C"

Talt of Rocarding Tarth, Brailer Captain, US.F. Ling Supply Officer

SM 67-8-1 Page 1-2

SU LY MEMOR NOUM)

H. D. U.RTER, 306TH POLP R. N. ING H. DINM. . reDill ir Force Base, Plorida 12 Februar 1953

INDIVIDUA CLOT ING

Supply of Elme Overcoat on an In-Kind Issue

- 1. FUR OSE: To establish the procedure for the In-kind issue of blue vercests to airmen.
 - 2. SCOPE: all units, 306th Combardment ling Fedium.
 - 3. AUTHORITY: Second air F roe Lessage 2 Flox 4163, 5 February 1953.
- 4. PROCEDUE: The foll wing me see is outed for your information and necessary action:

THE FOLL-WING MESSAGE FROM HEAD UNITERS USEF 29 JAPU MY 1953 IS WOTED FOR DISSETNITION O'D CONFLIGHCE BY ALL ACTIVITIES: "FROM FIRST SI LL . JOR COLLA NOS 25-/53 SUPPLECT ID SUFLY OF BLUE OVE COAT ON AN IN- IND INSUE DESCITE PRO-VISIONS OF AF CLOTHING SALAS STOLE POLICY INDEX NUMBER 106 'SUBJECT ELICIMATION F CERTYIN SALL, CATAGOLL S ON AN EACH MGE BASIS! THE WOLK E OF WILLD CLAIMS FOR I COLPTION TO THIS CUTOFF WIE INDICATES INFURNATION ROL TIME TO SUBSEMBLET I SUBS . CONTENTS OF OLICY INDEA NUMBER 106 AS NOT COMPLY AND SUFFICIENTLY ISS-IN TID. IT IS INVERTIVE THAT ALL HAJOR CONT. TOO AS USE THAT ALL AIRCEN IN VITI 3 UND A THEIR JURISDICTION ALC. ROLLS OF CLITTE OF L CALE ARE VISED S TO ANTITLALENT FOR SUBJECT ISSUE AND THAT AIRCEN SO INTITLED THE HIS BOLLTE ST FOR ETTLIGHT OF THIS I SUE. AUTHORITY IS GRANTED TO PROCESSION OF THE STREET AS CATAGORY 35 IN-KIND I LUE CLAIMS S.L. IN NO EVENT ILL C. SH LATER OF BE MADE FOR SUCH, APROVED CLAIM. ALL CLAIMS SUBPRITED UND A TOIS UTROCITY ILL BE APPROVED & COME AND L VAL. THIS UTBORIA TION ILL MOT THE WRITHLA SUB-DELEGATED. THE FOLLOWING CRIT RICHTEL USED IN DETERMINATION OF I AIR AN ENTITLE ENT: (A) MALE ALE EN WITH AL HARTICAL CAT GORY A,B, OR C TG 13-15, ANC MANUAL 67-5, AMEL 51 EDITION) OF AN IN THIN AL HA ATTOL CATAGO A A,B,C AND E (PART II HOLL 2, LT. HO, IC SUBJECT INITIAL DISTRIBUTION OF DE EMCTIVE LINTER UNIFORM FOR SEF, 21 JUG 51) HO HOVE NOT PREMIOUSLY LE-CEIVAD A CLATITUTIOUS IN-KIND I UE, CUALIFY FOR SUBSTITUTIOUS IN-KIND I UE, CUALIFY FOR SUBSTITUTIOUS. (B) 3 CORD OF ALS AN HO FALL WITHIN CATA ORGAN OR CHUIT INDICATE THAT ALS AN ADDRESS OR DID POSSES AM O DARLY TYPE OF OWERCOAT CHARGED TO HIM ON DO FORM 191 OR 192 POR WHICH HE DID NOT RECEIVE AM IN-KIND ISSUE OR THE BLUE OVERCOAT. DD PORM 191 OR 192 MUST REPLECT PROPERLY SUTHENTICATED ENTRY FOR THOSE AIRLEN WHO HAVE TURNED IN THE O D OVERSOAT. (C) FORM STATEMENTS OF AIR IN INDIC TING THAT

71 67-8-1 Page 2-2

FAILU TO OBTAIN AN IN-KIND IS US OF THE SLUB OVERCO. THE RIOL TO RADIEND DATE OF 30 HE 1952, AS NOT DUE TO FAILT OR WIGHTON HIS PRICE. (D) UNIT CANTAMENTAL THE ASSOCIATION OF CLARACINE'S RECORD DUB TANTIATE THE ASSOCIATION OF THE PROTECT OF THE LEGACE. HE AND LILL CURLISH OF INSTRUCTION IN THE FORM OF A CLOTHING SALES STORE POLICY INDEX." REQUELT FOR ANTWOLD OF ALL CLAIMS SUBMITTED UNDER AUTHORITY OF THE ADOVE THE AGENCY OF AREA OF THE UNITED TO THE PORT OF THE ABOVE THE AGENCY OF THE ABOVE THE AGENCY OF THE SAFESD.

BY O.DA. OF COL MEL VCCOY:

Captain, 15.7

DISTRIBUTION

ing Supply Officer

SUPPLY MEMORANDUM) HEADQUARTERS, 306TH BOI BARD INT ING FEDIUM

NULBER 67-7-7) HEADQUARTERS, 306TH BOI BARD INT ING FEDIUM

acDill Air Force Base, Florida

20 February 1953

ORGATICATIONAL CLOTHING AND E UIP LIT

Extension of Life of Chest Type Parachutes

- 1. PURPOSE: To extend the life of Chest Type Parachutes to 8 years 6 months.
 - 2. SCOPE: All units, 306th Bombardment ing Ledium.
- 3. AUTHORITY: JAC Message DM3B4 56240, 17 February 1953 and AMC Message 100 TE-2-95-E dated 13 February 1953.
 - 4. PROC DURE:
- a. An Interim Tech Order is being published to authorize deviation from TO 13-5-2G to extend the life of Chest Type Parachutes to 8 years 6 months.
- b. Units are authorized to retain Chest Type Parachutes over 7 years of age condemned by TO 13-5-2G.
- c. an entry will be made in Parachute Log Form 48 to enter the number and date of the cited AMC Message on all affected Cheft Type Parachutes.

BY ORD R OF COLONEL MCCOY:

DISTRIBUTION "A"

WALTER H. BRAIFIR Captain, USAF Wing Supply Officer

SU. PLY MEMORALDUN) NULBER 67-8-2)

HEADQUARTERS, 306TH BONBARDMENT WING MEDIUM MacDill Air Force Base, Florida 20 February 1953

INDIVIDUAL CLOTHING

Purchase of Combat Boots by Aircrew Hembers

- 1. PURPOSE: To authorize purchase of combat boots by aircrew members.
- 2. SCOPE: All units, 306th Bombardment Wing Medium.
- 3. AUTHORITY: Second Air Force Message 2 F SD 4479, dated 18 February 1953.
- 4. PROCIDURE: The following information is desseminated for your guidance covering the purchase of combat boots by aircrew members.

"2AFASD 4779. FOLG MSG FR HQ USAF, 12 FE 5., IS QUOTED FOR INFO AND DISSE INATION, "FR AFASS-SS ALMAJOON 281/53. THIS IS 2 PART I'SG. PART I FOR ALL. EFF I HAD CHBT BOOTS ARE AUTH FOR SALE TO AIRCREW PERS. ALL SUCH PURCH, EXCEPT BY AP W/B OPTIONAL AND NO ANN EXCEPT AP, M/B REQUIRED TO PURCH THE BOOT. WHEN SUCH OPTIONAL PURCH IS TWDE, RETENTION OF 1 PR OF CMBTBOLTS INLIEU OF 1 PR OF SV SHOES IS AUTH. STKS OF CUBT BOOTS AR. NOT YET ADEQUATE TO MEET POT DEMANDS; THEREFORE, CONDR SHOULD INS THAT SUFFICIENT QTY OF BOOTS ARE RIN AT BASE LEVEL TO NOTE AP RINT. FURTHER MORE, SINCE TOTAL AF EOOT STKS ARE LTD, CLO SALES OF MUST IN THAT ROW FOR THIS ITEM ARE HELD TO EALISITE QTY. CHET BOOTS ATE NOT AUTH FOR SALL TO PERS OTHER THAN AP AND AIR CREAT METER RS, BOTH OFF AND ATM AND TO LIMESTEN (PREVIOU LY AUTED). THIS AUTH TO PURCH CHET SCOTE DOES NOT, RUBBERT NOT, PERMIT SUBN OF BOOTS FOR 1 PR OF SV SHOES HEN PROV THE INITIAL IT CLO SL TO AMN." THIS MSG MAY BE DOWNGRADED TO UNCLD UPON REC. 18/2153Z FEB JESBA

BY ORDER OF COLOMEL McCOY:

DISTRIBUTION

ALTER H. BRANBIR Captain, USAF Ving Supply Officer

Page 1 of 3

SUPPLY LE ORAFDUM)

NUMBER 67-12-1)

HEADQUARTERS 306TH BONBARDMENT WING LEDIUM NacDill Air Force Base, Florida 26 February 1953

EXPENDABLES

Accounting Procedure for Expendable Supplies

(This hemorandum supercedes IOM, Director of Materiel, 11 July 1952 same subject)

- 1. PURFOSE: To establish a procedure for the accounting and conservation of expendable housekeeping and office supplies.
 - 2. SCOPE: All units, 306th Bombardment ing Medium.
 - 3. AUT. CHITY: Part III, Air Force Manual 67-1.
 - 4. EXPENDABLE SUP LIES RECORD:
- a. All units will maintain expendable supplies records on an AF Form 84-B, using a separate card for each item of housekeeping and office supplies.
- $\ensuremath{\text{b.}}$ A stock control level will be established for each item required and consumed.
 - (1). Stock control levels will be based on the past 90 day consumption of each item divided by three to be the requirements for a month. Consideration is to be given to additional anticipated requirements.
 - (2). The stock control level will be realigned every month using the same formula as in (1) above.
- c. All sections and sub-sections of each unit will submit monthly requirements to unit supply on a given date of each month for expendables for the following month.
 - (1). The unit supply will consolidate these requirements and will submit a consolidated requisition to Base Supply on the day established by Base Supply.
 - (2). Nonthly requirements will be realistic and will not be in excess of requirements. A 30 day level is the maximum that a section or sub-section can have on hand.
 - (3). The unit supply officer will make frequent inventories to ascertain that expendable supplies are not being hoarded.

SM 67-12-1 Page 2 of 3

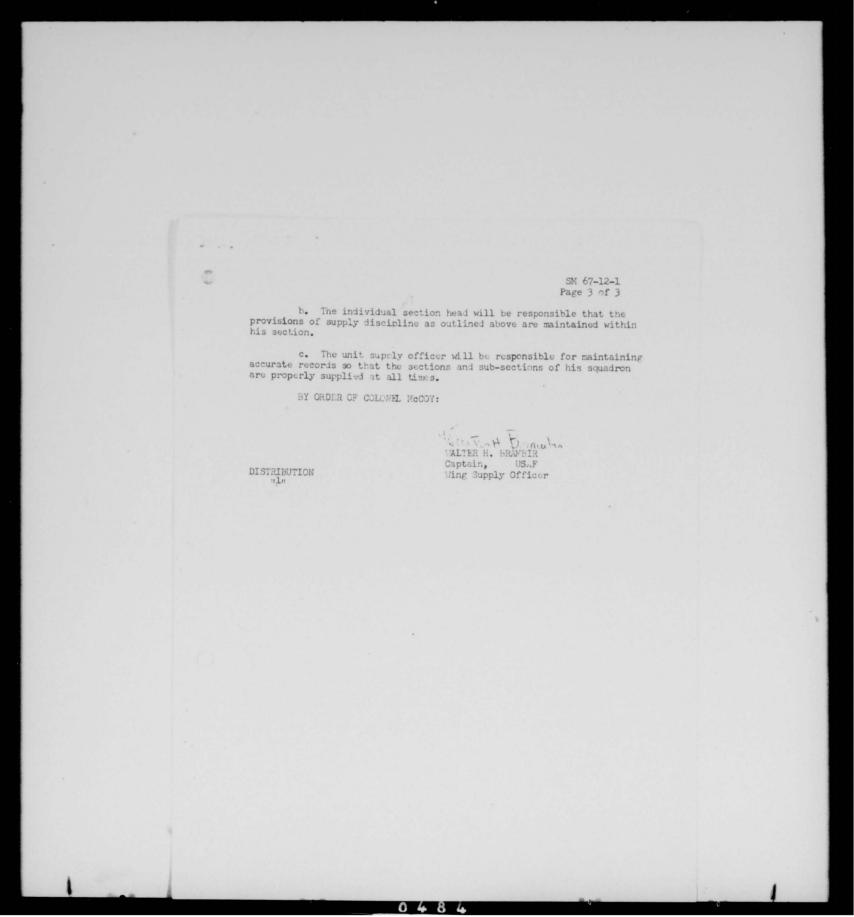
> (4). Supplies required for Emergency or special use may be requisitioned from the unit supply and Base Supply as required.

5. PREPARATION OF AF FORM 84B:

- a. Enter required data at the top of each card or form.
- b. COLUEN 1 "DATE" enter date of each transaction.
- c. COLUMN 2 "CONTROL NO." enter the control number or the account letter or symbol assigned to each section or sub-section depending on whether the transaction being posted is a receipt, requisition or issue.
- Base Supply. "RDCEIVED" enter the quartity received from
- e. COLUMN 4 "TSSWED" enter the quantity issued to the section or sub-section.
- f. COLUMN 5 "DALANCE" enter the quantity physically on
 - g. COLUMN 6 will be separated by a vertical line into:
 - (1) COLUMN 6A "DUE CUTS" adjusted total of all Due Outs.
 - (2) COLUEN 6F "DUE INS" enter total on Back Order from Back Suppay,
- h. The REOLDER POINT and STOCK CONTROL LEVEL will be entered at the top or the bounds of the form.

6. RESPONSIBILITIES:

- a. The unit commander will be responsible that strict supply discipline is followed at all times.
 - (1) Supplies are not being hourded.
 - (2) Sections and sub-sections somit monthly requirements to unit supply on an established date.
 - (3) Sections submit realistic requirements.
 - (4) Unit supply will requisition monthly on Base Supply and "Walk Theep "Emergency" and "Walk Thru" action at a bare essential minimum,
 - (5) Inspect sections and sub-sections frequently to insure compliance with this program.



SUPPLY MEMORANDUM)
:
NUMBER 85-1-1)

HFADQUARTERS, 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 6 February 1953

BUILDINGS AND GROUNDS

Follow-Up Action on R&U Work Orders

- 1. Purpose: to provide follow-up action on R&U Work Orders submitted to Base Air Installations Officer.
 - 2. Scope: All units, 306th Bombardment Wing Medium
 - 3. Authority: Wing Reg 91-1, dated 19 March 1952
- 4. Procedure: a. All units will immediately screen all R&U Work Order Requests (AF Form 332) to determine outstanding work orders.
- b. Units are not complying with paragraph 7 of cited Wing Regulation and are not submitting notification of completed work orders to the Director of Materiel.
- c. The Director of Materiel must be notified upon the completion of work orders.
- 5. <u>HEPORT:</u> a. All units will prepare an immediate report to arrive not later than 15 February 1953 to be submitted to the Director of Materiel of outstanding work orders as per the attached format.
- b. Upon receipt of above report a consolidated follow-up will be submitted to Base AIO.
 - c. A monthly follow-up will be made on all work order requests.

 BY ORDER OF COLONEL MCCOY:

DIST "A"

1 Attachment Work Order Report Format WALTER H. PRAMBIR Captain, USAF Wing Supply Officer

STATUS OF AIO RAU WORK ORDER RECURSTS WHIT MULLDING FURBER PRIET D'SCRIPTION OF WORK DATE WORK ORDER MUREER				
STATUS OF ALO RAU WORK ORDER REQUESTS UNIT BUILDING NUMBER FRITT D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO RAU MORY ORDER REQUESTS UNIT PUILDING FURRER PRITED DESCRIPTION OF MORE DATE WORK ORDER NUMBER				
STATUS OF AIO RAU WORK ORDER REQUESTS UNIT BUILDING NUMBER PRIPE DESCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO RAU WORK ORDER REQUESTS UNIT MULIDING NUMBER REPERTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER BRIFF D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER BRIFF D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER BRIFF D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER PRIFF D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER PRIFF D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER BRIFF D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STUTUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER PRIFF D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER PRIFF DESCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER PRIFF DESCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER PRIFF DESCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER PRIFF D"SCRIPTION OF WORK DATE WORK ORDER NUMBER				
STATUS OF AIO R&U WORK ORDER REQUESTS UNIT BUILDING NUMBER BRIFF DESCRIPTION OF WORK DATE WORK ORDER NUMBER .	DATE			
BUILDING NUMBER BRIFF D'SCRIPTION OF WORK DATE WORK ORDER NUMBER	* · · · · · · · · · · · · · · · · · · ·	ORDER REQUESTS	STATUS OF AIO R&U WO	
		DATE	BRIFF DESCRIPTION OF WORK	BUILDING NUMBER
ttachment 1				Attachment 1
Attachment 1 to SM 65-1-1				ttcchment 1 to SM 65-1-1

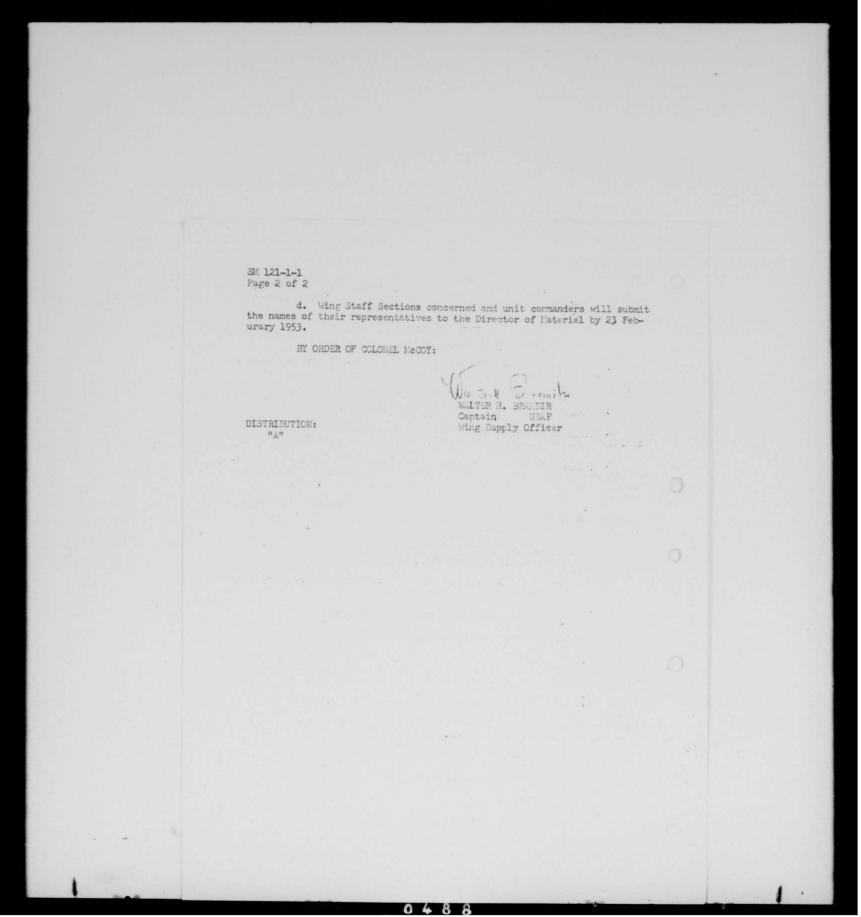
SUPPLY MEMORANDUM)
:
NUMBER 121-1-1)

HEADQU RTERS 306TH BOY BARDMENT WING MEDIUM MacDill Air Force Base, Florida 18 February 1953

SPECIAL SUBJECTS

Review of Personal and Survival Equipment

- 1. PURPOSE: To review the amounts and types of personal and survival equipment preparatory to submitting recommended changes as requested by Second Air Force.
 - 2. SCOPE: All units, 306th Bombardment ing Medium
- 3. AUTHORITY: Letter, Headquarters Second Air Force, File 2AFMSD 400.34, Subject: "Review of Personal and Survival Equipment."
- 4. PROCEDURE: Second Air Force has directed that a review be conducted of presently authorized personal and survival equipment authorization documents to determine their adequacy for specific aircraft.
- a. Unit commanders will conduct an immediate review of the following authorization documents and will prepare recommendations for such changes as are necessary in types and quantities of equipment.
 - T/A 1-21, as broken down by Supply Memorandum 67-7-5, dated 12 February 1953,
 - (2) ECL's 10-00-4, 10-00-11, 10-00-12 and other current ECL's authorizing personal equipment
 - (3) AF Form 263C (Aircraft Checker's Report)
 - (4) UPR ALs for line itemsauthorization
- b. A consolidated recommendation for changes must be prepared and submitted to 6th Air Division. Unit recommendations must be submitted to the Director of Material not later than 24 February 1953.
- c. An Equipment Review Panel composed of the following Staff Section Heads and unit commanders or their representatives will meet with the Director of Materiel on 25 February 1953 to review and finalize the recommendations to be submitted.
 - (1) Logistics
 - (2) Maintenance Control
 - (3) Wing Operations
 - (4) Unit Commanders



SUPPLY MATORAMOUN)

NUMBER 122-1-1)

HEADQUARTERS 306TH BOIBARD E T 10G EDIUM MacDill Air Force Base, Florida 24 February 1953

COLLAND SUBJECT

Review of Current Authorization Documents

- 1. PURPOSE: To review current authorization documents, ECL's, T/A's, "UPREALS, to determine their adequacy in items and quantities of individual items and to determine if any authorized items are excess, preparatory to submitting recommended changes to Air Materiel Command.
 - 2. SCOPE: All units, 306th Bombardment ing Ledium.
 - 3. AUTHORITY: Commanding Officer, 306th Bombardment Wing Medium.
- 4. PROCEDURE: Unit commanders will review current authorization documents with their section heads to determine the adequacy of equipment authorized. Consideration should be given to the following.
 - a. Equipment authorized is adequate to perform the mission.
 - b. Items authorized are sufficient in amounts authorized.
 - c. Equipment authorized is no longer required.
 - 5. EQUI. MENT AUTHORIZATION (EVIL)':
- a. Unit commanders or their representatives will meet with the Uning Supply Officer to review their authorization documents so that proper action can be initiated to request additional equipment as required.
- b. The following schedule is established for individual unit equipment review. Unit commanders or their representatives will have full justification at that time for any changes required so that recommendations can be finalized and forwarded for action.

7 March 306th Aviation Squadron 9 March 368th Bombardment Squadron 11 March 369th Bombardment Squadron 13 March 367th Bombardment Squadron 16 March Combined review of all three Bomb Squadrons 18 March 306th Air Refueling Squadron 20 March 306th Armt and Elect Maintenance Squadron 23 March 306th Periodic Maintenance Squadron 26 March 306th Field Maintenance Squadron 27 March Headquarters, 306th Bombardment Wing Medium

DISTRIBUTION "A"

JOHN C. THRIFT Colonel, US-F Commanding

SUPPLY KIN ORA DUK)
RUKBER 122-1-2)

HEAD WARTI to 306T BOLSA CLAIT ING L DIWL FacDill Air Force Base, Florida 24 February 1953

bairil Drauin

COL A'D SUBJECT

Commanders Supply Check List

1. $\underline{\text{PURPOSE}}$: To provide unit commanders a check list of unit supply procedures for the operation of an efficient and capable unit supply section.

- 2. SCOPA: All units, 306th Bombardment ing ledium.
- 3. AUTHORITY: Air Force anual 67-1, air Force Regulation 67-10.
- 4. PROCEDU E: The attached Commanders Supply Check List has been prepared and designed for a complete inspection of a unit supply section. It covers all of the items required for an efficient unit supply ope ation and is complete in detail as to reference and application.
- a. Unit commanders will inspect their own units frequently. The Commanders Supply Check List provides a good working suide.

Y O D R OF COLON L THRIFT:

ALTER H. BRANBIR Captain, US F Wing Supply Officer

l Incl: Commanders Supply Check List

DISTILBUTION

COLLA DENS UP LY CHICK LI T

R F. PENCE: AF Lanual 67-1 AF Regulation 67-10 Wing Supply Temorandums

TISMION: To procure UPREAL, Base Support, UAL equipment and supplies for the operation and administration of the ing and its squadrons; to safeguard, account for, and administer government property.

- 1. Has all Plant account property been inventoried and picked up on the accountable records? Have unauthorized excesses been turned in to Supply? (Reference: Part 4, AF Manual 67-1)
- 2. Is the UP of AL being maintained in accordance with Part III, air Force Manual 67-1?
- a. Are all items on hand or on requisition, unless specified by Commanding General, SAC? (Reference: Par 41f, Int. Pro 171 to Part III, AF Manual 67-1)
- b. Are all items continually reviewed to ascertain that the UPREAL is current consonent with new changes to authorizations, and that items added or deleted are in accordance with personnel authorizations and the mission of the unit? (Reference: Par 41, Interim Procedure #171 to Part JII, AF Manual 67-1, Ming Supply Memorandum 67-3-3)
- c. Does Column 3 (Physical Inventory) record all items including "ZERO" balances and is this column properly filed in ink or ink pencil? (Reference Par 41, Interim Procedure 171 to Part III AF Fanual 67-1)
- d. Are all locations listed in Column 10? (Reference Par 41, Interim Procedure to Part III, AF Lanual 67-1)
- 3. Are all procedures adequate to insure that i sues are made only to authorized personnel? (Reference: Par 20, Part III, AF Manual 67-1)
- a. Has a current list of personnel authorized to sign for supplies been forwarded to Base Supply?
- b. Has Base Supply been notified to delete or cancel authorizations for personnel no longer authorized to sign for supplies? (Reference: Par 20e, Part III, AF Manual 67-1)
- 4. Are requests for supplies requiring priority action noted SPECIAL, E ERCHECY, ASSOCIATED, etc. and are such notations applied only where appropriate? (Reference: Par 26, Part III, AF Manual 67-1)

Incl #1 to SM 122-1-2 Page 1 of 6

- a. Are requests for parts for ancilliary equipment properly noted and submitted to insure priority handling? (Ref: 306 Bm Vg Letter 67-1)
- 5. Are reparable items promotly turned in to Dase Supply? (Ref: Par 27e, Part III, AF Manual 67-1)
- 6. Are Issue Slips (AF Form 446) prepared properly? (Ref: Par 21, Part III, AF Manual 67-1)
- a. Is the "Authority" and "Basis for Issue" ata properly noted? (Ref: Par 2ld (1), Part III, AF Manual 67-1)
- b. Is the "On hand and Due In" column filled in? (Ref: Par 21a (14), Part III, AF Lanual 67-1)
- c. Is the "Unit Cost" column completed? (Ref: Par 21a (17), Part III, AF Manual 67-1)
- d. Is "Program ing Information" for T/A 1-1, etc. furnished? (Ref: Par 21a (23) (d), Part III, AF l'anual 67-1)
- e. Are requisitions for supplies requiring local purchase so noted and completed? (Ref: Par 22, Part III, AF Hanual 67-1)
- 7. Are items turned in properly identified, classified as to condition and protected from damage? (Ref: Par 36, Part II , AF Manual 67-1)
- 8. Are all "Due-outs" filed in a Back Order suspense file and are they reviewed every 30 days? Are all items no longer needed that are on Back Order cancelled? (Reference: Par 37a, Part III, AF Panual 67-1)
- 9. Are all issues of UPRIAL and T/A property to squadron personnel covered by hand receipts? (Ref: Par 37a, Part III, AF Hanual 67-1)
- 10, Are the following documents readily accesible in support of the UPREAL: (Ref: Par 43, Part III, AF Manual 67-1)
 - a. Activation Orders.
 - b. Copy of the latest approved T/O and revisions thereto.
 - c. Copy of applicable ECLs and revisions thereto?
 - d. Copy of applicable T/A's and Supply Memorandum 67-7-5, 12 Peb 53.
- e. A list of unit supply officers by name and inclusive date each assumed and relinquished responsibility.

Incl #1 to SM 122-1-2 Page 2 of 6

- 11. Is the Control Register (AF Form 115A) maintained current and properly completed? (Ref: Par 44, Part III, AF Fanual 67-1)
 - a. Are all transactions with Base Supply recorded?
- b. Are all documents reflecting relief from responsibility, including Report of Survey recorded.
 - c. Is only one (1) Control Regi ter maintained?
 - d. Are the following entries posted:
 - Control Column day, month and numerical serial number for each entry.
 - (2) An "X" placed in "Filed" Column when action is completed.
 - (3) Type of document or transaction in "Type" column.
 - (4) Column From or To enter the designation of the activity which the supplies were recieved or to which the supplies were transferred.
 - (5) Quantity Column AF or Service stock class or sub-class.
 - (6) Other information Column Report of Survey, Schedule of Collections, Transfer, T/A, Expendables, etc.
- 12. Are records maintained for e-mendable housekeeping and office supplies? (Ref: Par 46, Part III, AF Lanual 67-1)
 - a. Is AF Form 84B used?
 - b. Does Stock Control Level reflect past 90 days consumption?
 - c. Are supplies hoarded by unit supply or using section or subsection?
- $\,$ d. Has a system been established to provide for monthly requisition on unit supply by each section and subsection.
- e. Does the unit supply officer periodically inventory each section and subsection to insure that more than 30 day level of supplies is not on hand?
- 13. Are the following files being maintained? (Ref: Par 47 Part III, AF Manual 67-1)
- a. A file of all documents recorded in the Control Register affecting the issue and turn-in of T/O property and T/A property.
 - b. A file of all documents recorded in the Control Register.
 - c. A Back Order Suspense File.

Incl #1 to SM 122-1-2 Page 3 of 6

- d. A separate hand receipt jacket file for each individual or section issued property on hand receipt.
- e. A separate jacket file for each building and its installed property to include all documents pertaining to that building such as work orders, hand
- 14. Does the Supply Officer make frequent checks on property and equipment to determine that: (Ref: Par 57a, Part III, as Manual 67-1)
 - a. Supplies and equipment are secure against theft?
- b. Supplies and equipment are protected from the deterioration of weather, heat, light, moisture and the destructive affects of vermin?
- 15. Are physical inventories taken every 6 months? (Ref: Par 49a, Part III
- 16. Are the proper certificates executed upon completion of physcial inventory for UPREAL property? (Ref: Par 49, Part III, AF Manual 67-1) and for Relief of Responsibility and Acceptance of Responsibility? (Ref: Par 50a and 50b Part III, AF Manual 67-1)
- 17. Is action taken to initiate Report of Survey or other authorized documents in those cases where T/A or UPREAL property is rendered unserviceable other than thru fair wear and tear? (Ref: Par 3le, Part III, AF Manual 67-1)
- 18. Is storage space adequate? (Ref: Section VIII, Part III, AF Manual 6°
- a. Has action been taken by the unit commander thru the Wing Commander to provide for adequate storage space when necessary? (Ref: Par 52a and 52b Part III, AF Manual 67-1)
- b. Are storage diagrams maintained by the unit supply officer and in the warehouse? (Ref: par 54, Part III, AF Manual 67-1)
- c. Are locations assigned location symbols? (Ref: par 56, Part III, AF Manual 67-1)
- d. Is space efficiently utilized and are aisle and clearance spaces adequate? (Ref: par 55a, Part III, AF Manual 67-1)
- e. Are good storage methods utilized to provide for: (Ref: par 57, Part III, AF Manual 67-1)
 - Adequate and sufficient space in stock rooms, bin storage, pallet storage and bays.
 - (2) Supplies of various property classes not comingled.
 - (3) Stock arranged for easy inspection and inventory.

Incl #1 to SM 122-1-2 Page 4 of 6

- (4) Stock arranged for issue of oldest stock first.
- (5) Stock arranged for easy removal of supplies with a minimum of handling.
- (6) Waste space is reduced to a minimum consistent with efficient and economical storage operation.
- (7) No interference with the functioning of fire extinguising system and safety devices.
- f. Are all boxes, items, cases, etc. scaled and tagged? (Ref: Par 58b, Part III, AF Fanual 67-1)
- g. Are hazardous supplies stored in accordance with applicable technical orders, directives, etc.? (Ref: Par 59, Part III, AF Manual 67-1)
- 19. Are all personnel fully briefed on Fire Prevention Regulation? (Ref: Par 60, Part III, AF Manual 67-1)
- a. Are "NO SNOKING" signs prominently displayed? (Ref: Par 60a (5) Part III, AF Manual 67-1)
- b. Are light bulbs suspended from drop cords in storage area inclosed in wire guard? (Ref: Par 60a (1), Part III, AF Manual 67-1)
- c. Is heating, lighting and service equipment frequently inspected to insure proper repair and operation? Are AIO work order requests submitted for such repair? (Ref: Par 60a (4), Part III, AF Mcnual 67-1)
- d. Are sand pails provided for cigarette butts and metal lined containers provided for inflammable packing materials? (Ref: Par 60a (5) and (6), Part III, AF Fanual 67-1)
- 20. Is supply and warehousing housekeeping neat and orderly consonant with good organization and operation? (Ref: Par 60b, Part III, AF Manual 67-1)
- 21. Have procedurew been established providing control over issues from tool room and tool crib? (Ref: Par 39, Part III, AF Lanual 67-1)
- 22. Is 1% Droppage Allowance computed for UP EAL and Plant Account property? (Ref: Par 169, Part V, AF Manual 67-1)
- a. Are all exempted items checked marked in UPREAL and on Plant Account Card (AF Form 90A)? (Ref: Par 168, Part V, AF Menual 67-1)
- b. Does the unit maintain a record by means of blank pages in the UPREAL (a) summary statement, and (b) value of property approved for droppage? (Ref: Par 168b (3) Fart V, AF Manual 67-1)

Incl'#1 to SM 122-1-2 Page 5 of 6

c, Are droppage certificates maintained separately for UPREAL and Plant Account property and are these documents filed in separate jacket files? (Ref: Par 169b (2), Part V, AF Manual 67-1)

23. Is an AF Form 90A established for each item on Plant Account? (Ref: Par 99a (1), Part I, AF Manual 67-1)

a. Are all cards current?

24. Are all personnel familiar with Part III, AF Manual 67-1?

25. Is each individual aware of his responsibility for the safeguarding, administering and accounting for Government Property? (Ref: Par 9, Part III, AF Manual 67-1)

26. Are organization and functional charts up-to-date and does each individual understand his job responsibility?

27. Are all publications current?

28. Is a cross-training program in effect?

Incl #1 to SM 122-1-2
Page 6 of 6

SUPPLY MEMORANDUM)

NULBER 136-1-1)

HEADQUARTERS, 306TH BOIGE-ROMENT WING M DIUM MacDill Air Force Base, Florida 7 February 1953

ARIU MENT

Control and Expenditure of Ammunition

- 1. FURPOSE: To establish a procedure for the control and expenditure of a munition.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium
- 3. AUTHORITY: AFR 50-22, S/C Reg 136-2, 136-8, 136-9, S/C Ltr 136-27, T.O. 01-1-383, T.O. 39-1-4, par 65, Pert I, AF Manuel 67-1.
- 4. DEFINITION: For the purpose of this memorandum the following definitions apply:
- a. Training Assumition. All ammunition items, including pyrotechnics, demolition explosives, and related components, authorized for expenditure in the training of individuals and organizations.
- b. Combat Amounition. Amounition which has been specifically designed as combat amounition, and authorized by Hendquerters, Strategic Air Command, for reserve storage for expenditure only in the case of an emergency.
- c. Drill immunition. Inert types of ammunition which are provided for the training of leading aircraft and in the technical phase of ammunition.
- d. <u>Guard Ammunition</u>. Ammunition authorized and issued for intern 1 security purposes.
- e. Operational Ammunition. Ammunition required to equip life rafts, life vests, and emergency sustenance kits; for airdrame signaling pure ses, demolition work, etc.
- f. Credits. The amount of amountion made available for supply by Headquerters, Strategic Air Commend.
- 5. PROCEDURE FOR THE CONTROL OF AMMUNITION USED ON FIRCRAFT: The Commending Officer, 306th Armanent and Electronics Meinten nos Squadron will be responsible for the control of ammunition used on aircraft.
- a. Records will be established and maintained by stock number, nomenclature, lot number and quantity of ammunition used on sircraft to reflect:
 - (1) Requirements
 - (2) Receipts from Base Supply including the Base Supply Issu: Slip or delivery charge sheet.

SM 136-1-1 2-5

- (3) Quantity of ammunition installed on aircraft by aircraft social number
- (4) Quantity of ammunition installed in each gun by gun serial number.
- (5) Turn-ins to Base Supply
 - (a) Unserviceable
 - -(b) Somiceable
- (6) Daily o enditures.

b. The Commanding Officer, 306th ammunition and Electronics Maintenance Squadron will be responsible for the removal of ammunition from aircraft during inspections and at other times as required by current technical orders and other directives.

- (1) Amounition will be stored and safe guarded as required by current directives and local procedures.
- (2) a record will be maintained upon such removal to account for this ammunition and to assure that removed ammunition is replaced on the same aircraft upon completion of inspection and maintenance.

6. Procedure for the Control of Combat and Training Ammunition: Unit commanders will be responsible for the control of combat and training ammunition.

a. Records will be established and maintained by stock number, nomenclature, lot number and quantity of amount in used for combat and training purposes to reflect:

- (1) Requirements.
- (2) Receipts from Base Supply including the Base Supply Issue Slip or delivery charge shoet.
- (3) Quantity of ammunition issued for combat or "alert" purposes.
 - (a) To be issued on Hand Receipt (Air Force Form 446) to individuals.
- (4) Quantity of ammunition issued for training purposes in the firing of individuals.

SM 136-1-3-

- (5) Turn-ins to Base Supply
 - (a) Unserviceable
 - (b) Serviceable
- (6) Monthly expenditures
- b. The unit commanders will be responsible for the frequent inspection of ammunition storage and the inspection of ammunition for serviceability.
- 7. Precodure for the Control of Operational Ammanition: Unit commanders will be responsible for the control of operational ammanition.
- a. Records will be established and maintained by stock number, nomenclature, let number and quantity of operational ammunition to reflect:
 - (1) "equir ments
 - (2) Receipts from Base Supply including the Base Supply Issue Slip or deliv ry charge sheet.
 - (3) Quantity of ammunition issued for operational purposes by individual or aircraft serial number.
 - (4) Turn-ins to Base Supply.
 - (a) Unserviceable
 - (b) Serviceable
 - (5) Expenditures
- b. The unit commanders will be responsible for frequent inspections to determine that proper precautions are being taken to safeguard the ammunition and that ammunition is in a serviceable condition.
- c. Unit commanders will be responsible for removal of operational assumition from aircraft during periods of inspection or maintenance when required by current technical orders and other directives.
 - (1) Ammunition removed will be replaced in the same aircraft from which it was removed upon completion of the inspection.

SM 136-1-1 4-5

- 8. Ammunition Requirements: The Director of Operations will propage quarterly ammunition recirements for aircraft ammunition and will subsit those requirements to the Commanding Officer, 306th Armament and Electronics Maintenance Squadron thru the Wing Supply Officer.
- a. The Wing Supply Officer will prepare the SAC Form 73, Quarterly Am unition Supply Requirements to be submitted to Base Material for consolid ion and submission to Headquarters, Strategic Air Command.
 - (1) Quarterly requirements are to arrive at Wing Supply, 1st April, 1st July, 1st October and 1st January.
- b. The Director of Operations will submit monthly ammunition requirements to the Commanding Officer, 306th Armament and Electronics Maintenance Squadron thru Wing Supply one month in advance for actual requirements so that ammunition can be requisitioned from Base Supply and on hand when required.
- 9. Procedure for the Control of Aircraft Amountion Upon TDY Deployment of Units;
- a. The unit commander or the senior officer present in each unit on deployment where the armament and Electronica Maintenance Squadron is not deployed or is in a later phase of deployment will assume the responsibilitie for the central of aircraft assumition.
- b. When the unit is deployed and the unit or an individual aircraft or group of aircraft lands at a base where there are no personnel from the 306th Armament and Electronics Maintenance Squadron the unit commander or the senior officer of the unit deployed will assume the responsibilities for the control of aircraft ammunition.
- c. The responsible officer will contact the Base Supply Ammunition Officer to advise him of the ammunition that is about the aircraft and will have off-loaded that ammunition in the form of bombs (general purpose) etc, that required off-loading during parking or maintenance.
 - arrangements will be made with the Base Supply Ammunition Officer to receipt for such removed ammunition and for the replacement when the aircraft are ready to be loaded prior to take-off.
- d. The responsible officer will keep records as to the receipt and expenditure issued by stock number, nomenclature, lot number and quantity and will turn those records over to the Commanding Officer of the 306th Armament and Electronics Maintenance Squadron upon return to this station or upon the arrival of that unit to the forward or deployment base.

SM 136-1-1 5-5

 The unit commander or other responsible officer will set up such controls as are outlined in paragraph 5 above.

10. Precautions to be Taken by All Individuals in the Care and Handling of All Ammunition. Unit commanders will periodically brief all personnel involved in the care and handling of all ammunition as to the following:

a. Conversion of ammunition by inerting for use as ash trays, slicture frames or any other conveivable device made from such materials.

b. Abandonment of aumunition in any quantity whatsoever.

c. Improper or careless handling of ammunition which might result in later identity of same as to let number and/or serviceability.

d. Turning over amounts of ammunition serviceable or unserviceable to any person, persons and/or agencies other than the sumply agency responsible for the receipt (Base Supply).

e. Ammunition will not be loaned or traded to other units.

f. Care and proper handling so that ammunition is not rendered unservice ble or damaged prematurely thru negligance.

g. Inspection of cans, bomb racks and other arms or weapons immediately following a mission to insure return to supply of unused ammunition,

11. Inspection. The Director of Material or his representative will conduct frequent inspections of all ammunition, ammunition facilities and storage and ammunition records to assure compliance with this memorandum and existing directives. The Director of Material will submit a report of each inspection to the Wing Commander thru the unit commander concerned.

BY ORDER OF COLUMNIA MCCOY:

WALTER H. BROMBIR

Captain, USAF Wing Supply Officer

DISTRIBUTION "A"

RESTRICTED

B-47 OPERATIONAL ENGINEERING SECTION

MONTHLY PROGRESS REPORT

1 February through 28 February 1953



6TH AIR DIVISION

MAC DILL A.F.B., FLORIDA

RESTRICTED

INFORMATION COPY EXHIBIT "O"

0502

Speshided

OPERATIONAL ENGINEERING SECTION Headquarters 6th Air Division MacDill Air Force Base, Florida

DOES 452.092

6 March 1953

SUBJECT: B-47 Operational Engineering Monthly Progress Report.

TO:

Commanding General Wright Air Development Center Wright-Patterson Air Force Base, Ohio ATTN: WCOWB (B-47)

The Monthly Progress Report of this Section is submitted herewith, covering the period from 1 February through 28 February 1953. This report is divided into three parts: (I) important and/or new projects being conducted by the OES, (II) continuing projects being conducted by the OES and (III) projects awaiting action by your Headquarters.

PART I

 $\ensuremath{\text{l}}_\bullet$ The following is a presentation of items which are considered most important in the overall B-47 program:

PROJECT

EVALUATION OF B-47 EXTERNAL TANK JETTISON FEATURES: (AE-16)

Specific Item Report #87, dated 10 February 1953, has been published and forwarded to your Headquarters, recommending that the present external tank jettison system be considered a satisfactory means for dropping the tanks, although not a particularly desirable one. However, the external tanks must be properly installed, some components modified and a complete inspection made after installation. It has been also concluded that suitable control exists for successful landings with one external tank on the aircraft, full or empty and with the drag clute deployed or not. The possibility of out-rigger gear or tire damage exists when landings are made with only one full external tank on the aircraft due to the unequal weight distribution, It is more desirable to land with two full external tanks on the aircraft rather than with only one.

UHF INSTALLATION IN B-47 AIRCRAFT: (EE-27)

Specific Item Report #57, dated 16 July 1952, was forwarded to your Headquarters, recommending that immediate steps be taken to determine the cause of UHF unreliability and that corrective action be initiated

SECURITY INFORMATION

Mestricted.



to insure satisfactory UHF voice communications with CAA radio range stations and Air Force ground towers. Your Headquarters has indicated, and this office concurs, that the AM/ARC-27 UHF radio operates satisfactorily with the present flush antenna or with a stub antenna, when all authorized modifications are incorporated in the ARC-27 sets. Although the numbers of ground UHF facilities within the ZI have been increased, adequate coverage of radio range, approach control and control tower facilities has not been realized. In addition, it is understood that the numbers and reliability of UHF ground stations overseas has not been evaluated. Prior to the dispatch of aircraft, which have only UHF facilities, to an overseas base, the adequateness of UHF coverage in those theaters should be investigated. Because the technical characteristics of the UHF installation in the B-47 are now satisfactory, this project will be closed and no further action will be taken by this Section.

K-SYSTEM WAVY RANGE MARKS: (FE-39)

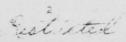
Satisfactory fixes for this condition have been resolved. This project has been completed and a Specific Item Report is being prepared.

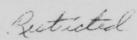
CREW COMFORT AND SURVIVAL EQUIPMENT: (ME-44)

A conference was held at MacDill AFB on 25-26 February 1953 on survival equipment and a survival kit combination to be used in the B-47's without ejection seats. Attending were representatives from Hq SAC, Hq WADC, Hq Second Air Force, Hq 6th Air Division, and the 305th and 306th Bomb Wings. It was decided that the 306th Bomb Wing will be furnished with additional SAC F-1 survival kits to provide them with enough equipment to make up their own kits for use in the immediate future. Also, it was decided to furnish the 306th Bomb Wing with heated flying suits in addition to other standard equipment. Three Mark IV survival suits were made available to the 306th Bomb Wing for evaluation purposes. The multi-place crew life raft was discussed and approval of SIR No. 83 was decided upon. SAC Headquarters will establish the requirement for the crew type life raft in all B-47 aircraft.

FUEL TANK LEAKS, B-47 AIRCRAFT: (ME-53)

- a. Of fifteen B-47 aircraft of the 306th Bombardment Wing which were inspected for compliance with T.O. Ol-20EN-122 during this period, the following discrepancies were noted in the eleven aircraft for which inspection records are available:
 - Nine sumps had varying degrees of activation; two sumps were replaced and the remainder required a total of ten patches.





- 2. Three cells had activated areas; one -4 cell was replaced, one -3 cell was patched, and one -3 cell was patched.
- Nine cells had miscellaneous types of damage (pin holes, chafed areas, etc). These nine cells required a total of eleven patches.
- 4. Nine loose patches were repaired and one defective patch was replaced.

b. During this same period, there were two self-sealing fuel cell leaks: One in the -3 or -4 cell, which was stopped by retorquing all fittings and the other in a -7 cell which was stopped by retorquing the vent line and scavenge pump line fitting. Four non-self-sealing leaks were reported during this period: One bomb bay cell and one left bladder cell were replaced and the remaining two leaks were from bladder cell interconnects and an unknown bladder cell deficiency.

2. The following projects, of less importance than those items noted in paragraph I above, have been initiated during the past month and are reviewed for your information:

MOUNTING BRACKET FOR CONTROL BOX AN/ARC-27: (EE-38A)

SIR #72A, dated 27 February 1953, has been forwarded to your Headquarters recommending a modified mount which would result in the face of the control box being normal to the co-pilot's line of vision. This will permit the copilot to see the recessed numerals, and therefore the frequency, without getting out of his seat.

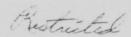
GUN CAMERA INSTALLATION, B-47 AIRCRAFT: (EE-41)

At the present time very little knowledge exists regarding the techniques which should be utilized by the copilot when firing the B-4 turret. Position firing rules have not been established. The rules and techniques for firing can be developed by conducting a progrem which involves either recording fighter attacks with two gun cameras installed in the B-47 aircraft or firing the tail turret against tow targets. In a message from SAC Headquarters, DM6 BO4A-487A4, dated 10 January 1953, the B-47 OBS has been requested to determine the fersibility of mounting a CG-4 gun camera on the N-6 sight and an AN-N6 camera on the B-4 turret. A program to use these cameras for evaluating firing rules is being studied.

B-4 ARMAMENT SYSTEM DEFICIENCIES: (EE-42)

During the Operational Suitability test of Phase II medified B-47 aircraft which was conducted by the B-47 OES, the following deficiencies were noted in the B-4 armament system:

Restricted



- a. Some means of dehumidifying the air should be incorporated in the air compression installation that charges and fires the guns.
- b. A deficiency exists in the ejection link chutes. Several stoppages of the guns have been attributed to links jamming in the ejection chutes.
- c. A deficiency exists in the routing of the ammunition chutes which are pert of the B-4 armament system.

The B-47 OES proposes to conduct a series of tests on the B-4 armament system. The purpose of the tests is to isolate and investigate the deficiencies noted above. On completion of the project a SIR will be prepared and forwarded through channels to your Headquarters.

TRACKING RANGE OF K-4 BOMBING NAVIGATION SYSTEM IN B-47 AIRCRAFT: (FE-43)

A classified SIR #85, dated 3 February 1953, was forwarded through command channels to Headquarters WADC on 6 February 1953.

REMOTE RADAR INDICATOR ID-218 IN CO-PILOT'S POSITION: (EE-44)

Comments during the Operational Suitability Program indicated that some observer duties should be relegated or shared by the co-pilot in order to equalize crew tasks. A test program has been formulated for an auxiliary radar installation in the co-pilot's position of a B-47 afteraft to test some of these concepts. The program will investigate the sharing of the co-pilot's and the observer's function in radar navigation, station keeping, and target identification and will compare the results obtained with the conventional configuration. A Specific Item Report will be submitted upon completion of the program.

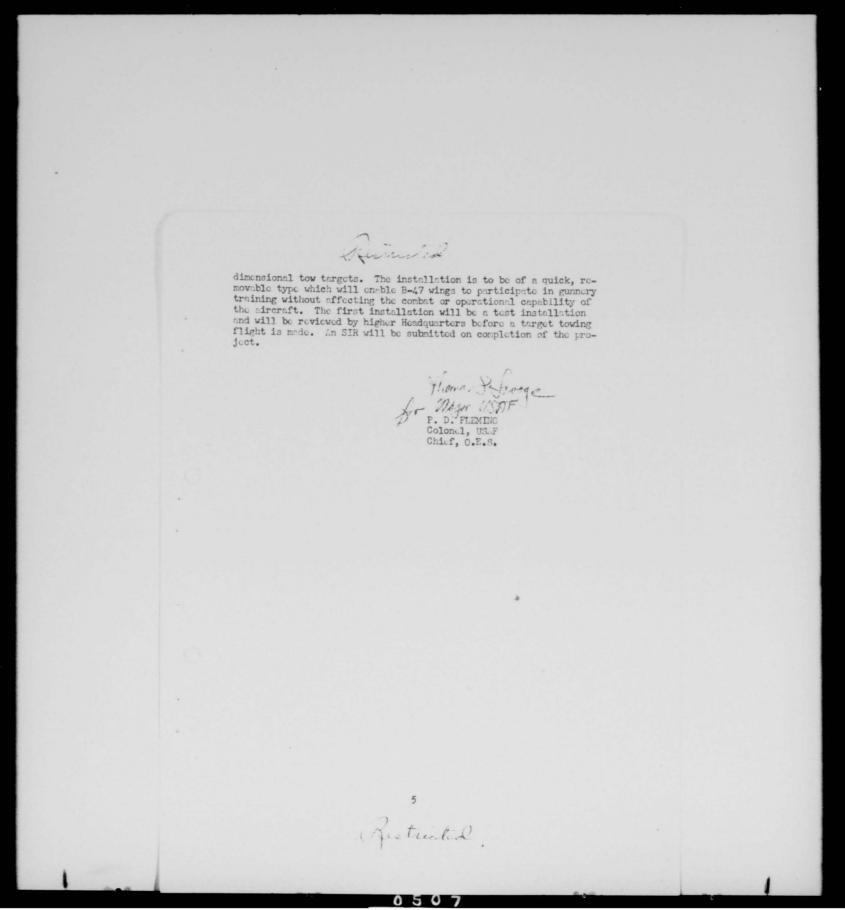
AM/APN-18 AC POWER SOURCE: (EE-45)

On Phase II modified B-47 aircraft, unregulated AC power from the PH alternator is used for the AN/ARN-18 Glide Path Receiver. This condition necessitates operating either number 1 or 6 engine at 50.5% or prestor to provide power for the AN/ARN-18 during AC approaches. This condition as accedered unsatisfactory. A SCR is using written and will be forwarded to your Headquarters recommending corrective action.

TON-TARGET REEL INSTALLATION: (ME-69)

At the direction of Headquarters SAC an A=2 real assembly is to be installed in one B 47 aircraft at this station for towing type A=3, three

Rustricted



Restricted

of

B-47 OPER TIONAL ENGINEERING SECTION

MONTHLY PROGRESS REPORT

Dated

6 March 1953

Covering the Period

1 February through 28 February 1953

ACTIVE PROJECTS

- 1. This part is divided into three sections, namely:
 - I. Aeronautical Engineering
 - II. Electrical Engineering
 - III. Mechanical Engineering
- It should be noted that several current projects have been reported in the basic letter (Part I) and are not contained in this Part.

Hertrictal

OPERATIONAL ENGINEERING SECTION Headquarters 6th Air Division MacDill Air Force Base, Florida

MONTHLY PRO RESS REPORT

Period: 1 February through 28 February 1953

PROJE	CT NO & TITLE	PURPOSE	DATE OF COMPLETION	REMARKS
AERON	AUTICAL ENGINEERING	BR/NCH:		
AE-4	Analysis of B-47 Mission Capability	To determine by actual flight test the range capability of the B-47B aircraft when equipped with J47-23 engines and utilizing IFR.	15 Mar 53	Further reduction of collected data has been required prior to publishing SIR #53B. This report will be pub- lished in the next period to conclude the required work on this project.
AE-11	B-47 Weight Reduction Program	To decrease the basic weight of the aircraft as a means for extending its long range capability.	Indefinite	No progress. This project is being retained as a study project only.
Æ-12	Installation of V.G.H. Recorders	To record high altitude gust conditions.	15 Mar 53	V.G.H. recorders are currently installed in three B-47 aircraft. 315 of the required 400 hours at altitude have been accumulated to date.
E-17	Deletion of B-47 Left Hand Elevator Trim Tab	problem when flaps are operated without automatic elevator correction.	1 Apr 53	The complications involved in preparing an aircraft at this Station, considering man-hours of labor and time of aircraft being out of commissions are med excessive. The Flight Test
		Bethi	tel	Section of the Boeing Airplane Com- page 66 Westata has an aircraft so modified and personnel of the OES

AE-17 (CONTINUED)

AE-18 Evaluation of Alco Windshield Wiper

To determine the adequacy of an improved wiper blade for the B-47 Alco windshield wiper.

Indefinita

Restricted

will fly this aircraft when available sometime during March.

This project is being held in abeyance until heavy rains are available to test the wipers during landing.

ELECTRICAL ENGINEERING BRANCH:

EE-5 ATO Indicator

To provide an indicator system Completed for the ATO circuits which will indicate the condition of all circuit breakers.

SIR #86, dated 4 Feb 1953, has been completed and forwarded to your Hondquarters.

EE-10 Inverter Malfunctions To evaluate, on a competitive Indefinite basis, nine (9) AN-3516 inverters from four different manufacturers.

Seven (7) Eicor and nine (9) Eclipse-Pionear inverters are inscalled in seven (7) aircraft.
Three (3) Eclipse-Pioneer inverters in secondary positions failed after an average of approximately 26 hours. Those three inverters have been repaired and reinstalled. The nine (9) Eclipse-Pienser invertors now have accumulated an average total time of 213:30 hours, and exclusive of the three melfunctions mentioned above, have had a total of four (4) malfunctions and twelve (12) minor adjustments have been made. The nine (9) Bicor inverters have accumulated an average total time of 172:32 hours, a total of 15 malfunctions and four (4) minor adjustments. Ten of these melfunctions were due to components in the control circuits. In addition, three (2) First introcers were removed from

Bestricted one nireraft due to excessive mal-EE-10 Continued functioning. The inverters were bench checked by an Eicor representative, and a faulty tube was discovered in the frequency control circuit of one of the inverters. The inverters were reinstalled in an aircraft and before the first flight, another of the inverters malfunctioned, showing the same characteristics that all three inverters showed in the original installation. This inverter is being held for the Eicor Representa-Evaluate APN-12 and APN-68 EE-14 Evaluation of Completed This project has been completed. APN-12 and APNrendezvous equipment in SIR #76 was forwarded to your 68 Rendezvous B-47 and KC-97 aircraft. Hendquarters through command Equipment channels on 13 Fub 1953. EE-14A Rendezvous To evaluate and to increase, 31 Mar 1953 This project has been delayed due Equipment if possible, the range of to the unavailability of the test B-47 rendezvous equipment. aircraft. The evaluation of APN-12 and APN-68 rendezvous equip- . ment, project No. EE-14 has been completed and is reported in Section II of this Progress Report. EE-16 Fuel Boost To monitor failures of old Indefinite New type B-18 fuel boost pumps, Pump and modified fuel boost TF52400, which incorporate a modi-Failures pumps at this station. fied motor cover, an additional throat screen, and a different body-flange gasket have been installed in 15 aircraft at this station. During the first month of operation, in which an average

EE-16 Continued

EE-30 K-System Slewing

EE-34 Mounting of RT-124/APS- Bistricted

To investigate the effect 15 Mar 53 of "slewing" the K-System when it is controlling the B-47 aircraft through the A-12D autopilot and to recommend modification of the K-System circuits to preclude violent maneuvering of the aircraft or accidental bomb release caused by the "slewing" operation.

To provide a quick disconnect . Completed mounting for the RT-124/LPS-23.

operating time of 88 hours was accumulated on the modified pumps, only one unit was replaced. This was due to electrical failure within the motor unit.

At this time the observers of the 306th Bomb Wing are accomplishing a brief program to determine the maximum tolorable preset turnangle, as read on the PDT, before switching to Second Station Auto. When factual data during maximum altitude flight are obtained from this source, the OSS will install and evaluate two test modifications.

It has been determined that replacement of the RT-124 can be facilitated by removing the entire mounting assembly from the aircraft and then removing the mount from the unit. This procedure is reversed to re-install the unit. This is considered an interim solution to this problem until Bosing MCR-6566-42 is incorporated in production. This MCR provides a quick disconnect mounting for the RT-124 after the 378th production aircraft. Therefore this problem is considered complete and no further action will be taken on it.

Restrict &

		7. A	- ital	
EE-40	K-System	To inv stigate failures of	Indofinito	No failures of this timer have
	Hayden Timer Deficiencies	the Hayden Timer in the SAU and determine if maintenance		occurred during February; there-
		procedures can be evelved		fore, no progress has been made on this report.
		that will reduce the failure rat of this unit.		
MECH/	NICAL ENGINEERING BRANCH:			
ME-12	Directional	To determine if the	15 Apr 53	Evaluation of the directional
	Damper	directional damper installa- tion is required during a		demper is continuing. A SIR
		normal combat mission.		concerning periodic inspections of the directional demper is being initiated.
ME-28	Fuel Loading	To develop a firm method	15 Mar 53	A Specific Item Report is being
	Procedures	for refueling the aircraft prior to long range missions.		published.
ME-43	Aileron Balance	To determine if aileron	Completed	SIR #66 dated Dec 52, forwarded
	Seal, B-47 Aircraft	balance seals must be inspected during each intermediate		through command channels to your Headquarters. Disposition to be
		inspection.		made by Haadquarters SAC.
ME-51	H-1 Hoisting Dolly	To evaluate the ability of	Completed	SIR #84 dated 2 Feb 53 has been
		the H-1 Hoisting Dolly to handle the loading of 500#,		initiated and forwarded through command channels. Disposition
		1,000#, 2,000# and 4,000# bombs and external B-47 wing		of the report will be determined
		tanks.		by Headquarters, Strategic Air Command.
ME-54	Service Life of B-47 Surface	To monitor the operation of	Indefinite	Supply channels are now issuing the
	Control Pump	twelve each subject assemblies, part number 4869_167		modified 167W300 pump assemblies only and twelve assemblies are
	Assemblies	WQ 300, for the purpose of determining periodic re-	-11	being monitored to determine their
		placement times.	ticiel	Sarvice life.
		,		
-				

ME-55 Pilot's In-Flight To ovaluate an adjustable Refueling Arm Rest arm rest installed on the pilot's sort during IFR.

Mesticke &

15 April 53 Evaluation of the adjustable arm rost on B-47 aircraft No. 51-2206 proved the arm rest to be more useful as a crew comfort item on long trips then as a requirement for IFR. Therefore, the edjustable orm rest is being re-ovelusted as a crew comfort item. A SIR will be submitted upon complition of this evolution.

ME-58 Dock Requirements for Periodic Maintenance Inspection

To review the periodic main— Completed tenance dock requirements for a B-47 organization, including air refueling support.

SIR #61, dot d 13 Supt 52, has been initiated and forwarded through command channels. Disposition

Command.

ME-63 Engine Choo-Choo

To investigate the engine choo-choo problem and to evaluate various fixes for its elimination.

Indefinite Extensive tests were made at this station during the last puriod by personnel from the Power Flant Lab, General Electric Co., OES and 305th Bomb Wing. All known devices for dampening out choo-choo pulsations were tested on chronically choochoosing engines. The most effective devices were found to be a smaller size orifice (.03?") and the accumulators (both the 10 cu. in. and 13 cu. in. models). Of these two devices, the smaller orifice restrictor is the most practical. Thirty of these new restrictors are being installed for a service test in 15 aircraft. Of the 16 installed

as of this date, only slight choochoosing has been found to persist

of the report will be determined by Handquarters, Strategic mir

ME-63 Continued

Bestricted

in only two cases. 107:10 hours of flying time have been accumulated. OES has requested your office to have the new restrictors service tested under very cold weather conditions. Service test of the old size .0595 orifice restrictor has been discontinued after 504:45 hours of engine operation, during which choo-choo was reported in 26% of the starts.

ME-65 Flaperon Hydraulic To mount the flaperon Pressure Gauge Mounting

1 Apr 53 accumulator hydraulic pressure gauges so as to prevent damage from excessive vibration.

In Phase II aircraft, indicator needles in the subject pressure gauges have been falling from the pivot shaft. Experimental mounts and flexible hydraulic connections to the gauge are being checked in an effort to reduce the vibration on the instrument. Present indications are that a sturdier gauge, flexibly mounted, will be required.

ME-67 Drop Tank Release Mechanism

To report a malfunction of the 15 Mar 53 external wing tank release system and to recommend corrective action.

Investigations have revealed that latch release receivers on side strut release units have not been positioned in accordance with design specifications. This discrepancy has resulted in one in-stance of a deployed tank chute without the jettisoning of the wing tank. Specific Item Report No. 874 is being written to point out the Realistic Tell Coder 01-20mB-2.

ME-68 Multiplace Life Raft Installation in B-47 Aircraft

To report information and make recommendations regarding the installation of a standard Air Force four man life raft in the B-47 Aircraft.

Completed SI

SIR #83, dated 29 Jan 53 has been initiated. The "action" copy is being forwarded through command channels.

Restricted

0-516

PART III B-47 OPERATIONAL ENGINEERING SECTION 6 March 1953 Covering the Period 1 February through 28 February 1953 FROJECTS /MAITING AMC-WADC ACTION . OES ACTION COMPLETE 1. This part is divided into three sections, namely: I. Leronautical Engineering II. Electrical Engineering III. Machanical Engineering Julielis

OPERATIONAL ENGINEERING SECTION Headquarters 6th Air Division MacDill Air Force Base, Florida

MONTHLY PROGRESS REPORT

Period: 1 thru 28 February 1953

PROJECT NO & TITLE

PURPOSE

RELIER

AERONAUTICAL ENGINEERING SECTION:

AE-13 PDI Instrument Relocation

To relocate the PDI to a position where it can be easily observed by the pilot.

ELECTRICAL ENGINEERING BRANCH:

EE-7 A-12D Autopilot Discrepancies

To recommend isolation of the NN/RN-14 Radio Megnetic Compass Indicator from the Autopilot, and modification of equipment associated with the autopilot, Type A-12D.

rectication 16

SIR #82, dated 24 Jan 1953, has been forwarded to your Headquarters. Contractor has initiated an ECP to improve the pilot's vision of the PDI. However this ECP has not been received for approval and/or evaluation by LIC/MIDC. Tentative effectivity has been established at the 510th aircraft. W.DC concurs with report in that better vision of the PDI is necessary.

SIR #27, deted 26 Feb 1952 and SIR #64, deted 27 Oct 1952 forwarded to your Headquarters. WhDC indicates that the aircraft contractor has submitted on BOP for separation of the ARN-14 Indicator and A-12D autopilot primary power circuits, and that this BOP is being approved by the WADC. When this change is made, all of the features which were recommended in SIR #27 will be incorporated. Therefore, this project is crafted at complete and no further

0518

- Fielmeline

RE-7 Continued

EE-13 K-Equipment Junction Box

J-218 Junction Box to a position which is more accessible to the Navigator in flight.

EE-20 Radar Circuit Breaker

To replace the 10 Amp circuit breaker, RC-2, in the Reder Power Panel, which furnishes regulated AC power to the A-1 computer with a 15 Amp breaker.

EE-21 Emergency Communications

To evaluate the use of the Collins 185-4 liaison radio in B-47 aircraft.

action will be taken.

To expedite the relocation of the SIR #77, dated 15 Jan 1953, forwarded to your Headquarters. This SIR is now being reviewed by the Armament Lab, WADC, and the changes recommended are being evaluated. The Armament Lab agrees that the relocation of the junction box is very desirable.

> SIR #56, dated 15 July 1952 forwarded to your Hoadquarters. On 20 Oct 1952, W.DC indicated that the aircraft contractor had been directed to propare an ECP to incorporate a 15 Amp breaker. To date, no further information has been received from WADC regarding this ECP. It is suggested that WADC take definite action to expedite the submission of this ECP and the correction of this deficiency.

SIR #71, dated 15 December 1952, forwarded to your Headquarters. WADC is now conducting tests with the ARC-21 and the Collins 1854 on aircraft which have wing tip and fixed wire antennae. These tests will evaluate the range of these sets and the effect of icing on the fixed wire antenna. WADC indicates that these evaluation tests should be completed in the next 30 days.

17

richer tox

EE-22 K-System Cable Deficiencies

To recommend elimination of wiring which causes spoking of the relar presentation. This wiring was only partially deleted by ECP-58.

SIR #42, dated 7 May 1952, forwarded to your Hoadquarters. In January, W.DC indicated that the immament Lab was proparing a Technical Order which would dictate removal of extransous wires. WADC now states that the wires are not to be removed to evoid affecting interchangebility and that a Tuchnical Order will not be written. Subject SIR recommended removing the wires from the cables in B-47 sires ft and this will not affect equipment interchangebility between the K-System and the AN/APQ-24. In addition, WADC also stated that subject wires will be red in the least modified sets but does not state how or why they will be used. Therefore, the COS will attempt to obtain additional information on recent modifications which will utilize these wires.

EE-24 Misfire of ATO Motors

EE-26 Towing of N-1

Bomb Dolly

To forward information and make recommendations regarding the misfiring of ATO motors, due to faulty electrical connectors.

To provide a more suitable means of securing the tongue of the N-1 bomb dolly to the aircraft during towing operations.

SIR #44, dated 17 May 1952 has been forwarded to your Headquarters. Connectors and leads of the types discussed in SIR #44 have been shipped to the Commonling General, WALL, ithis WOWS F-W-188 for inspection. It is understood that a project has been established by WADC to test an automatic energizing device on an F-86 type aircraft.

SIR #60 dated 17 Sept 1952, and SIR #60%, dated 10 Nov 1952 forwarded to your Hoadquarters. WADC indicates that the contractor has initiated an ECP for attachment facility for N-1 bomb dolly on forward main gear strut with tentative effective point at 617 aircraft. AMC-WADC has not received EGP for approval and for evaluation In thition, WADC Labs are presently

(restricted)

EE-26 Continued

EE-28 Mounting of Nesa Glass Windshield De-Icing Trans-

To simplify the replacement of defective auto-transformers in the Nesa glass windshield de-icing system.

EE-29 Oxygen Warning System

To recommend changes in the oxygen warning system that will increase its reliability and provide satisfactory operation for the flight crows.

evaluating the retrefit recommendation of subject report.

SIR #70, dated 12 December 1952, forwarded to your Headquarters. WADC concurs in GES recommendations regarding mounting of the Ness glass auto-transformer to simplify replacement. However, the contractor has proposed a windshield de-icing transformer mounting revision for the RB-47B that is somewhat different from OES recommendation, but which also appears to be satisfactory. Therefore, the contractor has been requested by WADC to comment on subject report particularly regarding ECP already established for RB-47B and how it will affect B-47B airplanes.

SIN #62, dated 25 September 1952, forwarded to your Hendquarters. WADC indicates that an official answer is now being coordinated within Headquarters WADC.

L'estrected

EE-32 Nosa Glass Windshield System

To recommend corrective action necessary to make the Nesa windshield de-icing system operate reliably.

EE-33 Spare Three Phase Inverter

To provide an alternate source of three phase power for the Kfor the K-System System by replacing the 500 VA spare instrument inverter, AN-3533 with a 750 VA inverter, AN-3534, to serve as a spare for both systems.

EE-35 B-8 Intervalometer Installation

To recommend corrective measures for deficiencies in the B-8 intervalometer installation.

SIR #73, dated 23 December 1952, has been forwarded to your Headquarters. WADC is initiating action to (1) write a Technical Order to rewire the temperature control unit as outlined by subject report for aircraft so wired, (2) or request the contractor to study the feasibility of revoking present Nesa control boxes so they will function while using unregulated frequency power or the development of a new box to meet the requirement, and (3) request the contractor to establish ECP's to cover action initiated by (2) above for both production and retrofit.

SIR #69, dated 12 December 1952, forwarded to your Headquarters. Headquarters MADC, has concurred with recommendations of SIR #69, and has requested the contractor to submit an ECP which incorporates the features recommended in this SIR.

SIR #74, dated 15 January 1953, has been forwarded to your Macaquarters. WADC indicates that ECP-331K which corrects the wiring deficiency has not been received. The WADC is to require closer quality control on the manufacture of the B-8 intervalometers. In addition, the aircraft contractor will be required to accomplish a functional check of the camera system.

- received &

E3-36 Mounting Provisions of Potentiometers on PP-353 Panel To modify the mounting for potentiometers R-3801, 2, 3 and 4, which are located on the front panel of the PP-353/LPQ-31, to prevent the bodies of the potentiometers from rotating and shorting out hot terminels.

EE-37 K-Systam Fuse . Accessibility SAU and CAU To make fuses in the computer (CAU) and Stabilization (SAU) amplifier units more accessible to the K-System operator.

EE-38 Guard for Control Box C-626, /N/ /RC-27 To report the deficiencies that exist in the control box C-626, iN-ARC-27 installation and to recommend a corrective change and action.

MECHANICAL ENGINEERING BRANCH:

ME-9 Cabin Drainage

To improve B-47 cabin drainage so that failure of free air temperature bulbs and corresion within the aircraft will not occur. SIR #81, dated 23 Jenuary 1953, forwarded to your Headquarters. The Armament Leb, MADC, is now evaluating the proposed modifications and will asser the SIR on or before 25 March 1953.

SIR #78, dated 15 January 1953 forwarded to your Headquarters. WADC states that this SIR is being reviewed by the Armament Lab, and on answer should be available on or before 9 April 1953.

SIR #72, dated 12 December 1952, forwarded to Headquarters WLDC on 23 December 1952. WLDC has indicated that this SIR was not received and no action has been taken. Therefore, additional copies of this report are being forwarded.

SIR #30, dated 10 April 1952, and SIR #64, dated 27 October 1952, forwarded your Handguarters. It is understood that a Technical Order is being initiated directing that using organizations drill a 1/2" diameter drainage hale in the center of the stiffener, at station 126.50.

Restricted

ME-11 Operational Analysis of B-47 Cabin Air Conditioning System

To recommend (1) removel of automatic temperature regulation system, (2) installation of separate controllable air ducts in the canopy, (3) relocation of all upper air outlets, (4) incorporation of a water separator, and (5) installation for the observer to implementing corrective action as independently control his air flow and temperature.

SIR #63 dated 25 September 1952 forwarded your Headquarters. A conference has been tentatively set up for 10 March 1953 at the Edipment Lab, WADC, to discuss the contractor's and WADC's flight test results and to establish a program for necessary.

ME-15 Observer's Ditching

To establish a satisfactory observer's SIR #45 dated 21 May 1952 and SIR #64 dated 27 October 1952 have been forwarded aircraft.

to your Headquarters. The contractor has established an ECP for the incorporation of an observer's ditching station. Details of change are now being worked out with tentative effectivity at 788 aircraft. OCAMA will be directed by MADC to write a Technical Order for an interim ditching

ME-21 Lower Wing Surface Access

To modify the method for retaining the lower wing surface access panels so that the cable, presently stressed for 782 pounds, will not hold the panel to the aircraft in the event the panel becomes loose in flight.

SIR #17, dated 6 March 1952, and SIR #64, dated 27 October 1952, forwarded your Headquirters. Additional copies of SIR #17 have been requested by your Headquarters since none are currently available there. No further information on this project is available.

trestrictos.

ME_30 Play in Flight Controls To evaluate the amount of play in the flight controls after Technical Order Ol-20EN-41 was accomplished and to recommend necessary action. SIR #22, dated 6 Mar 52, forwarded your Headquarters. WADC-AMC have directed that modified cams will not be installed because the dual rudder-elevator boost system is to be incorporated. OES concurs with this action. This completes this project.

ME-31 J47-11 Engine Service Life To periodically present an evaluation of the service life of engines installed on the B-47B aircraft.

SIR #15B, dated 12 December 1952 has been forwarded to your Headquarters. This SIR concludes the summarization of service life data collected on the J47-11 engines at this station.

ME-36 Periscopic Sextant To expedite incorporation of a periscopic sextant in the canopy at the copilot's station.

SIR #13 dated 26 February 1952, forwarded your Headquarters. WADC advises that a conference on new canopies, which will include a discussion of provisions for the periscopic sextent mount, is tentatively scheduled for 17 March 1953 at Boeing, Seattle. The discussion will include the installation in both the B-47B and B-47E configurations. Interested activities will be invited to attend by Headquarters WADC.

ME-36A Periscopic Sextant

To point out deficiencies in the sextent mounting provisions at the Observer's position.

SIR #13A dated 4 November 1952 forwarded your Headquarters. Ref. ME-36. The conference will also discuss the problems of the sextant installation in the Observer's position, B-47B aircraft.

23

Restricted

Testucted

ME-41 Servicing Engine Oil Tenks To report the unsatisfactoriness of the engine oil trnk installation as regards method of servicing, quantity determination, everboard oil leakage, and a potential fire hazard.

SIR #4, drtod 6 May 1952, forwarded your Headquarters. No further comments at present.

ME-42 Drag Chuto Tail Access Door Installation

To recommend a suitable repair for the component of the door installation which has frequently failed. SIR #47, deted 23 May 1952 and SIR #64, deted 27 October 1952, forwarded your Headquerters. MADC Laboratories are currently evaluating the contractor's ECP. A tentative effective point has been established at the 683rd unit.

ME-48 Fuel Selector Panel

To report comments of 306th 30mb Wing personnel regarding the modified fuel selector panel. SIR #330, dated 17 June 1952, forwarded your Headquarters. A medified fuel selector penel assembly was adopted at a Fuel Control Penel Conference held at Boeing Airplane Company, Wichita, Kansas, on 17 February 1953.

ME-49 Modification of Fuel Selector Switches

To recommend as an interim measure a mechanical stop on the fuel selector panel which will preclude the inadvertent placing of all fuel selector switches in the manifold to engine position.

SIR #33B, dated 17 May 1952, forwarded your Headquarters. A Fuel Panel Conference was held at Wichita, Kansas on 17 February 1952 and a decision was reached on a permanent fix which the contractor expects to be ready for field retrofit within 60 days. The contractor has recommended an effectivity at the 693rd unit.

Jestricted

ME-50 Fuel Pressure Lights

To recommend a more reliable Warning Indicator type of fuel pressure warning

ME-59 Seal Retainers on Fuselage Access Doors

To recommend substitution of screws in lieu of rivets for retaining seal strips on fusclage access doors.

ME-60 Operational Suitability Test of Phase II Modified B-47B Aircraft

To evaluate the operational suitability of a Phase II modified B-47B aircraft.

ME-61 Accomplishment of SIR Modifications

To recommend that field activities by Field Activities which had been previously recommendod in other individual SIR's.

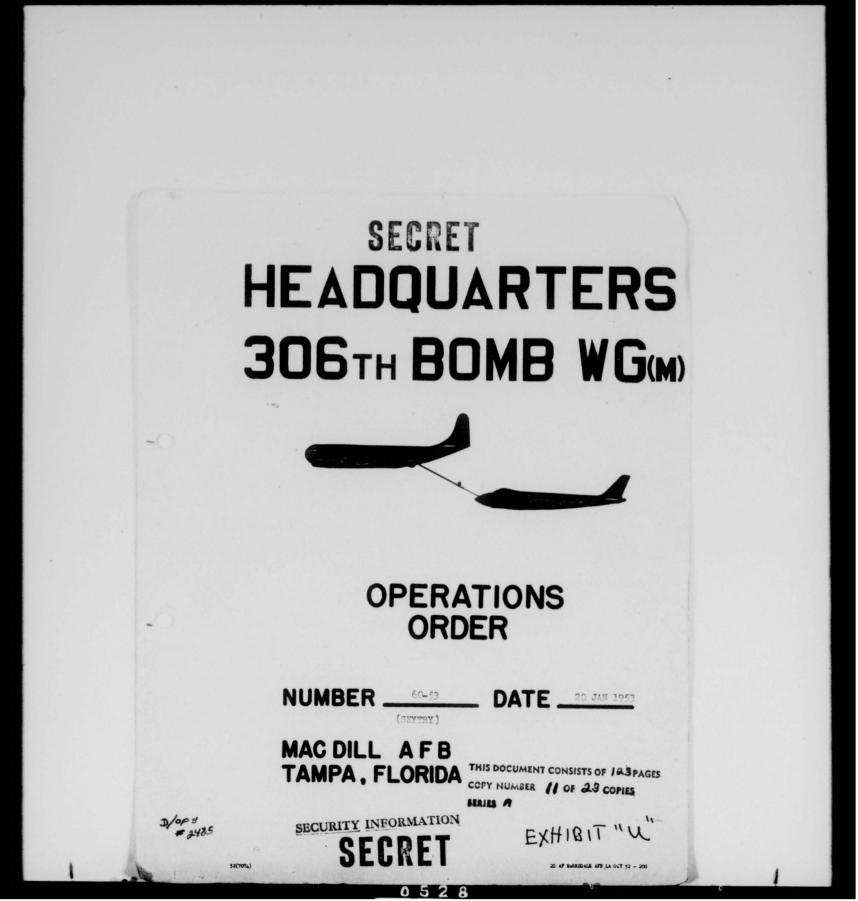
SIR #49, dated 29 May 1952, forwarded your Headquarters. A list of situations under which this item can give erroneous readings will be incorporated in a Technical Order for the information of flying personnel. This is considered a temporary fix only. Further, the contractor has been requested to conduct a complete investigation to eliminate this deficiency entirely.

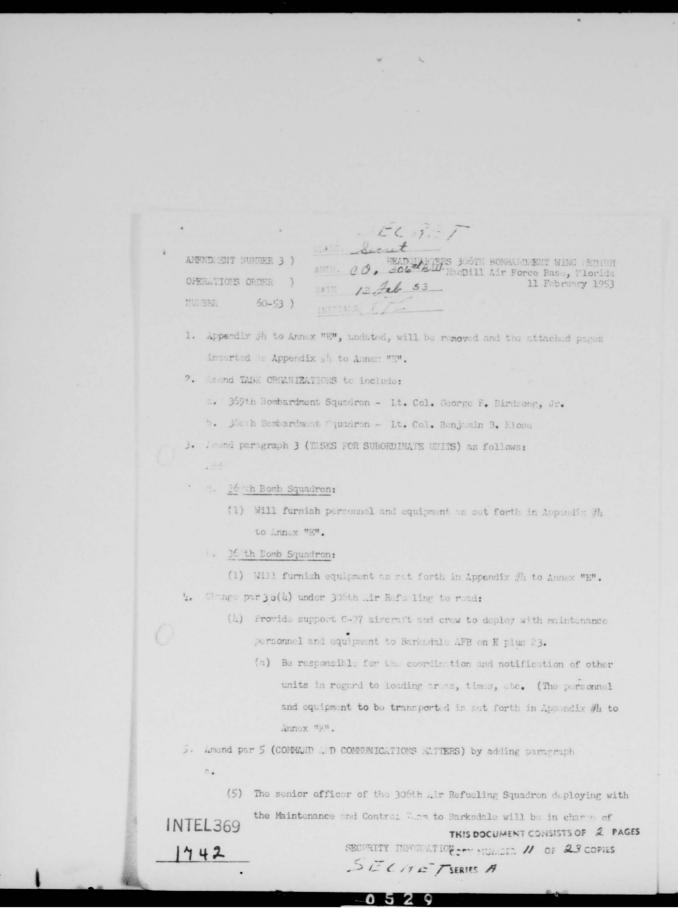
The contractor's ECP is now being evaluated by WADC Laboratories. A tentativo offective point has been established at the 693rd unit, contingent upon approval of the ECP by WADC.

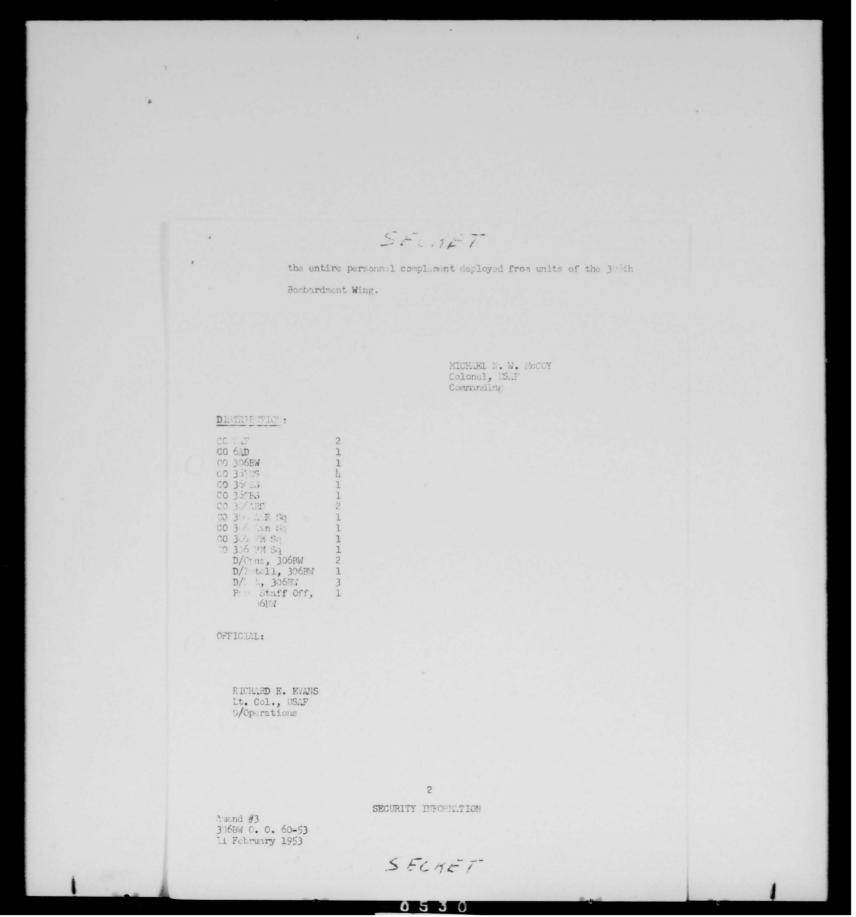
SIR #75 dated 9 January 1953 has been initiated. The "action" copy has been forwarded through command channels.

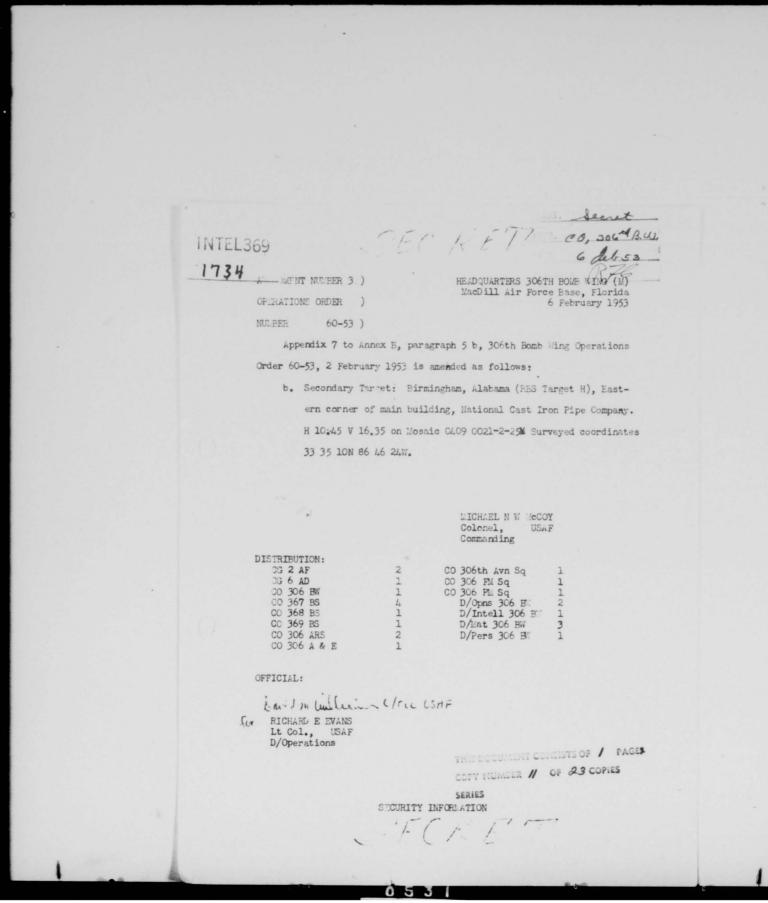
SIR #64, deted 27 October 1952, forwarded be authorized to accomplish 12 changes your Headquerters. No additional information is available.

Sectuited









SECRET	
SECKET CO 306 BUS	
AMENDMENT NUMBER 2) HEADQUARTERS 306TH BONBARDMENT WING MEDIUM	
OPERATIONS ORDER) INTEL369 MacDill Air Force Base, Plorida 27 January 1953	
NUMBER 60-53) 1714	
1. Paragraph 1 of Innex "E" is amended as follows:	
a. T-33, #2926, is changed to T-33, #6926.	
b. KC-97, #51-196 is changed to KC-97, #51-205.	
c. KC-97, #51-219 is changed to KC-97, #51-223.	
2. Paragraph Lc of Appendix 3 to Annex "E" is changed to read:	
"Ac. Emphasis should be placed on accurate reporting by the activities	
which are currently reporting by recap sheets to the AMC Consumption	
Task Force.	
(1) Reports will be required only by the following activities:	
(a) Shoot Metal	
(b) Aero Ropair	
(c) Hydraulic .	
(d) Electric	
(a) Instrument	
(f) Fabric	
(g) Dock Shop	
(2) If additional activities are required to report, notification	
will be by subsequent amendments to this SOP."	
3. Paragraph lc of Appendix h to .nnex "E" is amend d as follows:	
Add: 42550 Hydraulic Specialist 2	
SECURITY INFORMATION	
THIS DOCUMENT CONSISTS OF V FACED COPY NUMBER // OF 2 3 COPIES	
SERIES A	

SECKET

- 4. Paragraph 3 of Appendix 4 to Annex "E" is changed to read:
 - "3. Equipment: Individual tool kits will accompany each mechanic. The 306th Air Refueling Squadron will provide one (1) 50 ton axle jack.
- 5. All references to 306th Air Refueling Squadron furnishing aircraft for radio orbits as contained in Annex C and Appendix 1 to Annex C are hereby rescinded.
- 6. Par 2, d. to Annex D is amended to read HF equipped B-47's will submit hourly tactical position reports for its position only to HF Communications Control Stations (AFX or AFE 16) using the FOGHORN Code on all missions.

Par. 10. UHF Channelization: Amend the following channels to read:

CHANNEL	SERVICE	FREQUENC
6	Bomber Common and Refueling (Secondary)	341.4
13	Interplane and Refueling (Primary)	344.6
16	Devil Control - Range 36	288.0
M	Devil Control (Secondary)	238.4
	1400	1

| JOHN C THRIFT | Colonel, USAF | Commanding | CG 2 AF | 2 | CO 306th Avn Sq | 1 | CO 306 PM Sq | 1 | CO 306 PM Sq | 1 | CO 367 HS | 4 | D/Opns 306 BW | 2 | CO 368 BS | 1 | D/Intell 306 BW | 1 | CO 369 BS | 1 | D/Mat 306 BW | 3 | CO 366 ARS | 2 | D/Pers 306 BW | 1 | CO 306 ARS | 2 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/Pers 306 BW | 1 | CO 306 A&E Sq | 1 | D/

OFFICIAL

RICHARD E EVANS

Lt Col., USAF

D/Operations

Amend # 2 306 BW 00 60-53 27 Jan 53

SECURITY INFORMATION

```
ECRET
 AMENDATINT NUMBER 1 )
                                 HEADQUARTERS 306TH BOLB FING (12)
                                  LacDill Air Force Base, Florida
 OPERATIONS ORDER )
                                                 21 January 1952
NULBER
            60-53)
     The attached inclosure will be added as page five (5) to Annex
B, 306 Bomb Wing Operations Order 60-53, 20 January 1953.
                                 MICHAEL N W LCCOY
Colonel, USAF
Commanding
Incl:
  Page 5 to Annex B
  306 BW 00 60-53
DISTRIBUTION:
  CG 2 AF
                                CO 306th Avn Sq
  CG 6AD
                                00 306th FL. Sq.
  CO 306 BW
                                00 306th Pl Sq
  00 367th BS
                                D/Opns
  CO 368th ES
                                D/Intell
  CO 369th BS
  CO 306th ARS
                                D/Pers
  CO 306th A & E 1
OFFICIAL:
  Levi M hickain the Uses
RICH RD E EVANS
   D/Operations
                      SECURITY INFORMATION
                      SECKET
```

11. CO 306 KW 20 JAN53

> HEADQUARTERS 306TH DOME WITHO (M) MacDill Air force Maso, Morida 20 January 1953

OF ERATIONS CREEK)

NUMP SE 60-53) (SEY TY)

CHART OR MAP 1983 WOWS: As Required.

TASK "GAMIZATIONS:

367th Hombardment Squadron

Lt Col LOYD D CRITTI

306th Air 3 fulling Squadron

Maj ROJLAND H .OLGEL JE

306th Armament and Detronics Sqdn Maj ILLIAM & SHIMDAL

306th Field Maintanance Squadron

and CAROL V HUNDER

306th Periodic Maintenance Squadron Lt Col ALERT W LA FAR

306th Aviation Equadron Bombardment . Maj ALVER K SPIVEY

- 1. Gamural SIPUATION: A requirement exists for conducting an Operational suitability test of a medium bomb squadren equipped with B-47B modified aircraft and organized under T/O 1178P (Tentetive).
 - a. Intelligence: See Annex A.
 - b. Friendly Forces:
 - (1) MATS:
 - (a) Provide air sea rescue facilities.
 - (2) ADC:
 - (a) Provide fighter interceptors and and facilities.
 - (b) Provide pertinent data concerning E-47 detection, acquisition and interception.
 - (3) APGC:

SECURITY INFORMATION

SECKET

SECRET

- (a) Provide necessary tembing and gunnary rings requirements on Range No. 36.
- (b) Provide normal defense facilities in the lilin erea.
- (4) 3903d OS Group:
 - (a) Provide RBS facilities at Tirmingham, Charlotte, Richmond and Denver.
- MISSION: To conduct a thirty (30) day simulated comb t operation with a 8-47 Squadron equipped with 15 B-47B Fhase II modified aircraft.
- 3. TASKS FOR SUBORDINATE UNITS:
 - a. 367th omb quadron
 - (1) Provide crows and aircraft to fly missions outlined in Appendix 1 thru 10 to annex B.
 - b. 306th Air Refueling Squedron:
 - (1) Provide craws and sireraft to provide necessary refueling on missions number 2, 7, 8, 9 and 10 as cutlined in annex C.
 - (2) Provide craws and circraft to act as radio relay control aircraft on missions 2, 6, 7 and 10 as outlined in annax C.
 - (3) Provide the following control team personnel at Darksdale AFB on E ≠ 23 to support 18 tankers staring from Larksdale on E ≠ 24 (Mission number 9):
 - 1 Operations Officer 1435
 - 1 Asst Opera ions Officer 1435
 - 1 Maintenance Officer 4344
 - 1 Intalligence Officer 2054
 - (4) Provide support C-97 aircraft and crow to deploy with Maintenance personnel and equipment (outlined in annex E)

306 BW 00 60-53 20 Jan 53 SECRET

SECRET

to Barksdele at on E / 23.

- (5) Provide mointenance personnel and advisage at the k delete to surport mission number 9 as outlined in annum S.
- (*) Direct aircraft come relars and navigat re to attend 367th
 Domb Squadron briefings on SKYPY missions requiring
 refueling. Priofings will be held in the ding briefing
 toom.
- c. 3 6th argument and Electronics Soundrans
 - Support this mission as required, priorities as cutlined in Annox E.
 - (2) Provide necessary maintenance equipment and/or personnel as may be required to support the 306th air tefueling Squadron stating from Derivedale APP (See Annex 2).
- d. 306th Field Maintenance Squadron:
 - Support this mission as required, priorities as outlined in Annax 3.
 - (2) Provide necessary maintenance equipment and/or personnel as may be required to support the 306th Air Medualing Squadren staging from Barksdale AFB (See Annex 3).
- e. 306th Poriodic Haint mane: Squadron:
 - Support this mission as required, priorities as outlined in Annex E.
 - (2) Provide necessary maintanance equipment and/or personnel as may be required to support the 306th Air Refueling Squadron staging from Perksdale AFB (See Annex E).

306B: 00 60-53 20 Jan 53 SECURITY INFORMATION
SECRET

SECRET

- f: 306th Aviation Squadron:
 - (1) Support this mission as required.
- x. General Instructions:
 - (1) E Day is 22 January 1953.
 - (2) All times used in this operation will be in "Z" time.
 - (3) If Hour will be the Master Control Time in Greenwich Givil Time to coordinate timing of the ten missions for designated GP's indicated in Annex B. Timing for each mission will be indicated by "H" hour.
 - (4) The SAC data collection agency at MacDill AFS will be known as the "SKY-TRY" Control Unit.
 - (5) For purposes of evaluation, all missions will be considered "bombing evaluation missions" and scored accordingly as indicated in Annex B.
 - (6) To maintain an element of surprise on Missions 5, 6 and 10, ADC defense areas will not be alerted.
 - (7) Soo Annox P for specific responsibilities.
- 4. ADMINISTRATIVE AND LOGISTICAL MASTERS:
 - a. Soe Annox E.
- 5. COLUMN AND COLUMNICATIONS MATERES:
 - a. Command:
 - (1) CG SAC, Offutt AFB, Nobraska.
 - (2) CG, Second Air Force, Barksdalo AFB, La.

306 Bl 00 60-53 20 Jan 53

SECURITY INFORMATION

SECRET

SECRET (3) CG, 6th air Division MacDill AFE, Fla. (h) co, 306th Load Wing (N), sectil IFB, Fir. b. Consumications: See .nn x D. MICHAPL 1 % Hecor Colonel, US F C manding INNEXES: A - Intelligence B - Operations C - defueling D - Communications E - Material F - Specific Responsibilities DISTALBUTION: CG 6aD CO 306th BW CO 306th BW 1 CO 367th BS 1 CO 369th BS 1 CO 306th ARS 2 CO 306th AVR S 1 CO 306th FR S 1 CO 306th PM S 1 CO 306th PM S 1 D/Opns D/Intell D/Mat D/Pers OFFICIAL: ALCHAND E EVANS Lt Col USAF D/Operations 5. 306 BW 00 60-53 SECULITY INFORMATION (SKYTAY) SECRET

SECRET

HEADQUARTERS 306TH BOMB WING MEDIUM MacDill Air Force Base, Florida 20 January 1953

MINEX A

tio

OPERATIONS ORDER 60-53

INTELLIGE CE

Maps: United States XGN 9a and XGN 9b

- 1. SUMMARY OF ENEMY SITU.TICM: All areas marked within an Air Defense Identification Zone will be assumed to be unfriendly areas. The positions enroute at which Air Defense Forces will simulate unfriendly forces have been designated in Annex B to 306 BW 00 60-53 (SKYTRY)
- 2. CHARACTERISTICS OF AREA OF OPARATION: The Continental U. S. is now occupied by forces assumed to be unfriendly. Air Defense Command has in operation a very comprehensive system of defense against any air penetration. Refer to maps above for detailed information on the air and ground defenses.

3. ESSENTIAL ELEMANTS OF INFORMATION:

- a. Determine the maximum range of the enemy's GCI, EM, and GL radar net in the area of operations.
- b. Determine the enemy's fighter interception strength, type, location, armament and other pertinent data.
- c. Determine the enemy's capabilities through intelligence gained from interception of his electronic facilities.
- d. Determine capabilities of enemy's fighter intercepter aircraft.

SECRET

0 5 4 0

- c. Determine enemy's cabilities for ground defense of areas penetrated.
- h. MECONNAISSANCE: Omitted,
- 5. CAPTURED DOCUMENTS AND PAISONERS OF MARKS OF STREET
- 6. CAPTURED BATARIAL AND SUVVALIRAGE Not suplicable
- 7. Miss, CHATS, and MODELS: Not applicable,
- 8. INTERPRETERS ... ID TRANSLATORS: Not applicable
- 9. INTELLIGENCE SEAGLALIST TEAMS: Not applicable,
- 10. CL NDESTINE .J. TS: Not applicable.
- 11. COUNTER INT AMICHICE: for electronic counter injettings of see Annex "D".
- 12. PSYCHOLOGICAL Walkfully Not applicable.
- 13. DECEPTION: See Annex "E" to 306 WW 00 60-53 (CKTERT)
- 14. ACTORTS AND DESTRIBUTION:
 - 2. All reports not submitted under procedures of SAC Manual 55-6 will be identified by the Code Word "SKI-THE TEST".
 - b. The following reports will be substitted under the provisions of SAC Manuel 55-6, dated October, 1951, as mended. Lach report will include mission number as assigned in Operations Order.
 - (1) Distribution A:
 - (a) A.-1, A-1, A-2, A-4.
 - (b) B-2 (submit for "primary" target only). CG 2AF "AFX/HKCD" included as an addressee.
 - (c) C-2, C-3
 - (d) C-4, (use special C-4 report as su plied by Hq SAC).
 - (c) C-5, C-6, C-8, C-9

ANNEX A to

306 BN 00 60-53(SAYTRY) SECRET SECURITY DIFORMATION

- (f) P-1 (submit for each required camera scored run and RES run. (Use format provided for Operation "Turkey-Run.")
 Reference par. d, resorting instructions of subject report;
 for this exercise only, subject pragaph will read the same as paragraph d, reporting instructions of K-3 report.
- (m) F-
- (h) H-2 (CC 217 will determine which erew member or staff officer prepares this report).
- (i) H-3 (use special H-3 report as supplied by Hq SAC).
- (j) H-4, H-5.
- c. "Fast Freight" reports will be submitted in a cordence with provisions of 306th Bomb Wing Reg. 55-8, dated 9 December 1952.
- d. KC-97 Aircraft novements to end from staging have and home stations will be reported in accordance with inchesure 0, SAC Reg 55-11.
- c. Radar bombing reports will be submitted as follows:
 - (1) Within ten days after each air ion, all rader target photography taken on this mission, together with completed rader scene photologs, be forwarded to the 2d Recon Tach Squadron for plotting.

 Scores will not be provided to the 2d RTS.
 - (2) Within two lays after the consolution of the entire exercise mader Prediction and the Photo Interpretor T ams will forward to Hqs 2AF, attn: Director of Operations, one set of un mostated bomb run radar photos on each target, selected in accordance with SAC Re what lon 95-1, dated 2h December 1952.

- 3 -

ANNEX A to

306 BW 00 60-53(SKYTAY)

SECRET
SECURITY IN FORMATION

Selected photos will be of good quality and will be selected from a bomb run which resulted in a good score.

- f. Strike Reports:
 - (1) Aircraft Commenders of all H° equipped B-17's will not as HF airborne relay stations during such mission for submission of B-2 strike reports from DEF only conjuged aircraft. In the event of non-availability of HF airborne relay station (D-h7 aircraft equipped with HF), B-2 Strike Reports will be submitted to appropriate after space by the cuical means after aircraft arrives at hote states or allegance.
 - (2) Bombardment type aircraft will subsit a D-2 report for the first target briefed to be attacked after initial aircraft refueling or when there is no pre-target air-to-nir refueling, for the first target belefed to be attacked.
- g. Combat Reports: 306th Bomb Wing Regulation Number 55-6, dated 7 Aug 52, will be adhered to in submitting combat reports. The Combat Reporting Unit will be located at the Wing Control Room-Tel 604 and 546.
- h. One extra copy of all reports required by SAC Manual 55-6, will be furnished to the Controller SKY TRI TLST, Attn: Lt. Col. Robinson, Second Floor, Base Hangar.

ANNEX A to

306 BW 00 60-53(SKYTRY)

- 4 -

SECRET

SECRET

HEADQUARTERS 306TH BOME WING (M)
MacDill Air Force Base, Florido
20 January 1953

ANNEX B

TO.

OFERATIONS ORDER 60-53

OF ERATIONS

Criteria, Ground Rules, Tiring, Missions

1. CRITERIA AND GROUND RULES:

- a. "Military Mocessity" will be used during this test and will be included on all flight plans.
- b. Farticipating and aircraft will transmit position reports while in "friendly" territory (Refer to Annex 8). No position reports will be transmitted while in "unfriendly" territory except in an emergency or to execute bomb runs. Aircraft clearances will contain the following phrase in the remarks column: "Exercise strike do not pass to radar between (point where entering unfriendly territory) and (point where leaving unfriendly territory)."
- c. Aborting sireraft, if in ADIZ at time of abort, or at a position whereby ponetration of an ADIZ is necessary to return to home base, will call necrest UHF station and advise as to aborting aircraft and position and request that flight plan to be passed to radar.
- d. Running lights of all aircraft will be an during hours of darkness in friendly areas and off in unfriendly areas.
- e. Bombers on night missions, upon detection of interceptor aircraft,

SECURITY INFORMATION

SECRET

will flash navigation lights off and on.

- f. Targets designated as "primary" will be the principal factor in the determination of pre-target aforts. For targets, however, will be the primary source of probling effectiveness data.
- g. Interval between afteraft on missions ashed led for individual aircraft flights will not exceed 15 minutes now be less than five minutes.
- h. Missions see dated for cell or daylight formation will have a 30 minute inter al between cells.
- IFI will be circulated on every ilight as 10,000 feet for 15 minutes following take-off.
- j. all missions will be planned with the commeption of 80% winds from 270° at operating altitudes. For lower altitude (IFI and IFA) the assumed velocity will be 50%.
- k. Radio sids to nevigation popular to do astic areas will not be utilized for nevigation purposes unless in an energency.
- Unless otherwise stated, all missions will be flown at optimum
 performance cruise conditions of speed and altitude. For those
 missions specifying maxicum speed or altitude, these maxima
 will apply only when within 500 miles of the primary target.
- m. Wing tanks will not be dropped on any mission unless in an emergency.
- n. All IFR missions except Mission No. 9 will be planned on the basis of one tanker sircraft per bomber with the tanker staging from the same base.
- Test missions simulate combat conditions from a forward base after the unit has deployed.

ANNEX B to SECURITY INFORMATION 306 BW 00 60-53 (SKYTRY) SEGRE 7

- p. Full ammunition load will be carried on all flights, but fired only on hissions No. 3, 7 and 10. SAT Reg 50-29 will apply.
 After completion of firing, the tail turnet controls will not be manned and all turnet switches will be off.
- q. While flying over unfriendly territory, coolin differential pressure will be on "combet" setting of 2.35 PSI.
- r. Aircraft destroyed or damaged to proclude operational use will be replaced immediately.
- s. All sirerest unable to bomb primary term to by redar or optics will return to nome base. Under these conditions on issions No. 3, 7 and 10, T-59 bombs will be r turned to home base if no emergency exists.
- to Day formations or calls will be planted with a minimum of four aircraft for each flight. HF equipped aircraft will be placed in each flight if available.
- u. Electronic means will be the primary mathed of conducting tirrefueling rendezvous.
- v. Aircraft unable to air-refuel prior to target will about if unable to bomb the primary target and land at a case alt reste in friendly territory.
- w. On every flight, preflight the U-2 bending system and simulate a bomo release at bombing altitude, to include opening of bomb bay doors and activation of U-2 release through the "K" system (Primary targets only).
- x. Call form tion eigerate which must separate from the lead eigeraft at an RBS IP will not be camera scored at the RBS target.
 On Missions No. 2 and 9, only the lead eigeraft in each forma-

ANNEX B to 306 BW 00 60-53 (SMYTRY) SECURITY INFORMATION
SECRET

SECRET

tion will be scored on the radir comera scored targets.

- y. Hange procedures and target information participing to the T-59 target at Eglin AFF, Floride, contained in Application Guide, Precision Lange 30, Eglin AFF, data and AFFL 255t, will apply.
- a. Aircraft unable to effect normal roles on the Gelan target due to fealty release sechenism will about release over an isolated area of the range and rature directly so & chill RB.
- es. All swill blo target materials are outracted for this exercise.
- sb. Mission planning and target study will be in the remained with S.C honual 50-02 insofar as price and
- 2. TITING:

7 %			
E Di	3	Mission	70. 1
E /	3		2
E /	6		3
E /	9		
$\mathbb{E} \neq$	12		,
8 /	15		ó
$\mathbb{E} \neq$	18		V
E /	21		8
E /	24		9
R 1	27		7.

3. MISSIONS: See Appendices 1 thru 10.

SECRET

SECKET

ADDITIONAL GROUND RULTS AND SPECIAL INSTRUCTIONS

- 1. H-Hour control times will be used to determine the take-off time by
 using the latest metro information available. Once airborne, aircraft will maintain briefed Mach, routes and disjudes and will not
 attempt to make good these control times.
- 2. Latest possible take-off time:
 - a. Individual aircraft:
 - (1) One hour after the last scheduled toke off.
 (Last scheduled takeoff to be determined two (2) hours prior to take off. I.E. If ten (10) aircraft are available for scheduling two hours prior to take off, the last possible take off time is one hour after the tenth aircraft's scheduled take off).
 - b. Formation or Cell:
 - Aircraft must make good the published take off times, however, a delayed take off in A flight could be substituted for a definite abort in C flight, etc.
- 3. Aircraft Commanders will identify their mission as a SKY TRY mission when contact is established with an RBS Site.
- 4. Radio silence in enemy territory will be broken to transmit the strike report (HF equipped aircraft only) Aircraft possessing UHF only will relay strike report to HF equipped aircraft upon reaching friendly territory.
- 5. T-59 units will be loaded on the ramp.

Annex B 306 BW 00 60-53 21 Jan 53

SECURITY INFORMATION

5032ET

HEADQUARTERS 306TH BOLB WING (M)
MacDill Mir Porch Bost, Floride
20 January 1953

APPENDIX 1

TO

ANNEX B

OPERATIONS ORDER 60-53

SKY THY MISSION NO. 1

- 1. DESCRIPTION: Announced daylight punetration of Eastern IDIZ by simple mirerart.
- 2. PURPOSE: To test gunlying radar at Naw York City and Washington, D.C.
- 3. CHART OR MAPRITA CTS: As required.

h. NOUTE: MocDill AFB

to: 11-901 68-00W

to: 43-27% 65-40% CP, Unfriendly - H-Hour 1530Z

to: 45-57.5M 66-38M IP

to: 46-571 67-51W TGT

to: 40-451 73-40W

to: 38-51E 77-03W IP

to: _/-30% 77-28% TGT, Friendly

to: 30-301 86-30W

to: MacDill .FD

5. TAGETS:

- a. Primary:
 - (1) Limestone AFB, Maine, Control Tow r, 46°56'45"N, 67°53'N, in USLF Pilots Handbook.
 - (2) Initial Point, Frederickton, N.I., Connda, 45°57.5'N 66°38'W.

SECURITY INFORMATION

SECRET

SECRET (3) Target Elevation, 7451. (4) Bombing Altitude, Optimum. (4) Braining Abbara, Collins b. Secondary: (1) Richmond Virginia, (RBS T rgst No. N), center of turntable in roundhouse R.F. & P. Id. Yards, H 03.98-V15.8L on hosiec 0357-0012-25%, surveyed coordinates 37°34'55% 77°28'55%N. (2) Initial Point, ashington D.C. 38°51'N 77°03'W. (3) Target Elevation (Ground level), 1991. (4) Bombing Altitude (Pressure) Optimum. 6. METHOD OF SCORING: a. Primary Torget - hadar Camara Scored. b. Secondary Target - RES and heder Cemera Scored. 7. METHOD OF BOMBING: a. Primary - hader (offset). b. Secondary - hadar (Offset). c. Optics - Placked out. d. Bomb Tables - BTF 1000-A-5. (AM/M-65.1, 1,000 pound bomb simulated). e. Open Bomb Bay Doors and activate U-2 release through the "K"system on primary target. 8. TACTICS: Optimum Cruise, Mach . 74, Individual aircraft. 9. TIMING: Take off time first eigeraft: 22/13h52 Jam 53. Fifteen minute separation between individual aircraft. 10. BOMB LO.D: None. 11. FUEL LO.D: 78,300 pounds (approximate using wind 270980K). 12. FUEL RESERVE: 10,000 pounds. 13. EXTERMAL TANKS: None. ippendix 1 to SECULITY INFORMATION 306 BW 00 60-53 (SKYTRY) SICRET

- 14. ATO: None
- 15. GUINERY: 1200 rounds .50 cal, carried but not to be fired on this Mission. Assumition will not be inserted into the chutes.
- 16. CADIN PRESSURIZATION: Combat position while in unfriendly torritory.
- 17. INFLIGHT REFULLING: None
- 18. SPECIAL WEALONS: IFI will be simulated by leveling off at 10,000 feet for 15 minutes after take-off.
- 19. 3CM: Nono
- 20. Carrenas: All aircraft will be equipped with 0-15 cameras and K-38 (vertical cameras). Nine aircraft will carry 0-23 cameras.
- 21. CO UNICATIONS:
 - a. IFF: In accordance with SAC log 55-23 (11 Dec 51)(IFF not to be used in unfriendly areas). (Eglin-300 miles area of Eglin).
 - b. UHF: Channolization as outlined in ANNAX D.
 - c. HF: Soo ANN K D.
 - d. Visual Recognition: JANAP 158 amplies within ADC Control Zones.
 - o. Call Signs:
 - (1) SKYTRY 1 thru 15 will be used for interplane frequency.
 - (2) SACDAL call signs will be used for all position reports and HF communications.
 - f. Compulsory Air Traffic Control reporting points:

POINT NO.

COOPDINATES

COFTACT

1 32-20N 78-20M

Savannah kadio

2 37-10N 72-50#

Norfolk Radio

Appendix 1 to Annex B to 306 BW 00 60-53 (SKY TRY)

S CURITY INFORMATION

3

3 42-10N 67-20'

Boston Radio

4 37-00N 78-30H

Graensboro Radio

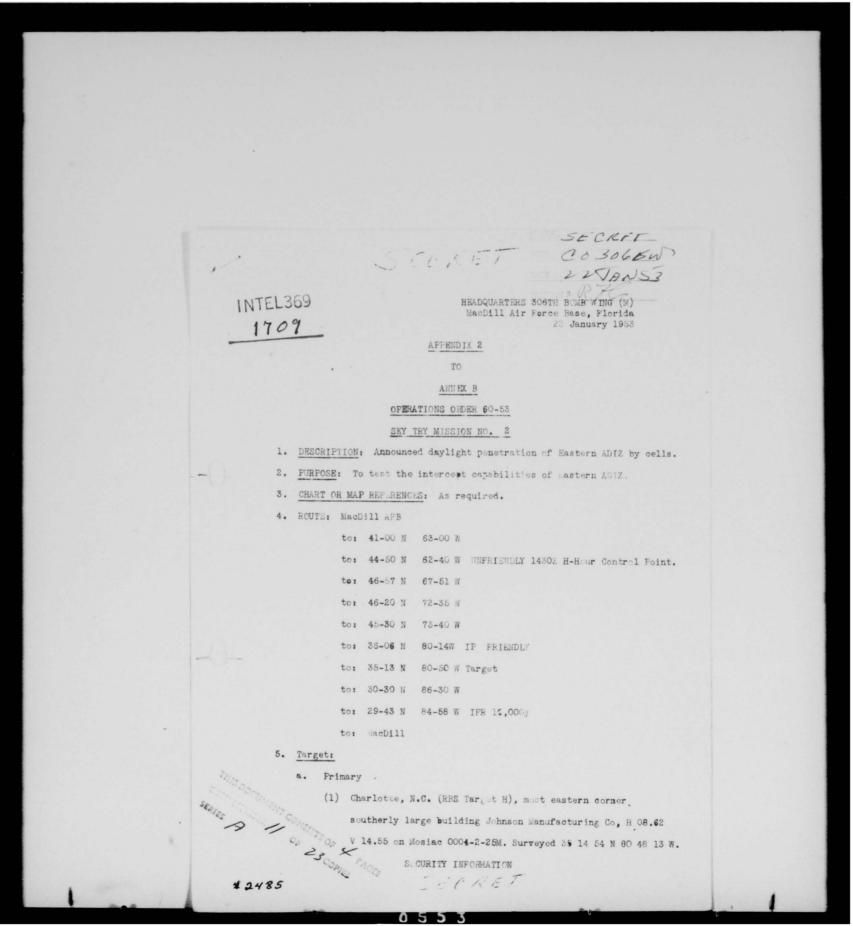
5 32-30N 84-2C

Turner Tower

(No position reports will be transmitted while in "unfriendly" territory).

- 21. AIRCLAT CLEARA C.S: Clearances will contain the following information:
 - a. "SKY TRY" Mission Number 1.
 - b. Military Hocossity.
 - c. "Exercise Strike do not pass to radar between 43-27N 65-401 and 37-30N and 77-281.
- 22. SPICIAL INSTRUCTIONS:
 - a. Comply with 306th Bomb Wing Rogulation 55-8 (Fast Freight).

Appendix 1 to ANNEX B to 3.6BM CC 60-53 (SKYTRY)



- (2) Initial Point Winston Salem 36-06 N 80-14W:
- (3) Target Flevation 754'.
- (4) Bombing Altitude Optimum.

6. METHOD OF SCORING:

a. Primary Target - RBS and Radar Camera Scored.

7. METHOD OF BOMBING:

- a. Primary Radar (Offset).
- b. Secondary Radar (Direct).
- c. Optics_ To be given at briefing.
- d. Bomb tables BTF 1000 A-5 (AM/M 65A1, 1000 1b bomb.
- e. Open Box Bay Door and activate U-2 release through the "K" system on primary target.
- 2. Lead ship in each cell only will make a bomb run on the target.
- 8. TACTICS: Three (3) cells of five (5) aircraft each will cruise at Mach. 74, opticum altitude maintaining daylight formation until fifty (50) nautical miles prior to the I.F. or until instrument conditions are accountered at which time they will assume cell formation (to be given at a TOP SPOURT briefing) and will make individual runs from the IF as briefed. Following the bombing runs the aircraft will re-assemble and continue mission in appropriate formations until the rendezvous with tankers is accomplished.
- TIMING: H-hour control point 25/1430Z Jan 53 for first cell.
 Thirty minute separation between cells.
- 10. BOYB LOAD: lone
- 11. FUEL LOAD: 90,000 pounds (approximate using wind 2700/80K).

Appendix 2 to Annex B 306 BW 00 60-53, 22 Jan 53

SECKET

- 12. FUEL RESERVE: Finimum of 10,000#.
- 13. EXTERNAL TANKS: Hono
- 14. ATO: None
- 15. GUNNERY: 1200 rounds, .50 caliber carried but not inserted into chute.
- 16. CABIN PRESURIMATION: Combat position while in unfriendly territory.
- 17. INFLIGHT REFUELING:
 - a. Rendezvous

29-43 N 85-58 W

b. Altitude

20,000 Ft.

c. Refueling Speed

210 K IAS

d. Fuel transferred 10,000%.

- 18. SPECIAL WEAPONS: IFI will be simulated by leveling off at 10,000 Ft. for 15 minutes fiter take off.
- 19. ECM: None
- 20. CAMERAS: All aircraft will be equipped with 0-15 cameras. K-38 will be installed in the lead aircraft only. Aircraft will carry 0-23 cameras as available.
- 21. COMMUNICATIONS:
 - a. IFF: In accordance with SAC Reg 55-23 (11 Dec 51) IFF will not be used in unfriendly areas.
 - b. UHF: Channelization as outlined in Annex D.
 - o. HF: See Annex D.
 - d. Visual Recognition: JANAP 158 pplies within the ADC Control Zones.
 - e.' Call Siens: To be covered in Briefing.

Appendix 2 to Annex B 306 N 00 60-53, 2 Jan 53 SECURITY INFO. ATION

FILET

f. Compulsory Air Traffic Control Reporting Points:

Point #	Coordinates	Contact
1	32-00N 77-30 W	Savannah hadio
2	36-20N 71-20 W	Norfolk Radio
3	41-00N 63-00 W	KC-97 On Orbit Alfa
4	36-10N 80-10 W	Greensboro Radio
5	32-30N 84-20 W	Turner Tower

(No position reports will be transmitted while in unfriendly territory).

- 22. AIRCHAFT CLE RANCES: Clearences will contain the following information
 - a. SKY TRY Mission #2.
 - b. Military n cessity.
 - c. Exercise Strike do not pass radar between 44-50 N 62-40 W and 36-05N 80-15 W.
 - d. Formation of five (5) E-47's. Pilots have been briefed in accordance with AFR 60-16 par 48. Individual clearances attached.
- 23. SPECIAL INSTRUCTIONS: Comply with 306th Bomb Wing Reg 55-8 (Fast Freight).

Append 2 to Annex B 306 BW 00 60-53, 22 Jan 53

INTEL369

HEADQUARTERS 306TH BOMB WING (M) NacDill Air Forco Ress, Florida 23 January 1953

APPENDIX 3

TO ANNEX B

TO

AUTH. CO, 306 BW.

OPERA 'IOHS ORDER NO. 60-53

SKY TRY MISSION 3

- DESCRIPTION: Announced daylight ponotration by single aircraft of fighter and anti-aircraft defenses by AFG and Midwest Defense Areas.
- PURPOSE: To test maximum altitude detection and interception by Defense Systems of Eglin AFB, Fla. and Pittsburgh, Pa.
- 3. CHART OR MAP REFERENCES: As Required.
- 4. ROUTE:

MacDill AFB

to: 27-35 N 82-40 W

to: 26-00 N 97-00 W

to: 29-00 N 89-00 W Unfriendly H-Hour Control Point

to: 30-13 N 88-01 W IP

Targot

to: 30-20 N 86-34 W

to: 33-10 N 84-45 W

Friendly

to: 38-15 N 81-40 W

Unfriendly

to: 40-25 N 79-55 N

IP Friendly

to: 36-06 N 80-14 W to: 35-15 N 80-48 W

Target

THIS DOCUMENT CONSISTS OF 5 PAGES
COPY NUMBER // OF 23 COPIES

to: 32-07 N 81-07 W

.....

to: MacDill
SECH ITY INFORMA

5. TARGETS:

- a. Primary:
 - (1) Target #36, Eglin AFE, Fla. 30-19 59 N 86-34 00 W.
 - (2) Initial Point: Jobile Point, Ala. 30-13 20 N 88-01 20 N.
 - (3) Target Flevation: CCD.
 - (4) Bombing Altitude (Fressure): Laximum (42,500).

b. Secondary:

- (1) Charlotte, N.C. (RRS Target H), most eastern corner of most southerly large building, Johnson Lanufacturing Company, H 08-62 V 1455 on lossic 0409 0004 2-251 surveyed coordinates 35 14 54 N 80 48 13N.
- (2) Initial Point, Winston Salem, N. C. 36 06 N 80 14 W.
- (3) Target Flevation (Ground Level), 754'.
- (4) Bombing Altitude (Pressure): Eximum (45,000').

6. METHOD OF SCORING:

- a. Primary Target triangulation supplement d by MRS and Radar Cameras.
- b. Secondary Target RPS and Radar Camera Scored.

7. LICHOD OF BOLBING:

- a. Primary Target Radar Direct.
- b. Secondary Target Radar Offset.
- c. Optics Clear.
- d. Bomb Tables:
 - (1) Primary Target: BT .K6-1.
 - (2) Secondary Target: BTF 1000 A5 (AM/M 65Al 1000# simulated).

App 3 to Annex B, 306 BW 00 60-53 23 Jan 53

- e. Open Bomb Bay Doors and activate U-2 release through the "K" system on primary target for T-59 drop.
- 8. TACTICS: Paintain optimum cruise conditions to 27-20N 93-40 W (500 NL Pre-Target). Climb at 98% to maximum altitude, 96% and Each
 .74. Maximum altitude conditions will be maintained to Charlesten, 38-15N 81-40 W (500 NM Post Target) or 45,000 feet, whichever is reached first.
 At this point start reducing power to maintain this altitude and Each.
 .74 until optimum cruise conditions or descent point is reached.
 Optimum cruise conditions will be utilized until completion of mission.
- TIMING: H-Hour control at 28/1530Z Jan 53 for first aircraft. Fifteen
 (15) minute separation between individual aircraft.
- 10. BOMB LOAD: One (1) T-59.
- 11. FUEL LOAD: 84,200 pounds (approximate using wind 270/80K).
- 12. FUEL RESERVE: 10,000 #.
- 13. EXTERNAL TANKS: None
- 14. ATO: None
- 15. GUNVERY: 1200 rounds, .50 caliber fired in accordance with SAC Regulation 50-29, and 306th Bomb Wing Operations Remorandum 105B.
- 16. CABIN PRESSURIZATION: Combat position while in unfriendly territory.
- 17. INFLIGHT REFUELING: None
- 18. SPECI/L WELPONS: IFI will be simulated by leveling off at 10,000 feet for fifteen (15) minutes after take-off. Emergency procedures to be covered by Wing Special Weapons officer.
- 19. ECM: None

Append 3 to Annex B 306 BW 00 60-53 23 Jan 53 SECURITY INFORMATION

SECRET

121. CANE-AS: All aircraft will be equipped with 0-15 and K-38 cameras and will carry 0-23 cameras as available.

22. COMUNICATIONS:

- a. Primary ATC. UHF position reports to compulsory reporting points designated below. Call sign, Sky Try Number. Radio silence in unfriendly territory.
- b. Secondary TACTICAL. HF hourly position reports in the clear to AFX (Primary Barksdale) or AFE 16 (Alternate Hunter) relay instructions to AFE-8 (MacDill). Call Sign - SACDAL. (Note: Foghern code will be used on missions numbers 4, 6, 7 and 10 only). No HF radio silence will be observed in unfriendly territory.
- c. Strike reports. HF equipped aircraft: Immediately after bombing Primary. UHF only: Relay to HF equipped aircraft upon reaching friendly territory.
- d. THF Channelization as outlined in Annex D except as follows: Devil Control Primary 288.0, Secondary 238.4.
- e. IFF: In accordance with SAC Reg 55-23 (11 Dec 51) IFF not to be used in unfriendly areas.
- f. Compulsory Air Traffic Control reporting points:

POINT NO.	COORDINATES	CONTACT
1	27-00 N 90-00 W	New Orleans Center
2	26-00 N 97-10 W	Cliff Maus Radio
3	28-40 N 90-00 W	New Orleans Center
4	33-10 N 82-20 W	Robins Tower
5	36-10 N 80-10 W	Greensboro Radio
6	31-00 N 81-30 W	Jacksonville Control

Append 3 to Annex B, 306 BW 00 60-53 23 Jan 53

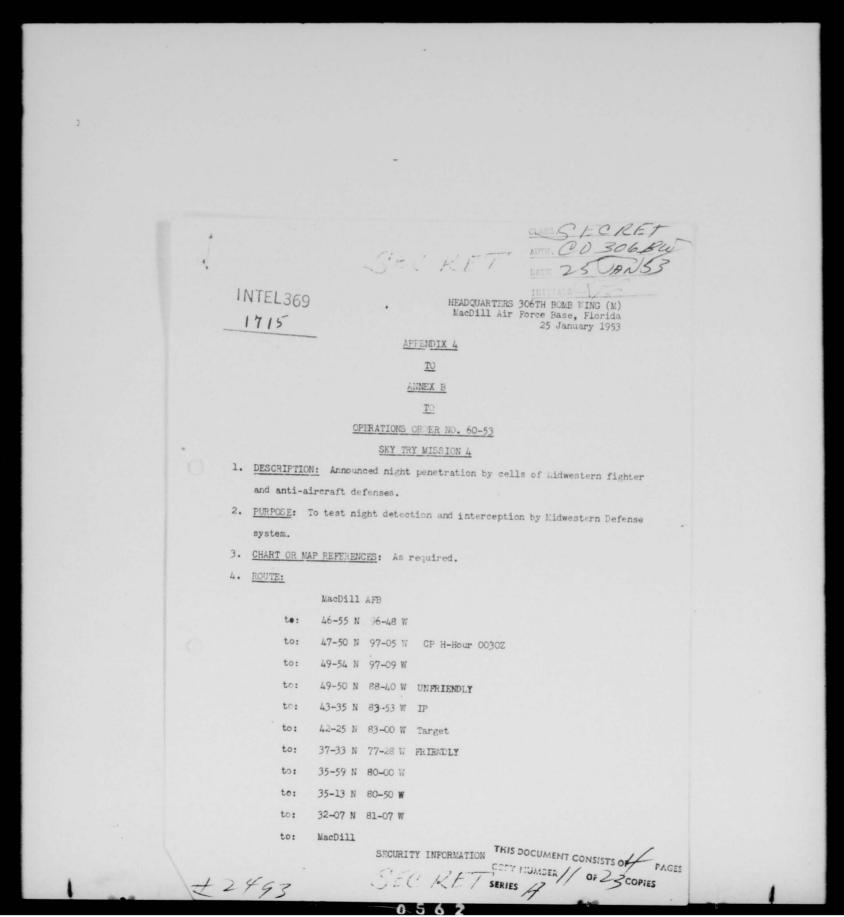
SECRET

SFRET

- 22. AIRCRAFT CLEARANCES: Clearances will contain the following information:
 - a. SKY TRY mission number 3.
 - b. Military necessity.
 - c. Exercise Strike Do not pass to Radar between 29-00 N 89-00 W and 33-10 M 65-45 W or between 38-15 N 81-40 W and 36-06 N 80-14 W,
- 23. SPECIAL INSTRUCTIONS:
 - a. Comply with 305th Bomb Wing Regulation 55-8 (Fast Freight).

Appond 3 to Annox B 306 BM 00 60-53, 23 Jan 53 SECURITY INFORMATION

SEGRET



SIZ KET

5. TARGETS:

- a. Primary: Detroit, Michigan, center of area consisting of 33 storage tanks H 60 V 15 on Mosaic 0309 - 0035-13-25 MA.
 - (1) Initial Point: Bay City Michigan, 45-35N 83-53W.
 - (2) Target Elevation: (Ground Level), 580
 - (3) Bombing Altitude (Pressure): Optimum

6. METHOD OF SCORING:

a. Primary Target - Radar Camera Scored.

7. METHOD OF BOMBING:

- a. Primary Radar Offset.
- b. Secondary Radar Direct.
- c. Optics Blacked out.
- d. Bomb Tables:
 - (1) Primary Target BTF 1000 A5 (AN/M 65Al 1000# simulated).
- e. Open Bomb Bay Doors and activate U-2 release through the "K" system on primary target.
- 8. METHODS OF NAVIGATION: Day Celestial to Fargo, N. D.
- 9. TACTICS: Three (3) cells of five (5) aircraft each will cruise at Mach .74 and optimum altitude maintaining daylight formation until darkness or instrument conditions are encountered at which time they will assume cell formation (to be given at Top Secret Briefing).

 Further instructions forthcoming under separate top secret cover and will be disseminated at top secret briefing.

Append 4 to Annex B 306 BW 00 60-53 25 Jan 53

SEC XET

- 10. <u>TIMING</u>: H-Hour control at 1/0030Z Feb 53 for first cell. Thirty minutes separation between cells.
- 11. BOLB LOAD: None
- 12. FUEL LOAD: 85,700 pounds (Approximate using wind 270/80K).
- 13. FUEL RESERVE: 10,000#
- 14. EXTERNAL TANKS: None.
- 15. ATO: None.
- 16. <u>GUNNIRY</u>: 1200 rounds, .50 caliber carried but not inserted into chute.
- CABIN PRES_URIZATION: Combat position while in unfriendly territory.
- 18. INFLIGHT REFUELING: None
- 19. <u>SPECIAL WEAPONS</u>: IFI will be simulated by leveling off at 10,000 feet for fifteen (15) minutes after take-off.
- 20. ECM: None
- 21. CAMERAS: All aircraft will be equipped with 0-15 and will carry 0-23 cameras as available.
- 22. COLMUNICATIONS:
 - a. Primary ATC. UHF position reports to compulsory reporting points designated below. Call sign, Sky Try Number. Radio silence in unfriendly territory.
 - b. Secondary TACTICAL. HF hourly position reports in Foghern Code to AFX (Primary Berksdale) or AFE 16 (Alternate Hunter) relay instructions to AFE-8 (MacDill). Call Sign SACDAL. No HF radio silence will be observed in unfriendly territory.

Append 4 to SECURITY INFORMATION Annex B 306 BW 00 60-53, 25 Jan 53



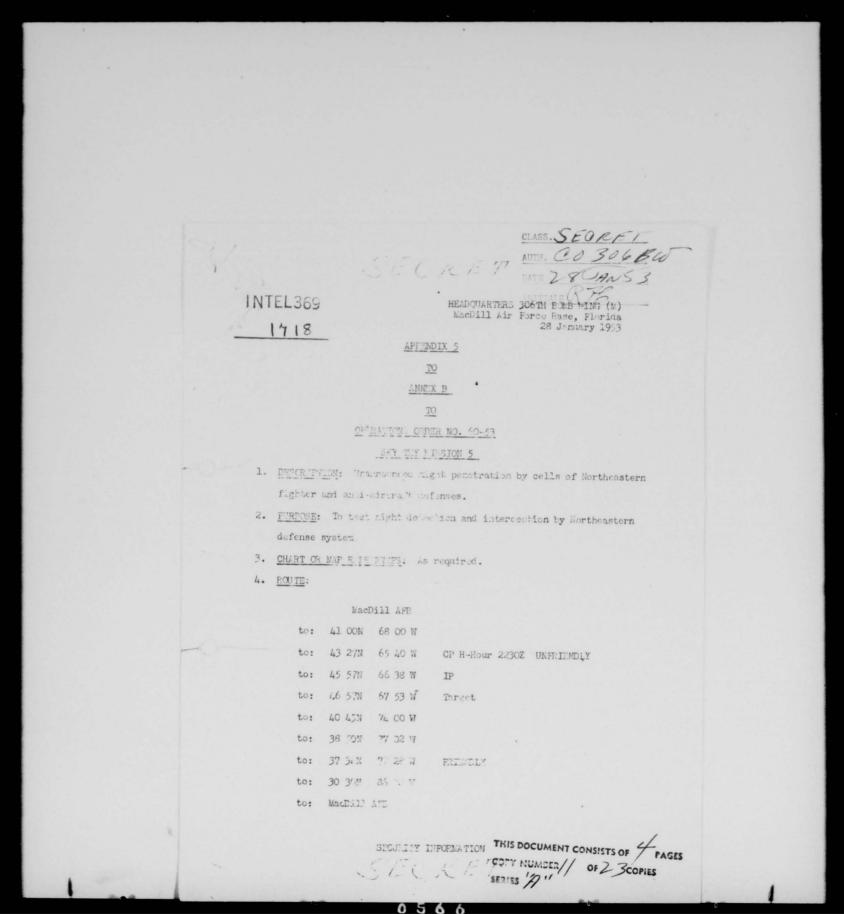
- c. Strike Reports. HF equipped aircraft. Immediately after bombing Primary. UHF only: Relay to HF equipped aircraft upon reaching friendly territory.
- d. UHF Channelization as outlined in Annex D, as amended.
- e. IFF: In accordance with SAC Reg 55-23 (11 Dec 51) IFF not to be used in unfriendly areas.
- f. Compulsory Air Traffic Control reporting points;

POINT NO.	COORDINATES	CONTACT
1	33-50N 86-10W	Birmingham Radio
2.	40-00N 90-30W	Moline Ralio
3	45-4CN 95-3CW	Abordsen Radio
4	37-201 77-50W	Norfolk Radio
5	33-20 y 81-10W	Savennah Radio
(No UHF po	sition reports will be	transmitted while in

"unfriendly territory).

- 23. AIRCRAFT CLEARANCES: Clearances will contain the following information:
 - a. SKY TRY Mission Number 4.
 - b. Military necessity.
 - c. Exercise Strate Do not pass to radar between 49-50N 88-40W and 31-40N 77-287.
 - d. Formation of ours (5) B-47's. Pilots have been briefed in accordance with paragraph 48, AFR 60-16 - individual clearances attached.
- 24. SPECIAL INSTRUCTIONS: Comply with 306th Bomb Wg Reg 55-8). (Fast Freight).

Append 4 to Annex B 306 BW 00 60-53,25 Jan 53



SUSSIGN F7

5. TARGETS:

- a. Primary: Limestone, Maine Control Tower 46 56 35N 67 53 30N.
 - (1) Initial Point: Fredericton, NB 45 57N 66 38W.
 - (2) Target Elevation (Ground Level): 745
 - (3) Bombing Altitude (Pressure): Maximum (42,000 Ft.).

6. METHOD OF SCORING:

- a. Primery Target Rader Camera Scored,
- 7. PETHOD OT POURS:
 - a. Primary Roda Offset.
 - 1. Secondary Radar Direct.
 - c. Optics Phaked out.
 - d. Bomb Tables
 - (1) Primary Target DTF 1000 A5 (AN/M 65A1 1000# simulated).
 - e. Open Bomb 5 y Doors and activate U-2 release through the "K" system on primary target.
- 8. METHOD OF NAVIGATION: Loran and Pressure Pattern to Cape Sable, NS.

9. TACTICS:

a. Three (3) cells of four aircraft and one (1) cell of three (3) aircraft vill cruise at Mach .74 and optimum altitude to 39 30N 70 00N where a climb to maximum altitude will be made. Cruise will be continued at 96% RFM and Mach .7% until 45,000 feet is reached at which time the RPM will be gradually reduced to maintain Mach .7% and 45,000 feet. Daylight formation will be flown until darkness or instrument conditions are encountered at which time cell formations will be assumed. Further

Append 5 to Annex B to 306 BW CO 60-53 28 Jan 53

instructions for cell tactics are forthcoming under separate
Top Secret cover and will be disseminated at Top Secret
Briefing.

- 10. <u>TIMING</u>: H-Hour control at 3/2230% Feb 53 for first cell. Thirty minutes separation between cells.
- 11. BOMB LOAD: None
- 12. FUEL LOAD: 82,300 pounds (Approximate using wind 270/80K).
- 13. FUEL RESERVE: 10,000#
- 14. EXTERN L TANKS: None
- 15. ATO: None
- 16. GUNNERY: 1200 rounds, .50 caliber carried but not inserted into chute.
- 17. CABIN PRESSURIZATION: Combat position while in unfriendly territory.
- 18. INFLIGHT REFUELING: None
- 19. SPECIAL "EAPONS: IFI will be simulated by leveling off at 10,000 feet for fifteen (15) minutes after take-off.
- 20. ECM: None
- 21. CAMERAS: All aircraft will be equipped with 0-15 and will carry 0-23 cameras as available.
- 22. COMMUNIC, TIONS:
 - a. Primary ATC. UMF position reports to compulsory reporting points designated below. Call sign, Sky Try Number. Radio silence in unfriendly territory.
 - b. Secondary TACTICAL. HF hourly position reports in Foghorn Code to AFX (Primary Barksdale) or AFE 16 (Alternate Hunter) relay instructions to AFE-8 (MacDill). Call Sign

Append 5 to SECURITY INFORMATION ON 60-53, 28 Jan 53

SACDAL. No HF radio silence will be observed in unfriendly territory.

- c. Strike Reports. HF equipped aircraft. Immediately after bombing Primary. UHF only: Relay to HF equipped aircraft upon reaching friendly territory.
- d. UHF Channelization as outlined in Annex $\ensuremath{\mathsf{D}}\xspace,$ as amended.
- e. IFF: In accordance with SAC Reg 55-23 (11 Dec 51) IFF not to be used in unfriendly areas.
- f. Compulsory Air Traffic Control reporting points:

POINT NO.	COORDINATES	CONTACT
1	32 20N 78 20W	Savannah Radio
2	37 10N 72 50W	Norfolk Radio
3	42 10N 67 20W	Boston Radio
4	37 OON 78 20W	Greensboro Radio
5	32 30N 82 20W	Crestview Radio
(No UHF posi	tion reports will be t	ransmitted while in

"unfriendly" territory).

23. AIRCRAFT CLEARANCES: Clearances will contain the following

- a. SKY TRY Lission Number 5.
- b. Military necessity.

information:

- c. Exercise Strike Do not pass to radar between 43 27N 65 40W and 37 34 N 77 28W.
- d. Formation of four (4) B-47's. Pilots have been briefed in accordance with par 48, AFR 60-16 - Individual clearances attached.
- 24. SPECIAL INSTRUCTIONS: Comply with 306th Bomb Wg Reg 55-8. (Fast Freight).

Annex B 306 Bm 00 60-53, 28 Jan 53

HEADQUARTERS 306TH BOMB WING (M) MacDill Air Force Base, Florida 28 January 1953 1725 APPENDIX 6 TO ANNEX B OF RATIONS ORDER NO. 60-53 SKY TRY MISSION 6 1. DESCRIPTION: Unannounced night penetration by individual aircraft of Lidwestern fighter and anti-aircraft defenses. 2. FURPOSE: To test high altitude might detection and interception by Midwestern defense system. 3. CHART OR MAP REFERENCES: As required. 4. ROUTE: MacDill AFB to: 1.6-55 N 96-48 W to: 47-50 N 97-05 W CP H-Hour 0030Z to: 49-54 N 97-09 W to: 49-50 N 88-40 W UNFRIENDLY to: 43-35 N 83-53 W to: 42-25 N 83-00 W to: 37-33 N 77-28 W FRIENDLY to: 35-59 N 80-00 W to: 35-13 N 80-50 W to: 32-07 N 81-07 W to: MacDill AFB

SECKET

5. TARGETS:

- a. Primary: Detroit, Michigan, center of area consisting of 33 storage tanks H 60 V 15 on Mosaic 0309 - 0035-13-25 MA.
 - (1) Initial Point: Bay City, Michigan, 43-35N 83-53W.
 - (2) Target Elevation (ground level), 580.
 - (3) Bombing Altitude (Pressure): Maximum 45,000
- b. Secondary Target: Charlotte, N. C. (RES Target H), eastern corner of southerly large building, Johnson Manufacturing Company, H 08 62 V 14.55 on Mosiac 0409 0004-2-25M Surveyed coordinates 35 14 54 N 80 48 13 W.
 - (1) Initial Point: High Point, N. C. 35 59 N 80 00 W.
 - (2) Target Elevation: 7541
 - (3) Borbing Altitude: Laximum 45,000.

6. METHOD OF CORING:

- a. Primary Target Radar Camera Scored.
- b. Secondary T. get R.F.S. or Radar Camera Scored.

7. LET OD OF BOLBING:

- a. Primary Radar Offset
- b. Secondary Radar Direct.
- c. Optics Blacked out.
- d, Bomb Tables:
 - (1) Primary Target. BTF 1000 A5 (AN/A 65Al 1000# simulated).
 - (2) Secondary Target: Same as d. (1) above.
- e. Open Bomb Bay Doors and activate U-2 release through the "N" system on primary target.
- 8. METHOD OF NAVIGATION: Day celestial to Fargo, N. D.

Appendix 6 to Annex B, 306 B W 90 60-53, 28 Jan 53 SECURITY INFORMATION

SECKET

- 9. TACTICS: Individual aircraft will take off and cruise at optimum altitude and Mach .74 to 41 35 N 91 55 W at which time a climb to maximum altitude will be made. Cruise will be continued at 96% RPM and hach .74 until an altitude of 45,000 feet is reached at which time the RPM will be gradually reduced to maintain 45,000 feet and hach .74.
- THOUS: H-Hour control at 7/0030Z Feb 53 for first aircraft. Fifteen
 (15) minutes separation between individual aircraft.
- 11. BOLB LOAD: None
- 1. FUEL LOAD: 90,000 pounds (Approximate using wind 270/80K).
- 13. FUEL RESERVE: 10,000#
- 14. EXTERNAL TANKS: None.
- 15. ATO: None.
- 16. <u>GUNNERY:</u> 1200 rounds, .50 califer carried but not inserted into chute.
- 17. CABIN PRESSURIZATION: Combat position while in unfriendly territory.
- 18. INFLIGHT REFUELING: None
- 19. SPECIAL MEAFONS: IFI will be simulated by leveling off at 10,000 feet for fifteen (15) minutes after take-off.
- 20. EC : None
- 21. CANDRAS: All aircraft will be equipped with 0-15 and will carry 0-23 cameras as available.
- 22. COLLUNICATIONS:
 - a. Frimary ATC. UHF position reports to compulsory reporting points designated below. Call sign, Sky Try Number. Radio silence in unfriendly territory.

Appendix 6 to Annex B, 306 BN GO 60-53, 28 Jan 53



- b. Secondary TACTICAL. HF hourly position reports in Foghorn

 Code to AFX (Primary Barksdale) or AFE 16 (Alternate Hunter)

 relay instructions to AFE-8 (MacDill). Call sign SACDAL. No MF

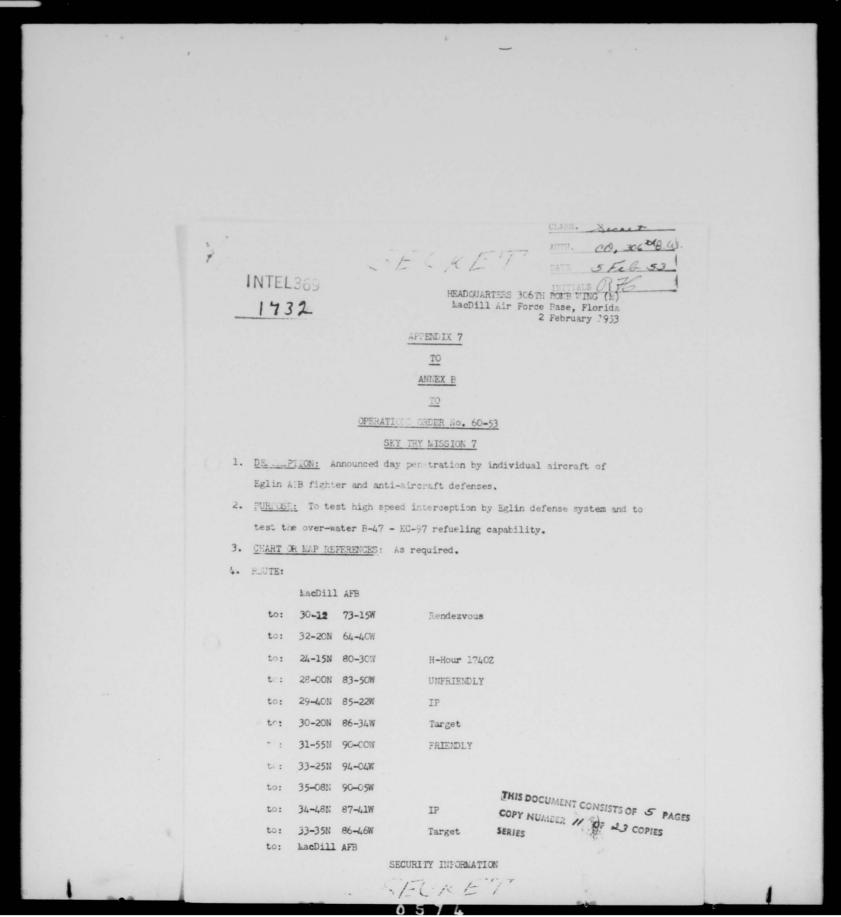
 radio silence will be observed in unfriendly territory.
- c. Strike Reports will be made by all aircraft <u>immediately</u> after bombing primary target. HF equipped aircraft direct to AFX. UHF only aircraft will break radio silence to give strike reports to HF aircraft for relay to AFX.
- d. UHF Channelization as outlined in Annex D, as amended.
- e. IFF: In accordance with SAC Reg 55-23 (11 Ded 51) IFF not to be used in unfriendly areas.
- f. Compulsory Air Traffic Control reporting points:

FOINT NO.	COORD IN TES	CONTACT
1	33-50N 86-10#	Montgomery Radio
2	40-00N 90-30K	Moline Radio
3	45-40N 95-30N	Aberdeen Radio
4	37-20N 77-50N	Norfolk Redio
5	33-20N 81-00W	Savannah Radio

(No UHF position reports will be transmitted while in "unfriendly" territory.

- 23. AIRCR.FT CLEARINGES: Clearances will contain the following information:
 - a. SKY TRY Mission Number 6.
 - b. Lilitary necessity.
 - c. Exercise Strike Do not pass to radar between 40-50N and 88-40N and 37-34N 77-28W.
 - d. SAC Reg. 55-18 has been complied with.
- 24. SPECIAL INSTRUCTIONS: Comply with 306 BW Reg 55-8 (Fast Freight).

E, 306 BW 00 60-53 28 Jan 53



5. TARGETS:

- a. Primary: Eglin AFB, Fla. Target #36 Coordinates 30 19 59 N 86 34 00 W.
 - (1) Initial Point: Cape San Blas, Fla 29 40 15N 85 21 30 F.
 - (2) Target Elevation (ground level): 000
 - (3) Bombing Altitude (Pressure): Optimum 38,0001.
- b. Secondary Target: Birmingham, Ala (RBS Target I), north west corner of main building, American Cast Iron Pipe Company, HOO -84
 V 09 61 on Mosiac 0409 0021-2-25M Surveyed coordinates 33 32 L9N
 86 50 23 W.
 - (1) Initial Point: Florence, Alabama, 34 48 N 87 40 30%.
 - (2) Target Elevation: 540.
 - (3) Bombing Altitude (Optimum): 43,000!

6. STHOD OF SCORING:

- a. Primary Target: Triangulation Supplemented by RES and Radar Scope Camera Scored.
- b. Secondary Target: RES and Radar Camera Scored.

7 METHOD OF BOMBING:

- a. Primary Target: Radar, Direct.
- b. Secondary Target: Radar, Offset.
- c. Optics: Clear
- d. Bomb Tables:
 - (1) Primary Target: BT MK 6.
 - (2) Secondary Target: BTF 1000 A5 (AN/h 65Al 1000# simulated).
- e. Open Bomb Bay Doors and activate U-2 release through the "K" system for T-59 drop on primary target.

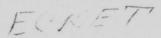
Appe. 7 to Annex B 306 00 60-53, 2 Feb 53

SECKET

- 8. 1 D OF NAVIGATION: Loran and Pressure Fattern to Cape San Blas, Fla.
- 9. _______ ICS; Individual aircraft will take off and cruise at optimum altitude and Mach .74 until descent for refueling. After refueling at 20,000 feet climb back to optimum altitude and cruise at Mach .74 to 24 15N 80 30W. At this point increase RPM to 96% and Mach to .83. Hold Mach .83 and 96% to 32 20 N 90 50 W at which time return to optimum cruise conditions.
- 10. TIMING: H-Hour control at 9/1740Z Feb 53 for first aircraft. Fifteen (15) minutes separation between individual aircraft,
- 11. B I LOAD: One (1) T-59.
- 32. FULL LOAD: 81,800 pounds (Approximate using wind 270/80K).
- 13. H. RESERVE: 10,000#
- . ELLERNAL TANKS: None
- . ATO: None.
- 16. GTTRY: 1200 rounds, .50 caliber fired in accordance with SAC Reg 50-29 and 306 Bomb Wing Operations Memorandum 105B.
- 17. CABIN PRESSURIZATION: Combat position while in unfriendly territory.
- 18. INFLIGHT REFUELING:
 - a. Rendezvous Point 30-12N 73-15W.
 - b. Altitude 20,000 Feet.
 - c. Formating Speed: 210K.
 - d. Fuel transferred 27,400#.
 - e. Rendezvous time: 1355Z approximate time for first aircraft.

Append 7 to

SECURITY INFORMATION Alinex B to 306 BW CO 60-53



- 19. SPECIAL WE FONS: IFT will be simulated by leveling off at 10,000 feet for fifteen (15, minutes after take-off. Emergency procedures will be covered by Wing Special Weapons Officer.
- 20. 13: None *
 - . CATERAS: All aircraft will be equipped with 0-15 and K-38 cameras and 7 1 carry 0-23 cameras as available.
- 22. J. JHICATIONS:
 - Primary ATC. UHF resition reports to compulsory reporting points acsignated below. Call sign, Sky Try Number. Radio silence in onriendly territory.
 - Secondary TACTICAL. MF hourly position reports in Poghorn Gode to AFX (Primary Barksdale) or AFE 16 (Alternate Hunter) relay instructions to AFE-8 (MacDill). Call sign SACDAL. No HF radio silence will be observed in unfriendly territory.
 - 3. Strike Reports will be made by all aircraft immediately after bombing primary warget. HF equipped aircraft direct to AFX. UHF only aircraft will break radio silence to give strike reports to MF aircraft for relay to AFX.
 - . UHF Channelization as outlined in Annex D, as amended.
 - e IFF: In accordance with SAC Reg 55-23 (11 Dec 51) IFF not to used in unfriendly areas.

Compulsory Air Traffic reporting points:

POINT NO.	COGRDINATES	CONTACT
101M1 MO.	JOOTED THATES	<u>JOHINOI</u>
1	30 00N 75 30W	KC-97 On Orbit Gaca
2	31 40N 68 CCW	Kindley Airways
3	31 CON 68 COW	Kindley Airways
4	27 3CN 75 00M	KC 97 on Orbit Coca
7 to Annex B 00 60-53	SECURITY INFORMATION	

	=(1 1	- 177
		/<	(/	- /
1	1-			

POINT NO.	COORDINATES	CONTACT
5	24 50N 21 00W	West Palm Radio
6	32 00N 90 10W	Jackson Radio
7	34 30N 91 30W	emphis Center
8	32 1CM 85 40W	Montgomery Radio

(No UHF position reports will be transmitted while in "Unfriendly" territory).

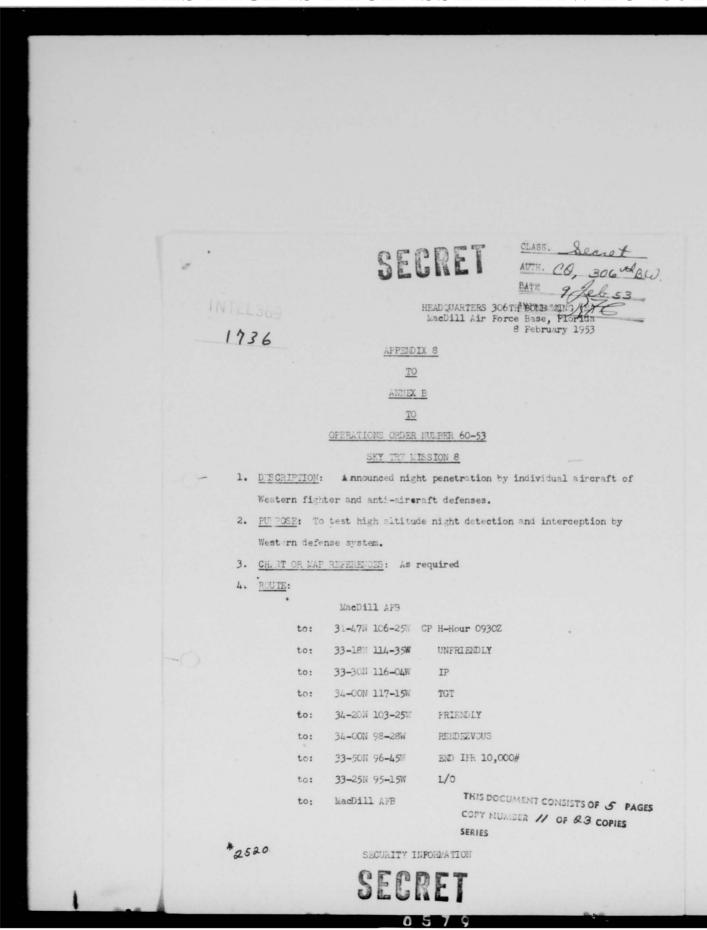
23. AIRCRAFT CLEARANCES: Clearances will contain the following informat-

SKY TRY Mission Number 7.

lilitary necessity.

- .. Exercise Strike Do not pass to radar between 28 00 W 83 50N and 31 55N 90 0011.
- 24 SPECIAL INSTRUCTIONS: Comply with 306 BW Reg 55-8 (Fast Freight)
- The Salvage Crew of the 306th Aviation Squadron will be on alert from 0740E to 2145: or until released on 9 February 1953. The salvage crew will stand by with equipment ready to depart this s station in support aircraft within one hour, after receipt of departure orders and briefing.

Append 7 to Annex B SECURITY INFORMATION 2 Feb 53



5. TARGETS:

- a. Primary: Los Angeles, California, North East corner of Vultee
 Aircraft, Inc., H 07.82 V 00.73 on Mosaic 404-0015-10-25M. Surveyed
 33 55 30N 118 07 39W.
 - (1) Initial Point: Northern tip, Salton Sea 33 30N 116 CAW.
 - (2) Target Elevation (ground level), 101'
 - (3) Fombing Altitude (Pressure): Maximum 44,000.

6. METHOD OF SCORING:

a. Primary Target- Radar Camera Scored.

7. METHOD OF BOMBING:

- a. Primary Radar Offset
- b. Secondary Radar Direct
- c. Optics Blacked out. Remove Amplifier SA 104 on coordinate converter.
- d. Bomb Tables:
 - (1) Primary Target: BTF 1000 A5 (AN/M 65Al 1000# simulated).
- e. Open Bomb Bay Doors and activate U-2 release through the "K" system on primary target.
- 8. METHOD OF NAVIGATION: Night celestial to Salton Sea, California.
- 9. TACTIOS: Individual aircraft will take off and cruise at optimum altitude and Mach .74 to 31-47N 106-25W at which time a climb to maximum altitude will be made. Cruise will be continued at 90% RPM and Lach .74 until an altitude of 45,000 is reached at which time the RPM will be gradually reduced to maintain 45,000 feet and Mach .74 After refueling cruise will be optimum.

Append 8 to Annex B to 306 BW 00 60-53, 7 Feb 53



- 10. TIPING: H-Hour control at 12/0930Z Feb 53 for first aircraft. Fifteen (15) minutes separation between individual aircraft.
- 11. BOMB LOAD: None
- 12. FUEL LOAD: 90,000 pounds (approximate using wind 270/80K)
- 13. FUTL PESELVE: 10,000#
- 14. EXTERNAL TANKS: None
- 15. ATO: None
- 16. GUNNERY: 1200 rounds, .50 caliber carried but not inserted into chut:.
- 17. CABI PRESSURIZATION: Combat position while in unfriendly territory
- 18. INFLICIT EFTELING:
 - a. Fendezvous point 34 CON 98 28W.
 - b. Altitude: 20,000 feet.
 - c. Fermating Speed: 170% C.S.
 - d. Fuel transferred: 10,000#
 - e. Rendezvous time (1309Z) approximate for first aircraft.
- 19. SPECIAL WEMPONS: IFI will be simulated by leveling off at 10,000 feet for fifteen (15) minutes after take-off.
- 20. ECL: None
- 21. CANTRAS: All aircraft will be equipped with 0-15 and will carry 0-23 cameras as available.
- 22. COMMUNICATIONS:
 - a. Primary ATC. UHF position reports to compulsory reporting points cosignated below. Call sign, Sky Try Number. Radio silence in unfriendly territory.

Appendix 8, to Annex B, 306 BW 00 60-53 7 Feb 53 SECURITY INFORMATION

SECRET

- b. Secondary TACTICAL. HF hourly position reports in Foghorn Code to AFX (Primary Barksdale) or AFE 16 (Alternate Hunter) relay instructions to AFE-8 (MacDill). Call sign SACDAL. No HF radio silence will be observed in unfriendly territory.
- c. Strike Reports will be made by all aircraft immediately after bombing primary target. HF equipped aircraft direct to AFX.
 UHF only aircraft will break radio silence to give strike reports to HF aircraft for relay to AFX.
- d. UHF Channelization as outlined in Annex D, as amended.
- e. IFF: In accordance with SAC Reg 55-23 (11 Dec 51) IFF not to be used in unfriendly areas.
- f. Compulsory Air Traffic Control Reporting Points:

POINT NO.	COORDINATES	CONTACT
1	29-40N 89-30W	New Orleans Center
2	31-00N 97-00W	San Antonio Center
3	31-40N 105-00W	El Paso Center
4	33-00N 113-00W	Blythe Radio
5	34-20N 102-40W	Amarillo Radio
6	33-20N 94-50W	Shreveport Radio
7	30-30N 87-50W	Crestview Radio

(No UHF position reports will be transmitted while in "unfriendly" territory).

- 23. AIRCRAFT CLEARANCES: Clearances will contain the following information:
 - a. SKY TRY Mission Number 8.

Appendix 8 to Annex B, 306 BW 00 60-53, 8 reb 53 SETTIPITY THEORY TION



SECRET

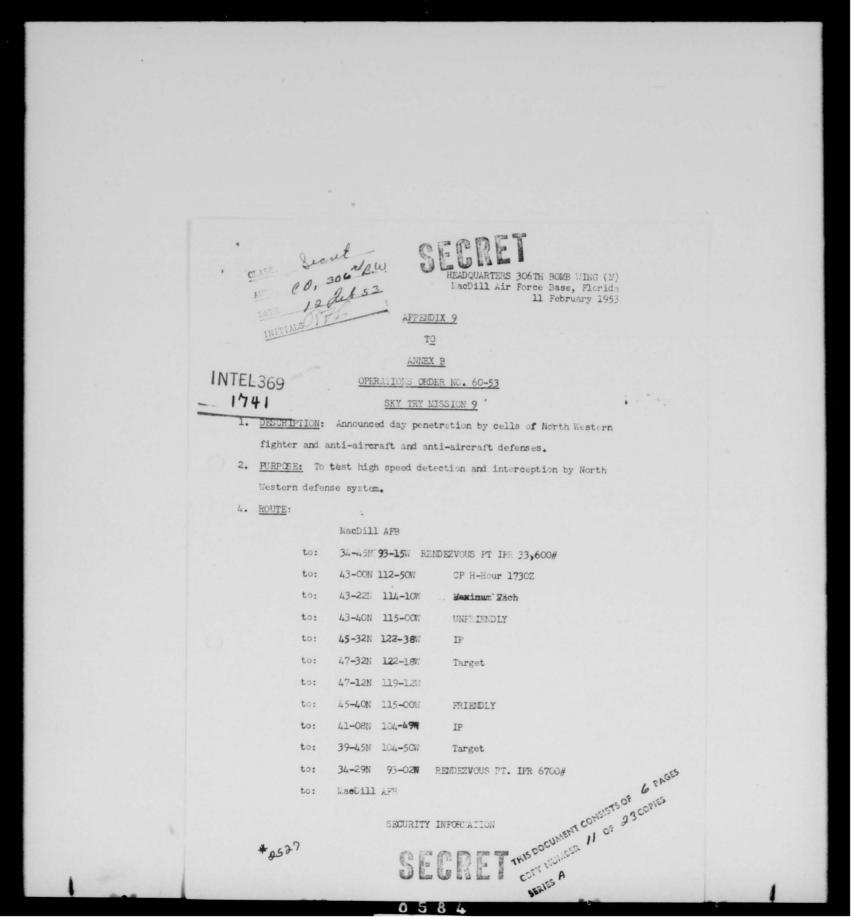
- b. Military necessity.
- c. Exercise Strike Do not pass to radar between 33-18N 114-35W and 34-20N 103-25W.
- 24. SPECIAL INSTRUCTIONS: Comply with 306 BW Reg 55-8 (Fast Freight)

Append 8 to Annex E to 306 BW 00 60-53, 8 Feb 53

SECURITY INFORMATION

SECRET

0583



THIS PAGE IS DECLASSIFIED IAW EO 13526

SEGRE

5. TARGETS:

- a. Primary: Seattle, Washington, Southwest corner of main building
 Boeing Aircraft Plant. H 00.73 V 05.62 on Mosaic 0269-9998-3-25 %.
 Surveyed coordinates 47 31 36N 122 18 41W.
 - (1) Initial Point: Portland, Oregon 45-32N 122-38%.
 - (2) Target Elevation (ground level). 40'.
 - (3) Bombing Altitude (Pressure). Optimum 37,000.
 - (4) Bombing Speed: Laximum (Lach .83).
- b. Secondary Target: Denver, Colorado, Southwest corner of main building, Fitzsimmon General Hospital H 15.81 V 01.49 on Mosaic 0361-0001-2-25M. Surveyed coordinates 39 44 42N 104 50 14W.
 - (1) Initial Point: Cheyenne, Wyoming 41 08N 104 49W.
 - (2) Target Elevation: 5420'
 - (3) Bombing Altitude: Optimum 40,500.
 - (4) Bombing Speed Optimum (Mach .74).

6 LETHOD OF SCORING:

- a. Primary Target Radar Camera Scored.
- b. Secondary Target RES or Radar Camera Scored.

7. THOD OF BOMBING:

- a. Primary Radar Offset.
- b. Secondary Radar Direct.
- c. Optics Blacked out. Remove amplifier SA 104 on coordinate converter power supply.
- d. Bomb Tables:
 - (1) Primary Target. BTF 1000 A5 (AN/M 65Al 1000# simulated).

Append 9 to Annex B to 306 BW 00 60-53 11 Feb 53

SECRET



- e. Open Bomb Bay Dours and activate U-2 release through the "K"
- 8. METHOD OF NAVIGATION: Day celestial to Portland, Oregon.

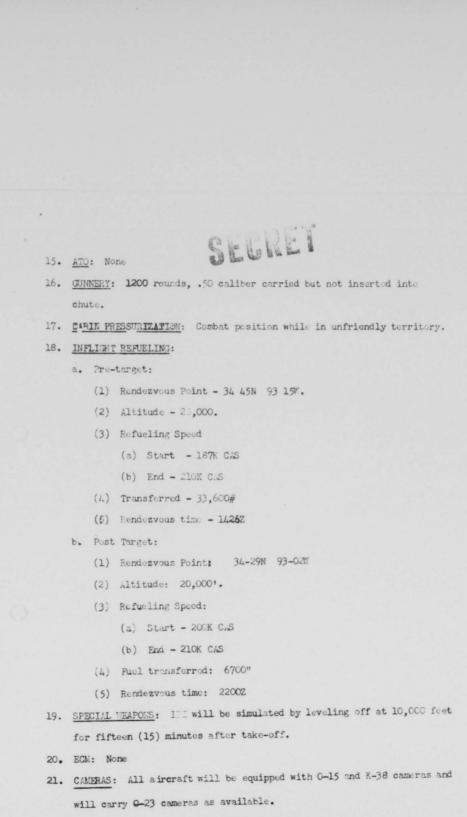
system on primary target.

- 9. TACTICS: Three (3) cells of four (4) aircraft and one (1) cell of three aircraft will take-off and cruise at optimum altitude and Mach .74 to the pre-target refueling point. After refueling the cells will climb back to optimum altitude and cruise at Mach .74 to 43-22N 114-10W at which time Mach will be increased to maximum permissible in order to maintain cell formation. This speed will be maintained to 45-40N 115-00W where the Mach will be reduced to .74. all aircraft of case, well make a camera scored bomb run on Scattle. Cells will be reformed after the bomb run. Type of formation will be optional for this mission except that night cell formation must be maintained while in unfriendly territory and on the secondary bomb run (DENVER). Only the load aircraft will make an RBS run at DENVER. Formation will be maintained until the post target rendezvous is accomplished. After refueling each aircraft returns individually to MacDill at optimum altitude and Mach .74.
- 10. TIMING: H-Hour control at 15/1730Z Feb 53 for first cell. Thirty (30) minute: deparation between cells.
- 11. BOMB LOAD: None
- 12. FUEL LOAD: 90,000 pound: (approximate using wind 270/30%).
- 13. FULL RESERVE: 10,000#
- 14. EXTERNAL TANKS: None

SECURITY INFORMATION

Appendix 9 to Annux B, 306 BW 30-60-53, 11 Feb 53





Append 9 to
Annex E, 306 BW
00 60-53, 11 Feb 53

22. COMMUNICATIONS:

- a. Primary ATC. UHF position reports to compulsory reporting points design ted below. Call sign, 'Sky Try Rumber. Radio silence in unfriendly territory.
- b. Secondary MACTICAL. HF hourly position in Foghern Code to AFX (Frimary Barksdale) or AFE 16 (Alternate Hunter) relay instructions to AFE-8 (MacDill). Call sign SACDAL. No HF radio silence will be observed in unfriendly territory.
- c. Strike reports will be made by all aircraft immediately after bombing primary target. HF equipped aircraft direct to AFX.

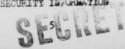
 UHF only aircraft will break radio silence to give strike reports to HF aircraft for relay to AFX.
- d. UHF Channelization as outlined in Annex D, as amended.
- e. IFF: In accordance with SAC Reg 55-23 (11 Dec 51) IFF not to be used in unfriendly areas.
- f. Compulsory Air Traffic Control reporting points:

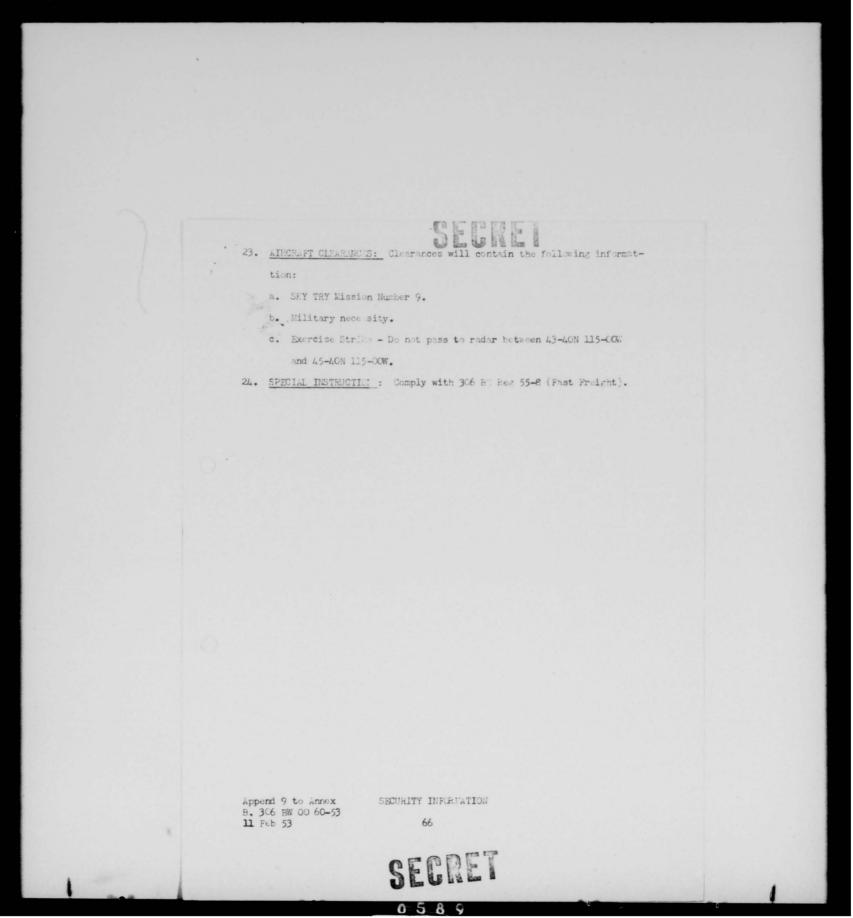
POINT NO.	COORDINATES	CONTACT
1	32-00N 88-20W	Jackson Radio
2	36-20N 96-00N	Tulsa Radio
3	39-30! 102-30!	Hill City Radio -
4	42-30N 111-00	W Balt Lake City Center
5	45-CON 113-CO	W Lissoula Radio
6	41-10N 105-00	W Cheyenne Radio
7	37-00N 98-10N	Tulsa Radio
8	32-45N 90-00N	Jackson Radio
/m (mm	will	he transmitted while in

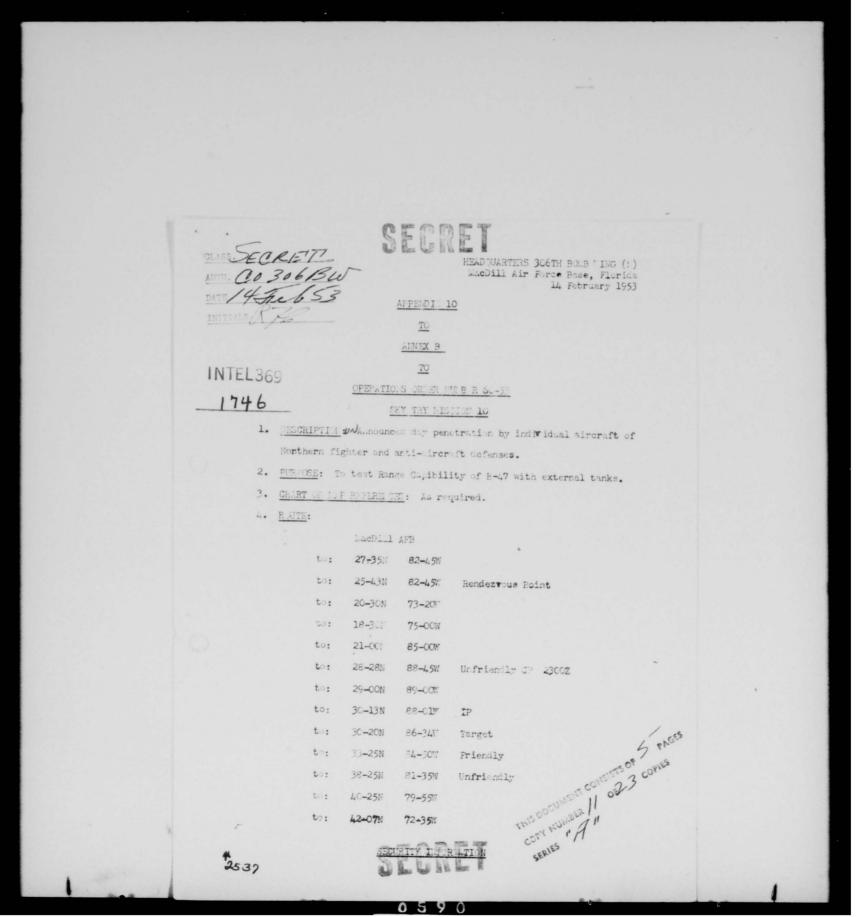
(No UHF position reports will be transmitted while in

"unfriendly" territory.)

Append 9 to Annex B, 306 B 00 60-53, 11 Feb 53







41-19N 72-56W 40-13N 74-46W 40-00W 75-05W 37-15N 77-157 Friendly MacDill FB 5. TARGETS: a. Primary - Range # 36, Sglin AFE, Fla, 30°19'59"N 86°34'00"W. (1) Initial Point - Mobile Point, 30°13'20"N 88°C1'20"W. (2) Target E_evation (ground level) 0. (3) Bombing altitude (Pressure) Optimum 34,500. (4) Bombing Speed (Optimum) Mach .72 b. Secondary - Trenton N. J. Northeast corner of concrete pylon on highway bridge. .. HO7.190708. 50 on Mosaic 0310-0012-25%. Surveyed scording tes 40-12-38N 74 46 02W. (1) Initial Point - New Haven, Conn, 41 19'N 72°56'W. (2) Target Elevation 341. (3) Bombing Altitude (Pressure) Optimum 39,500!. (4) Bombing Speed (Optimum) Mach .72. 6. FTIOD OF SCOHING: a. Primary Target - Triangulation, supplemented by RBS and camera scored. b. Secondary Target - RES and Radar camera scored. 7. METHOD OF BOMBING: a. Primary Target - Radar direct. b. Secondary Target - Radar offset. c. Optics - clear Appendix 10 Annex 8 306 EW 00 60-53

- d. Bomb Tables:
 - (1) Primary Target 6 BT-MK6.
 - (2) Secondar Target BIF 1000 A5, (AN/N 65Al 1000# simulated).
- e. Open Bomb Bay downs and activate U-2 release through the "K" system for the T-55 drop at Eglin.
- 8. MT1HOD OF NAVIGATION: Day Celestial between 1830N 7500W and 2900N 8900W.
- 9. TACTICS: Individual aircraft will make 18 bottle ATO take-off, level off at 10,000 feet for 15 minutes simulating IFI and then climb to 18,000. After level-off at 18,000 feet they will rendezvous with tanker and refuel up to 202,000 lbs. After refueling climb to optimum altitude and cruise at Mach .72 for the balance of the mission.
- 10. ITMING: H-Hour control at 18/2300Z Feb 53 for first aircraft. Fifteen minutes separation between individual aircraft.
- 11. BOMB LOAD: One T-59.
- 12. FUEL LOOD: 94,140 pounds (approximate using wind 270/80K).
- 13. FUEL RESTRUE: 10,000 pounds.
- 14. EXTERNAL TANKS: Two.
- 15. ATO: Eighteen 14.51000.
- 16. GUTTERY: 1200 rounds, .50 caliber, fired in accordance with SAC Reg 50-29 and 306th Bomb Wg Operations Lemorandum 105B.
- 17. CLBIN PRESSURIZATION: Combat position while in unfriendly territory.
- 18. FLIGHT REFUELING:
 - a. hendezvous Point 25°L3N 82°L5N.
 - b. Altitude: Starting Altitude 18,000 ft, 100 ft/min descent.
 - c. Formating Speed: Start 213K, End 227K.

Annex B 306 BW 00 60-53 14 'eb 53

d. Fuel transferred: 37.500#.

- e. Rendezvous time 1927Z approximate for first aircraft.
- 19. SPECIAL WE POIS: IFI will be simulated by leveling off at 10,000 feet for fifteen minutes after take-off. Emergency procedures will be covered by Wing Special Weapons Officer.
- 20. ECM: None
- 21. CANTHAS: All aircraft will be equipped with 0-15 and will carry 0-23 cameras as available.
- 22. COMMUNICATIONS:
 - a. Primary <u>ATC</u>. UHF position reports to compulsory reporting points designated below. Call sign, Skytry Number. Radio silence in unfriendly territory.
 - b. Secondary TACTICAL. HF hourly position reports in Foghorn
 Code to AFX (Primary Barksdale) or AFE 16 (Alternate Hunter)
 relay instructions to AFE-8 (MacDill). Call sign SACDAL. No
 HF radio silence will be observed in unfriendly territory.
 - c. Strike Reports will be made by all aircraft immediately after bombing primary target. HF equipped aircraft direct to AFX.

 UHF only aircraft will break radio silence to give strik- reports to HF aircraft for relay to AFX.
 - d. UHF Channelization as outlined in Annex D, as amended.
 - e. IFF: In accordance with 5..C keg 55-23 (11 Dec 51) IFF not to be used in unfriendly areas.
 - f. Compulsory mir Traffic Control Reporting Points:

POINT

COORTINATES

CONTACT

1.

23-15N 78-00W

Sapwood Delta

Appendix 10 Annex B 306 BW 00 60-53 14 Feb 53

SECURITY INFORMATION

SECRET

SECRET

(No UHF position reports will be transmitted while in "unfriendly" territory).

- 23. AJRCH.FT CLEAR.NCES: Clearances will contain the following information:
 - a. SKYTAY Mission Number 10.
 - b. Military necessity.
 - c. Txercise Strike Do not pass to radar between 28-28N 88-45W and 33-25N 84-50W or 38-25N 81-35W and 37-15N 77-15W.
- 24. SPECIAL INSTRUCTIONS: Comply with 306th Bomb Mg Reg 55-8 (Past Freight).
- 25. The Salvage Crew of the 306th ...viation Squadron will be on the alert from 18/18002 Feb 53 to 19/05002 Feb 53 or until released. The Salvage crew will stand by with equipment ready to depart this station in support aircraft within one hour after receipt of departure orders and briefing.

...ppendix 10 .lnnex B 306 HW 00 60-53 ll Feb 53

SECURITY INFORM TION

SECRET

SECKET

HEADQUARTERS 306TH BONB WING (M)
MacDill Air Force Base, Florida
20 January 1953

ANNEX C

TO

OPERATIONS ORDER NO. 60-53

PEFUCLING

Appondix 1 - Sky Try Mission No. 2 - Refueling and Radio Orbit

Appendix 2 - Sky Try Mission No. 6 - Radio Orbit

Appendix 3 - Sky Try Mission No. 7 - Refueling and Radio Orbit

Appondix 4 - Sky Try Mission No. 8 - Refueling

Appendix 5 - Sky Try Mission No. 9 - Refueling

Appendix 6 - Sky Try Mission No. 10 - Refueling and Padio Orbits

SECRET

APPENDIX 1

TO

ANNEA C

TO

OPERATIONS ORDER 60-53

SKY TRY LISTION NO. 2

- 1. Refueling:
 - a. Description: Daylight rendezvous and refueling of fifteen
 (15) B-47's.
 - b. Purpose: To test B-47 and KC-97 rendezvous and refueling equipment and techniques.
 - c. Chart or Map References: As required.
 - d. Route: MacDill AFB

to: 29-43 N 85-58W Rendezvous Foint to: MacDill AFB

- e. Tankers Required: Tankers will be provided on a one to one basis with the necessary spares.
- f. Communications:
 - (1) Primary VHF Channel 6 279.8 Mcs.
 - (2) Secondary UHF Channel 13 344.6 les.
- g. Refueling Data: 10,000 Lbs. JP-4 per B-47.
- b. Formation Types: The B-47's will be in five ship formations with a 30 minute interval between formations.
- i. Basic Refueling Altitude: 20,000 feet.

SECRET

SELRET

j. Timing

T.O. *Rendezvous

1st Five Receivers 25/1115Z Jan 25/1913Z Jan

2d Five Receivers 25/1145Z Jan 25/1941Z Jan

3rd Five Receivers 25/1215Z Jan 25/2011Z Jan

*Times are ZEBRA based on mission planning winds and could vary by as much as twenty minutes. Exact rendezvous times will be coordinated with the 367th Bomb Squadren and will be announced at general briefing.

- k. Rendezvous methods:
 - (1) Primary Electronic
 - (a) APN 11, 12 and 76 settings will be coordinated with the 367th Bomb Squadron.
 - (2) Secondary Visual or homing on low frequency transmitter on KC-97.
- 2. Radio Orbit:
 - a. Description: One KC-97 will standby in orbit area Alpha.
 - b. Purpose: To relay ICAO reports as outlined in Annex D.
 - c. Chart or Map References: As required.
 - d. Route: MacDill
 - to: Jacksonville
 - to: 30°-30N 76°-00 W
 - to: 420-00N 630-00W Orbit Area
 - to: 300-30N 760-00W
 - to: Jacksonville
 - to: MacDill

Appendix 1 to Annex C to 306BW 00 60-53,20 Jan 53 SECURITY INFORMATION SECRET

SECRET

- e. Orbit Area Alpha North and South along $63\,^{\circ}\text{W}$ between $42\,^{\circ}\text{N}$ and $43\,^{\circ}\text{N}$.
 - f. Communications:
 - Frimary contact with the 8-47's will be UH. Channel 6 -279.8
 Wes.
 - (2) Secondary UHF Channel 13 344.6 Lcs.
 - g. Orbit altitude 20,000 feet.
 - h. Timing to reporting point, 41-00N 63-00W

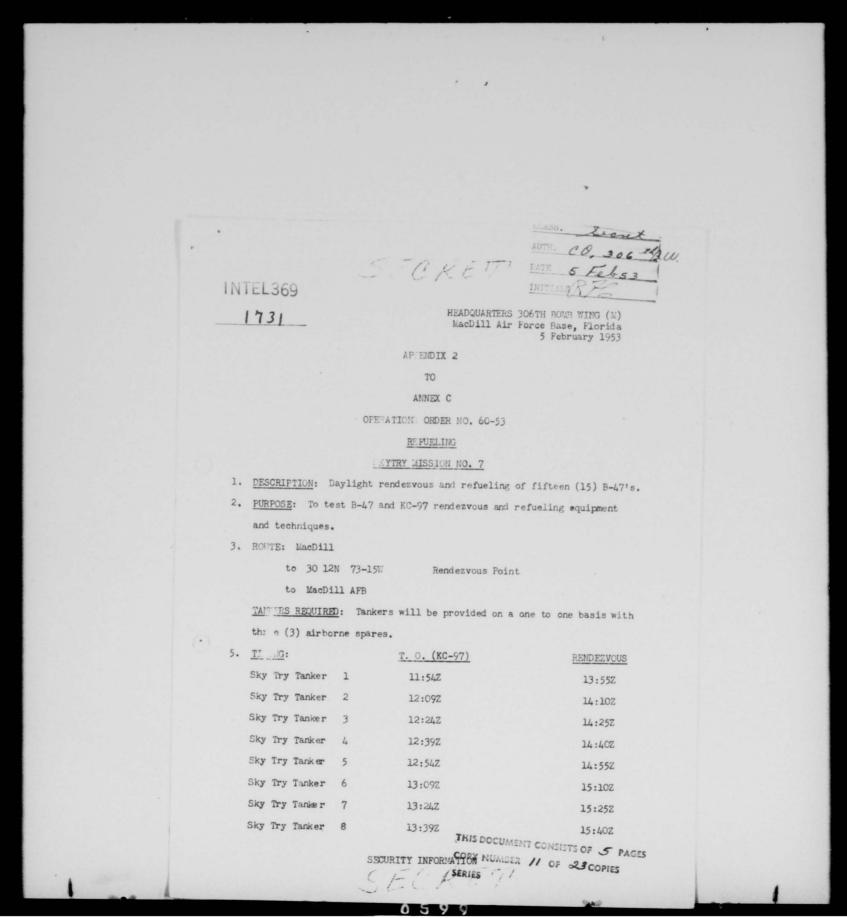
1st Formation - 1403Z

2d Formation - 1433Z

3rd Formation - 1503Z

Appendix 1 to Annex C to 306EW 00 60-53, 20 Jan 53 SECURITY INFORMATION

SECRET



					1-	1-1-				
1	IMI	3 (0	Contd)		T.	O. (KC-97)			RENDE	zvous
	Sky	Try	Tanker	9		13:542			15	:55Z
	Sky	Try	Tanker	10		14:092			16	:10Z
	Sky	Try	Tanker	11		14:242			16	:25Z
	Sky	Try	Tanker	12		14:392			16	:40Z
	Sky	Try	Tankr	13		14:54Z			16	:55Z
	Sky	Try	Tanker	14		15:09Z			17	:10Z
	Sky	Try	Tanker	15		15:24Z			17	:252
	Sky	Try	Tank er	16		15:392	(Air	Spare)	17	:402
	Sky	Try	Tanker	17		15:54Z	(Air	Spare)	17	:55Z
	Sky	Try	Tanker	18		16:092	(Air	Spare)	18	:102

(Note: Since only 18 airborne tankers are available, there will be only 18 take-off times available for B-47 aircraft. The times shown are based on mission planning winds and could vary for late T.O.'s as much as five (5) minutes. Exact rendezvous times will be announced at General Briefing).

- 6. <u>FLEVELING AIRSPEED</u>: Direct coordination between 367th and 306th Air Refueling Squadron is authorized.
- 7. FUEL TRANSFER: 27,400# JP-4.
- 8. ALTITUDES: Altimeter setting 29.92. Tankers climb on course to 5000'. Climb to 20,000 initiated at 28 36N 79 33W. Level off 29 00N 78 00W.
- 9. RENDEZVOUS METHODS:
 - a. Primary APN 12 and 76.
 - b. Secondary APN 11 and APS-23.
 - c. Tertiary Radio Compass and Low Frequency transmitter.
 - d. Last Resort Controlled G. S. and "Eyeball".

Appendix 2 Annex C, 306 BW 00 60-53, 5 Feb 53

CA E'

10. C K POINTS:

- . B-47 Turns on APN 76 Florida Coast out.
- b. KC-97 Turns on APN 12 and 76 Level off at 20,000.
- c. <u>Initial Voice Contact</u> (B-47) Florida Coast out.
 (KC-97) Approximately 77-30W.
- d. Expect Initial Radar Contact (B-47) Approximately 78°W.
 (KC-97) Approximately 76°W.
- e. B-47 Letdown: 30-05N 73-48W (Approximately).
- f. Contact: 30-12N 73-15W (Approximately).
- g. Point of No Return (Tankers).
 - (1) No Fuel off-loaded 30-52N 70-387.
 - (2) Fuel off-loaded 31-13N 69-10W.

11. PROCEDURES:

- a. Primary Method. After initial voice contact is established, tanker navigator vector's B-47 in range and azimuth. Range will be given at first contact, 80 nautical miles, 60 nautical miles, 40 nautical miles, 30 nautical miles, and one minute prior to descent. Descent range-21½ nautical miles. During descent, ranges will be given at 15, 10, 8 and 4 nautical miles.
- b. <u>Secondary</u>: In event no contact is established with APN 12-76 twenty (20) minutes prior to rendezvous ETA, tanker navigator turns on APN 11 and advises B-47 observer, who assumes responsibility for rendezvous.
- c. Tertiary. If no beacon signal received on AFS-23 ten minutes from rendezvous ETA, B-47 observer will request low frequency homing.

Appendix 2 Annex C, 306BW CO 60-53, 5 Feb 53

EARETT

d. <u>Last Resort</u>. If all electronic means of rendezvous fail, B-47 and tanker observer will attempt an eyeball rendezvous through courate loran fixing and ETA's.

12. C FUNICATIONS:

- a. JANAPS, ACPS, Current Facility Charts, ICAO, and 306th Bomb Wing Communications Flimsias apply.
- b. Call Signs:
 - (1) ATC Sky Try Tanker 1-18. Tankers will retain assigned SKY
 TRY Number regardless of take-off order.
 - (2) Refueling Call Signs:
 - (a) Bombers Red 1-18.
 - (b) Tankers Green 1-18.

NOTE: Tankers and bombers will assume a red or green nu ber according to the actual take off time. for example, if Sky Try 15 exchanges with Sky Try 3, he would assume a refueling call sign of Red 3. On late take-off's, B-47's will utilize a Red 16, 17 or 18 call sign.

- c. Shortly after disconnect, the B-47 will identify himself with his fixed Sky Try number so that the tanker crew can identify him by tail number at their interrogation.
- d. Call Signs, Frequencies and settings (See Attached Flimsy).

Atchmt: Comm Flimsy

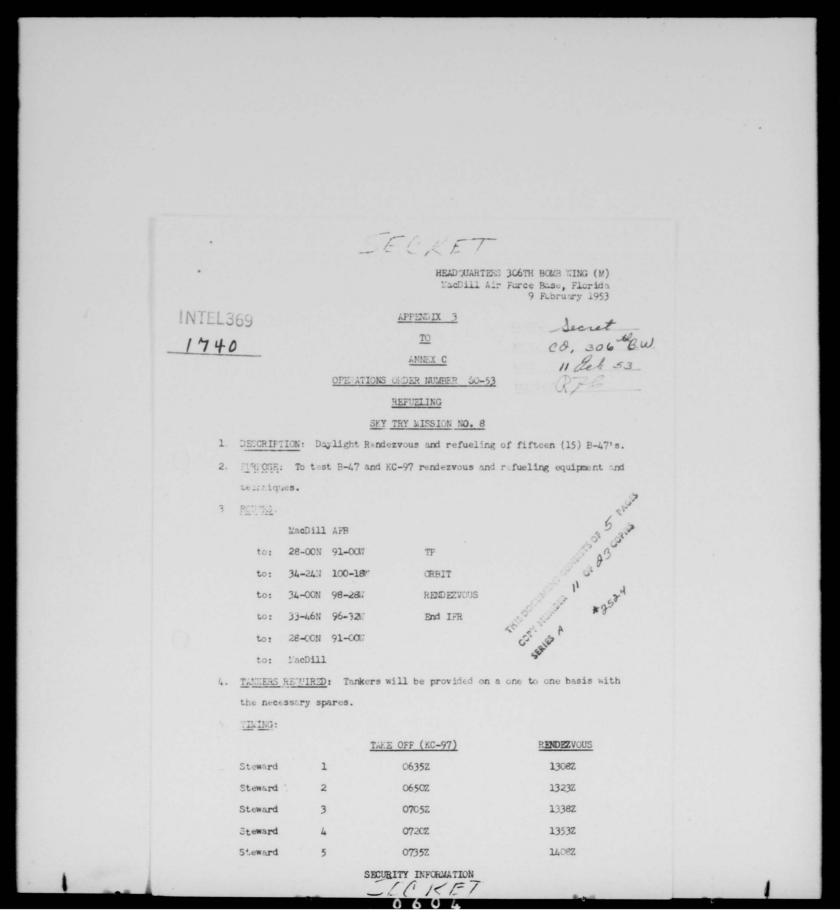
Appendix 2 Annex C 306 BW 00 60-53 5 Feb 53



HEADQUARTERS 306TH BOMB WING (M)
MacDill air Force Base, Florida
5 February 1953

COMMUNICATIONS FLIMSY

						A MADE I				
TAK	E OFF	C/	IL SIGN	<u>s</u>	UHF	B-47 APN	76	KC 97 /	APN 12	APN-11
Ord	er	P-47		KC-97	Channel	Transmit	Rec	Trans	Rec	(KC-97)
1	Red	1	Green	1	13	2	8	8	2	1
2	Red	2	Green	2	6	3	7	7	3	2
3	Led	3	Green	3	7	4	6	6	4	3
4	† d	4	Green	4	13	6	5	5	6	4
5	Red	5	Green	5	6	5	4	4	5	121
6	Red	6	Green	6	7	7	3	3	7	211
7	Red	7	Green	7	13	8	2	2	8	22
8	Red	8	Green	8	6	2	1	1	2	31
9	Red	9	Green	9	7	1	8	8	1	13
10	Red	10	Green	10	13	- 2	7	7	2	1
11	Red	11	Green	11	6	3	6	6	3	2
12	Red	12	Green	12	7	4	5	5	4	3
13	Red	13	Green	13	13	5	4	4	5	4
14	Red	14	Green	14	6	6	3	3	6	121
15	Red	15	Green	15	7	7	2	2	7	211
1.6	Red	16	Green	16	13	8	1	1	8	22
-7	Led	17	Green	17	6	2	6	6	2	31
18	ed	18	Green	18	7	3	7	7	3	13
UHF	Channel	. 6 -	344.6 279.8 321.0	mcs	DIS	TRIBUTION:	1	ea B-4 ea B-4 ea KC-	7 Obser	rver t Cmdr
Appe	mt 1 to ndix 2 x C, 30 b 53		0 60-53		ECI/	ET T	7			



		EUNEI				
Steward	6	TAKE-CFF (1.C-97	REMDEZVOUS			
Steward	7	0805Z	14,38Z			
Sleward	8	08202	14532			
Steward	9	08352	15082			
Steward	10	08502	15232			
Steward	11	09052	1538Z			
Steward	12	09202	15532			
Steward	13	09352	16082			
Steward	14	09502	1623Z			
Sawari	15	10052	1638Z			
Swerd	16	10202	16532			
Foward	17	10352	1708Z			
Sugward	18	10502	1723Z			

NOTE: The times shown are based on massion planning winds and could very as much as fifteen minutes. (Exact Take-Off and mendezvous times will be announced at general briefing.)

- 6. <u>MSFUELING ..IMSPEED:</u> Direct coordination between 367th Bomb Sq (M) and 306th Air hefueling Sq is authorized.
- 7. THEL TRANSFER: 10,000 lbs JP-4.
- 8. <u>L.II.DYS</u>: Altimeter setting 29.92. Tankers climb on course to 5,000 feet. Climb to 19,000 initiated at 30-11N 93-58W level off 30-18N 94-52W.
- and TYPOZVOUS METHODS: All four methods of rendezvous will be used simutaneously. APN 12 and 76, APN 11 and APS 23 (Beacon); and low frequency transmitter and hadio Compass will all be turned on fifteen (15) minutes prior to rendezvous E.T.A. Bott tanker and receiver personnel will constantly be alert to effect an "Eyeball" rendezvous if necessary.

nnex c 306 HW (0 00-53, 9 Feb 53

10. CHECK POINTS:

- a. KC-97 Chucks AFN-12: operation with MacDill APN 68 ground set while climbing on course.
- b. Initial Voice Contact: (B-47) Ab am Cloris, New Mexico. (KC-97) arrival at orbit area.
- c. Expect Initial Redar Contact: (B-47) Approximately 1017. (E-97) at orbit area.
- 4. B-47 Latdown: 34-041 90-050 (Approximately)
- e. Contact: 34-0 N 98-28% (Approximately).
- f. Last Refueling Point: If the B-47 is weahle to take on fuel or offect a heck-up prior to passing Lake 7 xoma Dam (33-49N 96-35%) it will be necessary to land at an alternate base; Barksdale, Eglin Carswell or Tinker AFB.
- 11. FROCEDURG: It will be the responsibility of both the tanker and the reciever naviestor to effect an expeditious rendezvous. The tanker navigator will give azimuth corrections and separation distances if the AFN's 12 and 76 are working; he will call out ranges at 80, 60 and 40 N.M., and one minute prior to B-47 d scent. During descent be will give ranges at 25,20,15,10 and 6 nautical miles, with nee ssary azimuth corrections. The receiver navigator will monitor the rendezvous on the APS-23 so that event of failure of either the APN 12 or 76, he can immediately start giving the 2-47 pilot the necessary azimuth corrections and ranges. The B-47 pilot will momitor the rendezvous visually and by radio compess. All electronic equipment will be turn d off as soon as visual contact is made.

Append 3 to Annex C

ACE BN 00 60-53, 9 Feb

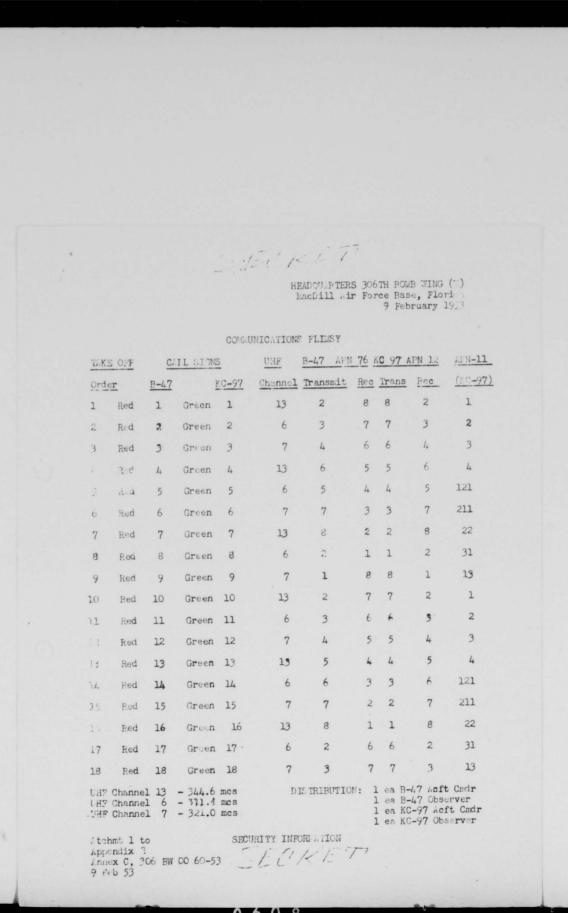
SECKET

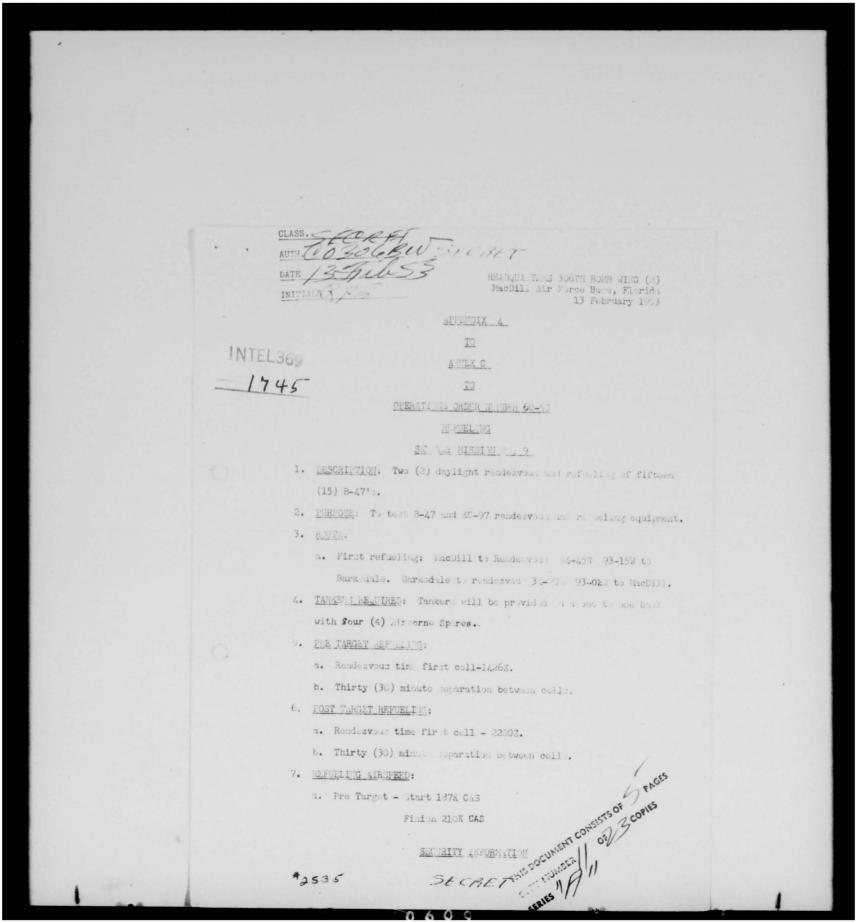
- a, JaN DC, ACPS, Current Facility Charts, ICAO, and 306th Bomb Wing Communications Flimsies apply.
- b. Call Signs:
 - (1) ATC Steward 1-18. Tankers will retain assigned Steward Number regardless of take-off order.
 - (2) Refueling Call Signs:
 - (a) Bombors Red 1-18.
 - (b) Tankers Green 1-18.

NOTE: Tank rs will assume a red or green number according to the actual take off time. For example, if Sky fry 15 exchanges with Sky Try 3, h would assume a refueling call sign of Red 3. On late take-off's B-47's will utilize a Red 16, 17, or 18 call sign.

- c. Shortly after discounset, the B-47 will identify himself with his fixed Sky Try number so that the tanker crew can identify himself by tail number at their interrogation.
- d. Call Signs, Frequencies and settines (See Attached Flimsy)

Comm Flimsy Appondix 3 to annex C, 306 HW OC-60-50, 9 Feb 63 SECK4ET





SEGRET

b. I st Target = Start 2004 CAS inish 2104 CAS

TRANSFER:

- . Pro Target Refu 1 3 33,600/ JP4
- b. Post Target Refu ling 0700% JP4.
- 9. ALTITUDE: Altimeter atting 29,92. Tankers climb on course to 5,000 fort, climb to 19,000 for and proceed to rendezvou. Just prior to mask-up climb to 20,000 foot.
- 10. FORMATION TYPE: Made refaciling technique will be used. If fuel capity of tankers will be critical, the Commanding officer, 306th Air Refueling Squadron, will describe a monophy point for each coll of tankers prior to actival at reservoir are gotherwise a sormal formation will be flow from MacDill and Bark dele.

11. REAL-EVOUS METH .:

- a. All four methods of restances will be and simultaneously by leader of each coll of tenkers. APM-12 and 76, and APM-11 and APS 23 (Balcom) and low frequency transition and rediscouply will all be turned on fifteen (15) minutes prior to rendezvous ETM. Both tanker and receiver presented will constantly be after to effect an "eyeball" rendezvous if necessary. Deputy leader of each tanker cell will standay with all equipment of all four (4) methods of restances in warm up position ready to be utilized in the event that the tanker leader has difficulties receiving or transmitting on his equipment.
- 12. FROCESCIE: It will be the responsibility of both the tanker and the receiver navigate to effect an expeditions rendezeous. If the APN's

Append 4 to Annex C 306 BW 00 60-53, 13 Feb 53

SECURITY INFORMATION SECONDET

SECHET

12 and 76 are functioning properly the tenker navigator will be responsible for primes and may give extrust corrections he does recessary. The ard 23 appears to be better for extrust indicate so all healing corrections will be closely menitored or instiguous by receiver personnel, utilizing either the APS 23 or the notice for ity of the radio compass. The tenker navigator will call the radio compass. The tenker navigator will call the radios at 25, 20, 15, 10 and 6 nautical allow, with necessary aximuth corrections. The receiver navigator will monitor the replexious on the APS-23 so that in the event of failure of either the APS-12 or 70, he can installedly start giving the 3-b7 milest the necessary eximuth corrections and remass. The 1-b7 pilot will conitor the ren'ezvous visually and by radio compass. All electronic equipment will be turned off as soon as visual contact is made.

3. COMPT ATIONS:

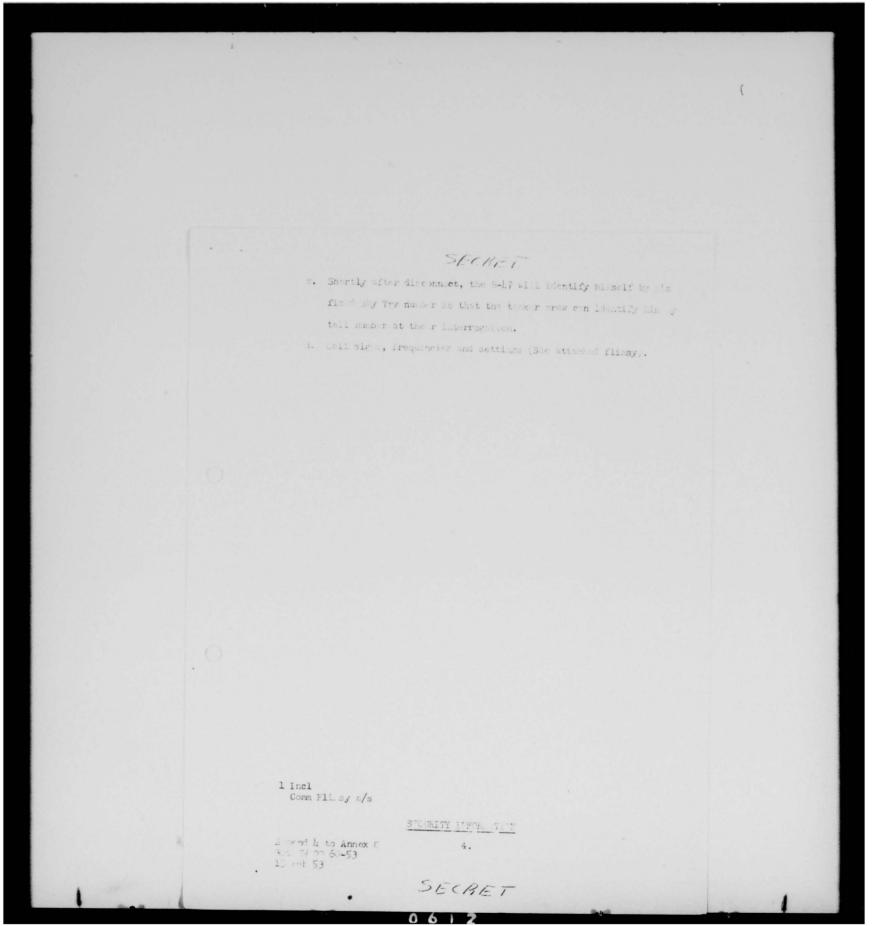
- c. JAMARS, ALPS, C rrent Facility Charts, 1940 and 300th onto it.
 Co. municative liesies apply.
- . Call Signs:
 - (1) AIC: Steward 1-ly for 11-y7's and Sky kry 1-15 for B-17's.

 Tenkers and Receivers will retain assigned Steward number and/or Sky kry au ber regar less of take-off order.
 - (2) Refueling Coll Signs:
 - (a) Bo bers had 11-14, 21-24, 31-14 and 1-13.
 - (b) Tankers areen 11-15, 21-25, 31-35, and 51-54.

 Tote: Above system will distinguish the cells of tankers of receivers. For example Eal 21 is the 2nd cell of E-57's and Treen 21 in the 2nd cell of KC-97's.

4000ml 1 to innex 0 306 FW 00 60-53

SECORET

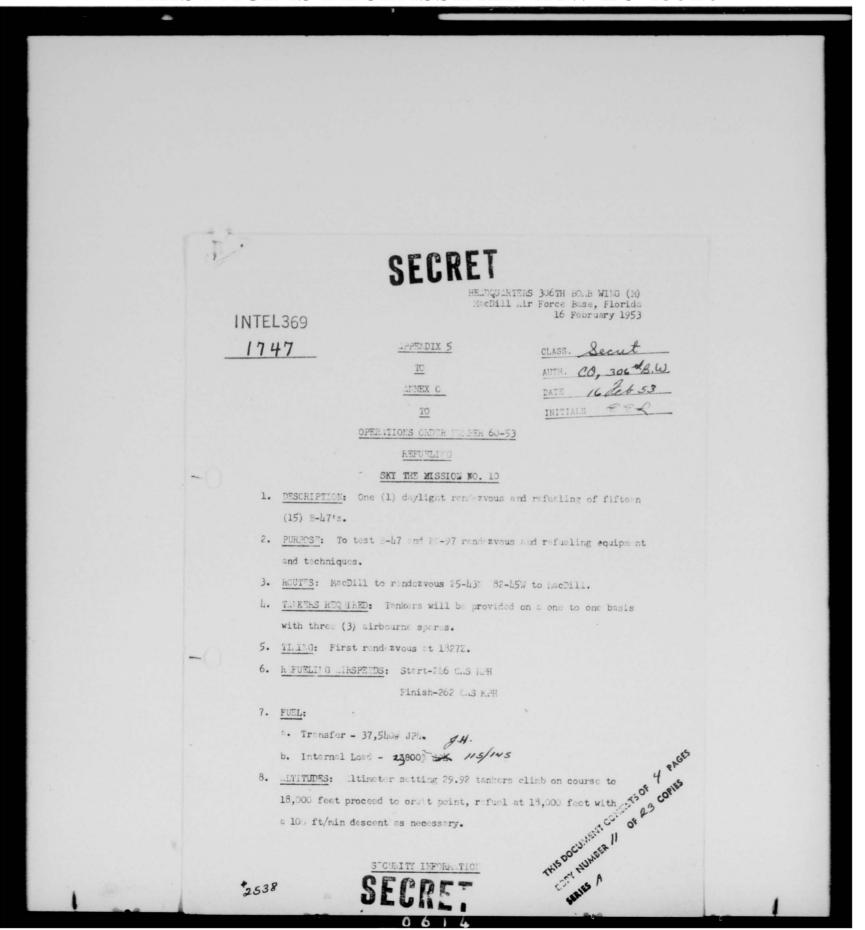


HEADQUARTERS 306TH BOMB WING (M) MacDill Air Force base, Florida 13 February 1958

COMPHIATIONS FLIMSY

					COLL	1-61-02	3 FLIMS	Y			
B-4	ME OFF	3-4		SIG S	97	UHF Channel	B-47 A		KC-97	Roe	<u>AFT 11</u> <u>(E -97)</u>
1	1	P .d	11	Groom	11	13	4	7	7	4	1
2	2	Red	12	Grade	12	13	7	6	6	7	1
3	3	Red	13	Green	13	13	6	5	5	6	1
4	4	Red	14	Groor	14	13	5	4	4	5	1
	б			Green	15	* - 1702	10				
5	6	Red	21	Green	21	7	4	6	6	4	2
6	7	Rod	22	Green	23	7	В	4	4	8	2
7	8	Rad	23	Green	23	7	6	8	8	6	2
6	9.	Red	24	Green	24	7	5	7	7	5	2
	10			Green	25	7	* Fone	-			
9	11	Red	31	Groon	31	13	4	7	7	4	3
10	12	Red	32	Groen	32	13	7	6	6	7	3
11	13	Red	33	Green	33	13	6	ō	5	6	3
12	14	Rod	34	Green	34	13	5	4	4	5	3
	15			Gr on	35	18	*Nono-				
13	16	Rod	41	Green	41	7	4	6	6	4	4
14	17	Red	42	Groom	42	7	8	4	4	8	4
15	18	Red	43	Groon	43	7	6	8	8	6	4
	19			Groon	44	7	*None-				
UHF	Chranol (anol anol	7 -	321.	mcs							
	Channal	6:	N 11:	1-3.		will ha					
	so aircr	art	rill :	n for	flight	in over	nt of o	quipmen	nt fail	iro	
Ltch	mt 1 to			SE	CURI IY	INFOR.	TION				

Appendix 8, Armox C, 306 BW 00 60-53 13 Feb 53



SECRET

- 9. FORMATION TIPE: Single Ship. 15 sinute separation between individual aircraft:
- 10. REIDEZVOUS AETHODS:
 - a. Ill four (h) methods of rendezvous will be used simultaneously.

 APN 12 and 76, APN 11 and APS 23 (Reacon), and low frequency
 transmitter and Eadio Compass will all be turned on fifteen
 (15) minutes prior to rendezvous REA. Both tanker and receiver
 personnel will constantly be on the alart to effect "yeball"
 rendezvous if necessary.
 - It will be the responsibility of both the tanker and receiver navigator to effect ar expeditious randezvous. If the 2013 12 and 76 are functioning properly the tanker navigator will be responsible for ranges and may give any azimuth corrections he deems necessary. The LPS 23 appears to be better for eximuth indieations so all heading corrections wall be closely monitored or instigated by receiver personnel, utilizing either the APS 23 or the homing facility of the radio compass. The tanker navigator will eall out ranges at 80,60, 40, 25, 20, 15, 10 and 6 nautical miles, with necessary azimuth corrections. The receiver navigator will me iter the rendezvous on the .PS-23 so that in the event of failure of either the LPN -12 or 76, he can immediately start giving the B-L7 pilot the n cessary azimuth corr ctions and ranges. The B-47 pilot will monitor the randezvous visually and by radio compass. . 11 electromic equipment will be turned off as soom as visual contact is mode.

Append 5 to .nnex C 306th RW 90 60-53 16 Feb 53



SEGME

11. COMMUTICATIONS:

- a. J.N.Ps, ACPs, current Facility Charts, IC.O and 306th Bomb Wing Communications Flimmies apply.
- b. Call Signs:
 - (1) ATC Steward 1 18 for KC-97's and Skytry 1 15 for B-47's.
 - (2) Refueling Call Signs Green 1 18 for tankers and Red 1 - 15 for bombers. Bombers taking off late will use a call sign of Red 16 - 18.
 NOTE: Skytry and Steward numbers will remain fixed but take-off order will determine the Red or Green refueling call sign.
- c. Shortly after disconnect the B-h7 will identify himself by his fixed Skytry number to that the tanker crew can identify him by tail number at their interrogation.
- d. Call Signs, Frequencies and Settings: (See attached flimsy)

1 Incl: Flimsy a/s

ppend 5 to nnex C 306th HW 00 60-53 16 Feb 53



HE DQU.RTERS 306TH BONB WIPG (M)
MacDill mir Force Base, Florida
16 February 1953

COLUMN TELTIONS FLINSY

TAKE-OFF ORDER	CALL SI B-47	GNS KC-97	UHF CHANNEL	B-47 TRNS	PN 76 REC	KC-97 11 TR.NS	PN 12 REC	KC-97
1	Red 1	Green 1	13	4	6	6	4	1-3
2	Red 2	Green 2	6	5	7	7	5	2
3	Red 3	Green 3	7	6	8	8	6	3
4	Red 4	Green L	13	7	5	5	7	4
5	Red 5	Green 5	6	8	6	6	8	1-3
6	Red 6	Green é	7	h	7	7	4	2
7	Red 7	Green 7	13	5	8	8	5	3
8	Red 8	Green 8	6	6	4	4	6	4 .
9	Red 9	Green 9	7	7	5	5	7	1-3
10	Red 10	Green 10	13	8	6	6	8	2
11	Red 11	Gråen 11	6	4	7	7	14	3
12	Red 12	Green 12	7	5	8	8	5	4
13	Red 13	Green 13	13	6	4	4	6	1-3
14	Red 14	Green 14	6	7	5	5	7	2
15	Red 15	Green 15	7	8	6	6	8	3
16	*Red 16	Green 16	13	4	7	7	4	4
17	*Red 17	Green 17	6	5	8	8	5	1-3
18	*Red 18	Green 18	7	6	4	4	6	2
* B-L	7 acft ta	king off l	ate					
0	channel 6	- 344.6 m - 341.4 m - 321.0 m	cs	Odd Re	FIC TION d acft - ed acft		-11	

Incl 1 Append 5, Annex C 306th BW 00 60-53 16 Feb 53 SEGNET

secket

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 20 January 1953

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 60-53

COMMUNICATIONS

1. COMMUNICATIONS GENERAL:

- a. Current applicable JANAPs, ACPs, Facility Charts, Air/Ground Codes, and ICAO procedures will be used during the operation of this order.
- b. Communications procedures and requirements listed in this operations order will use UHF, and HF equipment using <u>Voice</u> throughout entire mission primarily. KC-97s authorized to use CW when contacting ICAO stations and/or SAC stations when Voice cannot be used. Radio Operators will use 2nd AF frequencies 6430 and 12322.5 kcs as their primary frequencies.
- c. KC-97 Control Aircraft will relay position reports for B-47s who are in ICAO areas to the New York Oceanic Control (WSY) hourly. KC-97 aircraft will prepare position reports in proper ICAO form prior to transmission to WSY. KC-97 aircraft designated as Control Aircraft should arrive on the station designated 30 minutes prior to the arrival of the first B-47 and remain on station until 30 minutes after the last B-47 has departed the area.

SECURITY INFORMATION

CECLET

2. AIRBORNE HF COM MICATIONS:

a. Radio transmissions from aircraft will be limited to those required as prescribed in this order.

1006-3

- b. Tactical HF Control Stations:
 - (1) Primary AFX (Barksdalo AFB)
 - (2) Secondary AFE16 (Hunter AFB)
- c. SAC Primary air/ground stations will be operational 24 hours per day during this exercise and will maintain voice capabilities on the SAC Primary frequencies.
- d. HF equipped B-47s will submit hourly tactical position reports for its position <u>only</u> to HF Communications Control Stations (AFX or AFE16) throughout missions 4, 6, 7, and 10.using the FOGHORN Code.
- o. Tactical position reporting will be secondary to CAN. & ATC reporting.
- f. HF equipped direct will also act as relay stations during each mission for submission of B-2 Strike Reports from UHF only equipped aircraft. In event of non-availability of HF airborno relay stations (B-47s equipped with HF), B-2 Strike Reports will be submitted to appropriate addressees by electrical means after aircraft arrives at home station or alternate.
- g. FCGFCRM Code Position Reports and B-2 Strike Reports will be delivered by Tactical Radio Station at MacDill AFB (AFE8/AFE34) for local delivery.

SECURITY INFORMATION

Annex "D" to 306th BW 0 0 60-53

0,67

h. HF Collins 1854 Frequency Channelization:

CHANNEL	FREQUENCY	SERVICE	
1	4270 kcs	Backup RDS Frequency	
3	4397.5 kcs	SAC Tactical Air/Ground Frequency	6
5	4495 kcs	Airways, etc	
7	9320 kes	SAC Tactical Air/Ground Frequency	
9	12755 kcs	S.C Tactical mir/Ground Frequency	
11	17490 kcs	SAC Tectical Air/Ground Frequency	

3. IFF

- a. IFF will be opurated in accordance with S.C Reg 55-23, dated, 11 December 1951.
- b. IFF will be turned on within a 300 mile radius of Eglin AFB during any mission in SFYTRY using Eglin Proving Ground.
- 4. JANAP 158 () as modified will be used for visual identification and recognition within the ADC Control Zenes (ZI). Current applicable extracts will be furnished each participating aircraft commander. Aldis Lamps with various colored lens will be carried in R-47 Aircraft, physical check of which will be made during proflight.

5. CALL SIGNS:

- a. SACDAL call signs will be utilized for all HF Communications.
- b. SKYTRY (1 thru 15) will be call sign of 367th Bm Sq aircraft for inter-plane communications & for CAM/ATC reporting.
 - c. Ground Station Call Signs:
 - (1) AFX (Barksdale)

SECURITY INFORMATION

Annox "D" to 306th BW 0 0 60-53

~ .

56 867

(2) AFE 16 (Hunter)

NOTE: Additional call signs for other SAC Voice Stations will be as outlined in Pilot's Communications Flimsy.

6. RBS

All RBS stations involved in this exercise that have capability of operating on 4270 kes will be prepared to operate on this frequency at all times during the exercise. Those RBS stations having UHF capability will guard frequencies as assigned by Hq SAC in message DOCEC 46059, 24 December 1952, which was quoted in 2AF message 2AFEB 5331, 29 December 1952. (Also see UHF Channels 8 & 9). The 306th Bomb Wing will effect direct coordination with Hq 3903d RBS Group and RBS site Squadroms concerned prior to each mission to verify and coordinated RBS site frequencies (UHF &HF) operational data and status.

7. AUTHENTICATION:

KC-97 aircraft radio operators will use current AFSAL for all messages sent to SAC or AACS stations & for Authentication, ICAO reports will not be used in conjunction with the Air/Ground Code, POMAR form will be used for all ICAO reports from KC-97 aircraft.

8. B-2 STRIKE REPORTS:

- a. Strike reports will be relayed to HF equipped B-47s from UHF only equipped aircraft. HF equipped aircraft will submit Strike Roports to ground/station. Pilots Communications Flimsy will contain instructions for proper transmission procedure.
- b. Strike Reports will be transmitted <u>ONLY</u> in unfriendly territory unless an extreme Energency exists.

Annex "D" to 306th BW 0 0 60-53

SECURITY INFORMATION

SECHE?

gorte

9. POSITION REPORTS:

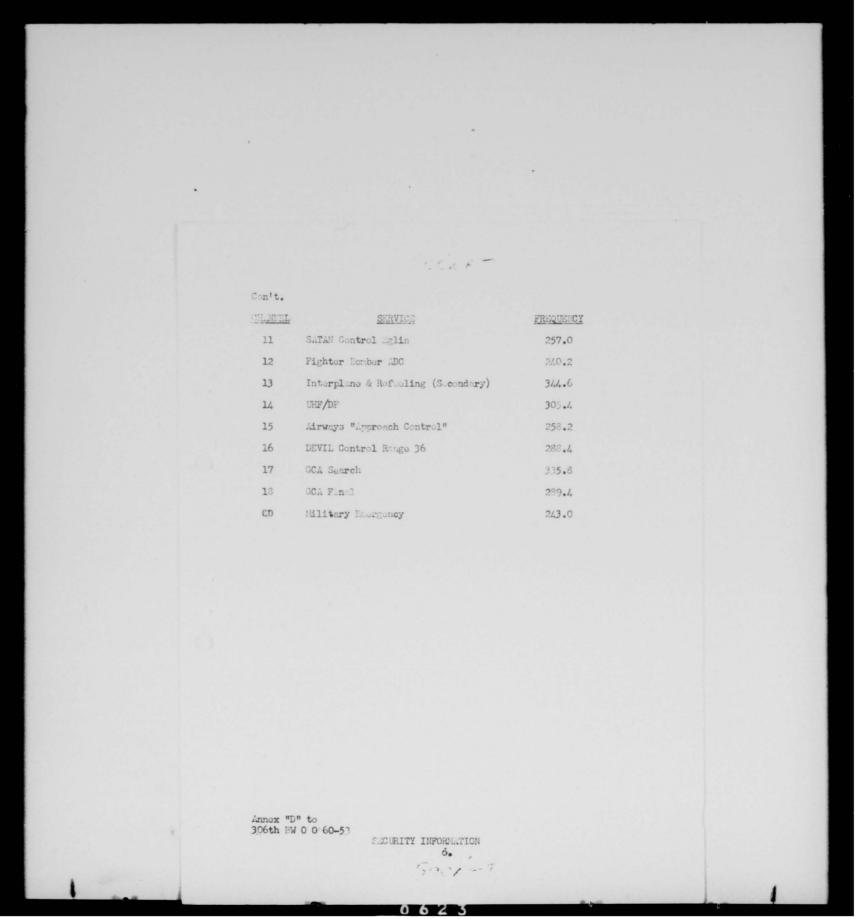
a. During missions when KC-97 aircraft are not participating in mission, UHF contact will be made to designated position reporting points to CAA/ATC with relay instructions to New York Ocuanic Control when B-47 is in ICAO areas.

b. Designated compulsory Air Traffic Reporting Points for both ICAO, CAA, ATC reports will be made within a 25 mile radius of the designated position coordinates. These designated reporting points will be included in the Filets Communications Flimsy. On formation or Cell flights the leader will make reports for the formation or cell flights. If the aircraft is unable to establish contact with the primary reporting point, contact with alternate stations in the area is authorized.

10. UHF CHANNELIZATION:

CHANNEI	SERVICE	PREQUENCY	
1	Control Tower	236.6	
2	Control Tower (Secondary)	275.8	
3	Control Tower (Civil)	257.8	
4	CAA (Range Stations)	255.4	
5	DEMON & SATAN Control (Secondary)	239.0	
6	Bomber Common & Refueling (Primary)	279.8	
7	SAC Common	321.0	
8	RBS	295.8	
9	RBS	311.0	
10	Eglin DEMON Control Site 30	283.4	
x "D" to	60-53 SECURITY INFORMATION		

A 6 2 3



THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Classified: SECRET Authority: CO, 306BW Initials: GAC Date: 20 January 1953

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 20 January 1953

ANNEX "E"

306TH BW OPERATIONS ORDER 60-53

LOGISTICS

1.	Aircraf	t Serial Numb	er:			
	B-47	51-2076	51-2220	51-2246	T-33	51-1/390
		2087	2225	2251		6915
		2193	2230	22514		2926
		2206	2234	2257		
		2212	. 2240	2271		
K	C-97	51-196	51-215	51-226	51-236	
		208	217	228	237	
		209	218	232	238	
		212	219	233	239	
		01.2	202	2017		

- 2. Airlift required for parts provisioning and Mission #9 will be furnished by KC-97E Cargo configuration aircraft of the 306th Air Refueling Squadron, assisted by other Second Air Force Units in accordance with instructions issued in Second Air Force Message 2AFOO 6137, 13 January 1953.
- 3. Supply Procedures. Normal supply procedures will be utilized as outlined in AF Manual 67-1 and 2AF Manual 65-1. Initiating organizations will utilize "SKY-TRY" priority and precedence and will code requests and requisitions accordingly, in accordance with Second Air Force Operations Order 60-53,

13 January 1953.

- a. Supply Liaison Unit will monitor all requests for aircraft parts and component parts, assigning highest priority to aircraft listed in paragraph 1, above.
 - (1) Aircraft parts and component parts required for the KC-97E Cargo configuration aircraft utilized in Mission #9 will receive special handling by the AMC-OCAMA Special "SKY-TRY" Project Officer assigned "SKY-TRY" Control Unit.
- b. Wing Staff Supply Section will monitor all requests for tools and equipment, other than ancillary equipment,
- c. Parts required for the repair of an illary equipment will be monitore by Supply Liaison Unit in accordance with 306th Bomb Wing Letter 67-1, 26 December 1952.
 - (1) Requests for additional ancillary equipment, or replacements for assigned equipment that cannot be immediately repaired and returned to service, will be directed to the Maintenance Control Officer. If required equipment is not available from 306th Bomb Wing sources, the Wing Supply Officer will submit emergency requests to 6th Air Division, requesting that equipment be placed on loan by units of the 305th Bombardment Wing or 809th Air Base Group.
- 4. Cannibalization. Controlled cannibalization will be utilized to the maximum extent possible to insure that aircraft engaged in Project "SKY-TRY" can perform their assigned mission. After all Base resources have been exhausted an AOCP or ANFE requisition will be telephoned to the appropriate depot by

Annex "E" 306BW Opr Ord 60-53

RET

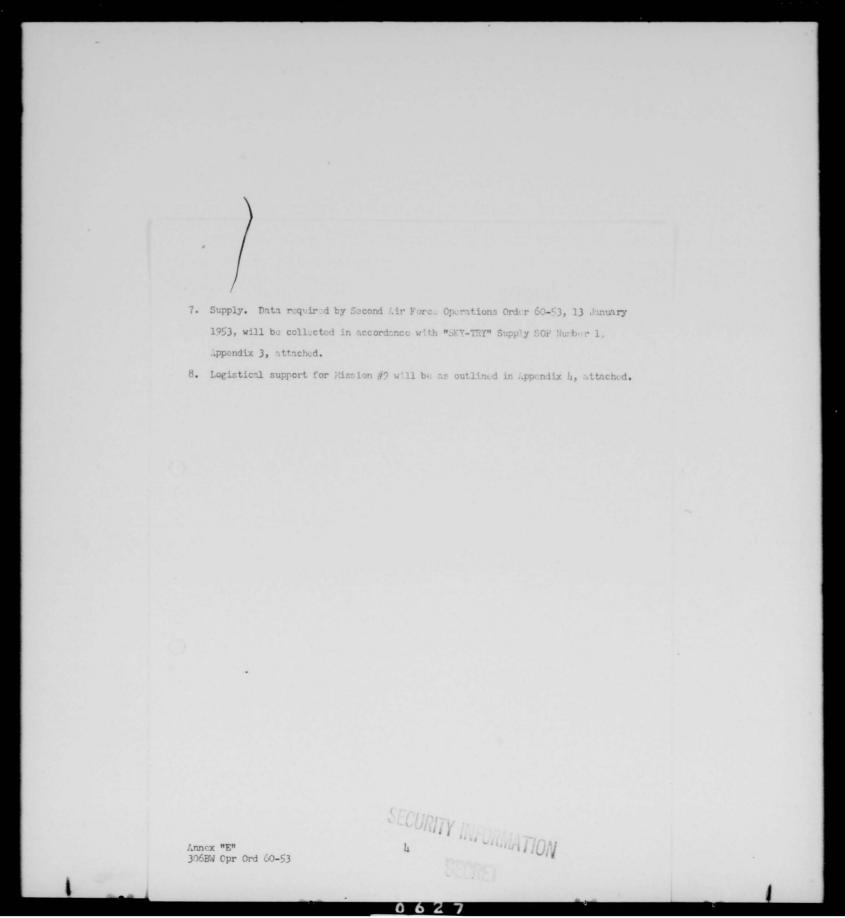
SECRET

Base Supply, under "SKY-TRY" supply priority and precedence, using the serial number of the aircraft participating in this project. If the item cannot be obtained in time for the aircraft to participate in the mission, action will be taken to remove the part from other aircraft of the 368th and 369th Bombardment Squadrons for B-47 and T-33 aircraft, and from non-"SKY-TRY" aircraft of the 306th Air Refueling Squadron. The RCS-AF-S-19 ACCP/ANFE Report will furnish the sorial number of the cannibalized aircraft.

- a. The Maintenance Control Officer will approve all requests for cannibalization. In his absence the Director of Materiel will be the approving authority.
- b. If the part required is not available by cannibalization from aircraft of the 306th Bomburdment Wing, the Director of Materiel will submit a request to 6th Air Division to direct cannibalization from aircraft of the 305th Bomburdment Wing.
- Maintenance. Data required by Second Air Force Operations Order 60-53,
 January 1953, will be collected in accordance with "SMY-TRY" Maintenance Reports Procedure, Appendix 1, attached.
- 6. Armament and Electronics. Data required by Second Air Force Operations Order 60-53, 13 January 1953, will be collected in accordance with "SKY-TRY" Armament and Electronics Procedure, Appendix 2, attached.
 - a. Normal organizational maintenance on "K" System components will be accomplished. The one-for-one exchange will be effected on components which require repair beyond the capability of the maintenance facilities normally available to the 305th Bomb Wing. (Ref: AMC Memo #1, AMC "SKY-TRY" Project Officer, 20 Jan 53).

Annex "E" 306BW Opr Ord 60-53

3



APPENDIX 1

TO

VMMEX "En

TO

306BW OPERATIONS ORDER 60-53

MAINTENANCE REPORTING PROCEDURES

The purpose of the following instructions is to establish a uniform procedure for the recording of parts and man-hours expended on "SKY-TRY" aircraft and equipment during Phase III of "OFERATION SKY-TRY". For the purpose of these instructions, "SKY-TRY" aircraft will be only the B-h7 mireraft assigned to the 367th Bombardment Squadron Medium, Serial Numbers as follows: 2076, 2087, 2193, 2206, 2212, 2220, 2225, 2230, 2234, 2240, 2216, 2251, 2254, 2257, and 2271. "SKY-TRY" equipment and parts will be that equipment assigned to the 367th Bomb Squadron and aircraft parts and other equipment parts emanating from this squadron Special projects, such as local manufacture of maintenance stands, etc., for the 367th Bomb Squadron will not be reported as "SKY-TRY" menhours. On any questionable item, section chiefs are authorized to contact "SKY-TRY" control team personnel at phones 414 or 530.

1. WORK ORDERS.

The Work Order Section of Maintenance Control will mark all work order numbers for "SKY-TRY" aircraft, equipment and parts, with "ST" preceding the shop symbols. Reparables from "SKY-TRY" aircraft will not be placed on work orders with non-"SKY-TRY" reparables. SECURITY INFORMATION

App 1, Annex "E" 306BW 0. 0. 60-53

2. 2AF FORMS 16 AND 17.



(The instructions of this paragraph da not apply to the 367th Bomb Squadron. Instructions for this organization are contained in Inclosure #1, attached).

a. A separate 2AF Form 17 will be prepared by each individual expending manhours on "SKY-TRY" aircraft, equipment or parts; this Form 17 will reflect only those manhours expended on "SKY-TRY". The "ST" prefix of "SKY-TRY" work orders will prefix the work order number in Column 6 of Forms 17. Each individual will be assigned a duty AFSC which is chargeable to an authorized AFSC in the appropriate Table of Organization. This duty AFSC will be recorded at the top of each individual's 2AF Form 17. When an individual performs duties not "covered" by his assigned duty AFSC, this will be noted in Column 9 by entering the AFSC which is most appropriate to the duty performed for that specific job.

EXAMPLE: An airman is assigned a duty AFSC of 2h250 (Mech Accessories Equip Repmn) in the Hydraulic Shop and performs duty for four (h) hours that is normally performed by AFSC h2550 (Aircraft Hydraulic Mechanic). In this case AFSC 42550 would be entered in Column 9 of 2AF Form 17 reflecting four (h) hours in this AFSC. If an individual performs duties on one work order that are not "covered" by one AFSC, it will be necessary to make two or more entries reflecting the time expended in each AFSC on that work order. Space limitations of Column 9 may necessitate using more than one line for a one man hour entry. Items 1 through 7 on the rear of Form 17 will not be required. Item 8 will be used to log standby time which can

App 1, Annex "E" 306BW 0. 0. 60-53

be specifically identified with "SKY-TRY". "Direct Total",
"Supervisor's Initials", and "Logged By" on the rear of the
form will be required. The 2AF Forms 17 will be stapled or
clipped together and attached to the 2AF Form 16, to which
they are transcribed and forwarded to Maintenance Control with
the 2AF Form 16.

b. A separate 2AF Form 16, reflecting "SKY-TRY" manhours only, will be prepared by all shops and sections which normally prepare these forms. Section IV of the form will be prepared to reflect manhours by AFSC and a total of manhours expended each day on a work order. Columns 1, 2, 4, 5, 6, 7 and 8 will not be filled in on entries which reflect manhours by AFSC but will be filled in (as required) for entries reflecting total manhours each day for the work order. For entries reflecting manhours by AFSC, Column 1 will be used to show the AFSC.

EXAMPLE: Work Order Number ST 52076 had the following manhours by AFSC expended on it in one day:

43131J - 5 hours

43151J - 2 hours

43153 - 6 hours

Entries on 2AF Form 16 will be as follows:

Line 1. Column 1 - 43131J. Column 3 - 5 hours. Column 9 - any remarks.

Line 2. Column 1 - 43151J. Column 3 - 2 hours. Column 9 - any remarks.

Line 3. Column 1 - 43153. Column 3 - 6 hours. Column 9 - any

App 1, Annex "E" 306BW 0. 0. 60-53

SECRE

Line 4. Column 1 - ST 52076. Column 3-13 hours. Column 9 - any

(Columns 2, 4, 5, 6, 7 and 8 would be filled in with normal entries on Line 4).

Manhour entries by AFSC will show the AFSC in which duty was performed. (Reference par 2a above). If an airman of duty AFSC 43151J performed four (h) hours duty in AFSC 43153 and four (h) hours in his assigned duty AFSC (43151J), the entries on Form 16 will reflect four (h) hours in each AFSC. Column 9 of Section IV will contain the work order description. Only Section III, IV, VII, and VIII will be completed on Forms 16 reflecting "SKY-TRY" information exclusively. One of the blank spaces in Section V will be marked "Standby" and used to log "SKY-TRY" standby time. When a section does not expend manhours on "SKY-TRY", a negative Form 16 marked "SKY-TRY" will be submitted

UNSATISFACTORY PEPORTS - AF FOR The

The Unsatisfactory Report Section of the 300th Bomb Wing Maintenance Control will provide a copy of all UR's written on "SKY-TRY" aircraft and equipment to the "SKY-TRY" control team. Only UR's submitted on deficiencies occurring during Phase III of "OPERATION SKY-TRY" are desired.

AIRCRAFT DISCREPANCIES AND MALFUNCTIONS.

a. Part 2 of AF Form 1A for "SKY-TRY" aircraft will be made available daily by the Records and TOC Section of Maintenance Control to the "SKY-TRY" control team.

App 1, Annex "E" 306BW 0. 0. 60-53

ECRET MITTO

b. A copy of the Inspection Discrepancy List prepared by the Flight Test and Inspection Section will be made available to the "SKY-TRY" control team when completed.

6. AIRCRAFT FLYING HOURS AND STATUS.

Copy of the Daily Aircraft Status Report will be made available to the "SKY-TRY" control team by the Reports and Analysis Section of Maintenance Control.

7. AIRCRAFT JET ENGINE DATA.

The Engine and Accessory Historical Record (AF Form COB) for "SKY-TRY" aircraft will be made available to the 'SKY-TTY" control team.

8. SPECIAL TOOLS.

A record will be maintained daily by the 307th Bomb Squadron of B-47 special tool usago. The tool part number and nomenclature, number of time loaned daily, total time on Join July, momber of time requested each day when not available, and total vaiting time daily because of non-availability of the tool will be recorded. The above data will be recorded for each special tool used or requested but not in stock, the number of times requested will be shown. Repeat requests by the same individual while a tool is on loan will not be recorded.

9. ANCILLARY EQUIPMENT.

The Supply Liaison Section of Maintenance Control will provide a copy of the 367th Daily Ancillary Equipment Status Report to the "SKY-TRY" unserviceable and action taken. SECURITY AND AMATION control team. The report will indicate the reason for each unit being

1 Incl: Instr for 367th Bomb Sq Recording Maint Manhrs

App 1, Annex "E" 306BW 0. 0. 60-53



Instructions for the 367th Bomb Squadron in Recording "SKY-TRY" Maintenance Manhours

1. A separate 2AF Form 17 will be prepared for the use of the "SKY-TRY" Control Team. The "ST" profix of "SKY-TET" work orders will precede the work order number in Column 6 of Forms 17. Each individual will be assigned a duty AFSC which is chargeable to an authorized AFSC in the appropriate Table of Organization. This duty AFSC will be recorded at the top of each individual's 2AF Form 17. When an individual performs duties not "covered" by his assigned duty AFSC, this will be noted in Column 9 by entering the AFSC which is most appropriate to the duty performed for that specific job.

EXAMPLE: An airman is assigned a duty AFSC of 42450 (Mech Accessories Equip Repmn) in the Hydraulic Shop and performs duty for four (4) hours that is normally performed by AFSC 42550 (Aircraft Hydraulic Mechanic). In this case AFSC 42550 would be entered in Column 9 of 2AF Form 17 reflecting four (4) hours in this AFSC. If an individual performs duties on one work order that are not "covered" by one AFSC, it will be necessary to make two or more entries reflecting the time expended in each AFSC on that work order. Space limitations of Column 9 may necessitate using more than one line for a single man hour entry.

Item 8 will be used to log "standby" which can be specifically identified with "SKY-TRY". The 2AF Forms 17 will be stapled or clipped together and attached to the 2AF Form 16 to which they are transcribed and forwarded to Maintenance Control with the 2AF Form 16.

2. A separate 2AF Form 16 will be prepared for the use of the "SKY-TRY" Control Team. Section IV of the form will be prepared to reflect manhours by AFSC Incl. #1 to App 1, Annex "E" 306BW 0. 0. 60-53

and a total of manhours expended each day on a work order. Columns 1, 2, h, 5, 6, 7 and 8 will not be filled in (as required) for entries reflecting total manhours each day for the work order. For entries reflecting manhours by AFSC, Column 1 will be used to show the AFSC.

EXAMPLE: Work Order Number ST 52076 had the following manhours by AFSC expended on it in one day:

43131J - 5 hours

43151J - 2 hours

43153 - 6 hours

Entries on 2AF Form 16 will be as follows:

Line 1. Column 1 - 43131J. Column 3 - 5 hours. Column 9 - any remarks.

Line 2. Column 1 - 43151d. Column 3 - 2 hours. Column 9 - any remarks.

Line 3. Column 1 - 43153. Column 3 - 6 hours. Column 9 - any remarks.

Line 4. Column 1 - ST 52076 Column 3-13 hours. Column 9 - any remarks.

(Columns 2, 4, 5, 6, 7 and 8 would be filled in with normal entries on Line 4).

Manhour entries by AFSC will show the AFSC in which duty was performed.

If an airman of duty AFSC 43151J performed four (h) hours duty in AFSC 43153

and four (h) hours in his assigned duty AFSC (h3151J), the entries on Form 16

will reflect four (h) hours in each AFSC. Column 9 will contain a brief work

order description. One of the blank spaces in Section V will be marked "standby"

and used to log "SKY-TRY" standby time.

Page 2, Incl. #1 to App 1, Annex "E" 306BW 0. 0. 60-53

SECRET

APPENDIX 2

TO

VMMEX "E"

TO

306TH BW OPERATIONS ORDER 50-53

ARMAMENT-ELECTRONICS REPORTING PROCEDURES

- PURPOSE: To outline the procedures to be used for data collection for Armament-Electronics-Communications equipment during Project "SKY-TRY".
- APPLICABILITY: Applicable to Operations personnel and Armament-Electronics
 Maintenance Squadron for missions and maintenance of aircraft assigned to
 the 367th Bombardment Squadron, 306th Bombardment Wing.
 - a. Forms completed by Operations personnel.
 - (1) Procedures.
 - (a) Operations forms for "K" System (2AF63), Communications

 ("SKY-TRY" Form AE-1), Rendezvous ("SKY-TRY" AE-2), and

 gunnery system (OES Forms AE-1 and AE-4), will be completed

 by appropriate crew members, as directed in 306th Bomb Wing

 Letter, or as outlined during briefing for "SKY-TRY" missions.
 - (b) These forms will be turned in to Operations personnel performing the de-briefing, and thence to an Armament-Electronics representative.
 - (c) Armament-Electronics personnel will note corrective maintenance action taken, if applicable.
 - (d) These forms will be forwarded to "SKY-TRY" Control Unit,

 Base Harger Room 229, as soon as possible after the mission.

 "E"

App 2, Annex "E" 306BW 0. 0. 60-53

SECRET

SECRET

- b. Forms completed by Maintenance personnel.
 - (1) The Test Equipment Utilization Report (Form AE-6) will be accomplished by personnel in the test equipment and tool crib, and forwarded at 0800 hours the following day to the Second Air Force Project "SKY-TRY" Control Group.
 - (2) The supply form, "SKY-TRY" Form AE-7, will be accomplished by representatives in Service Stock, and will indicate items that are issued, or requested and not issued due to non-availability.

3. GENERAL:

- a. All Work Order Forms (Form 48, or locally davised form) will be stamped "SKY-TRY" for identification. These forms will be forwarded to the Armament-Electronics Supervisory Section. Subject forms will be picked up daily at 1500 hours by a representative from the "SKY-TRY" Control Unit.
- b. Mock-ups utilization data will be compiled by the Electronics representative from the "SKY-TRY" Control Unit from Nock-ups logs for Organizational and Periodic Maintenance, and from Work Orders (Form 48) for field maintenance repair.



App 2, Annex "E" 306BW 0. 0. 60-53

2

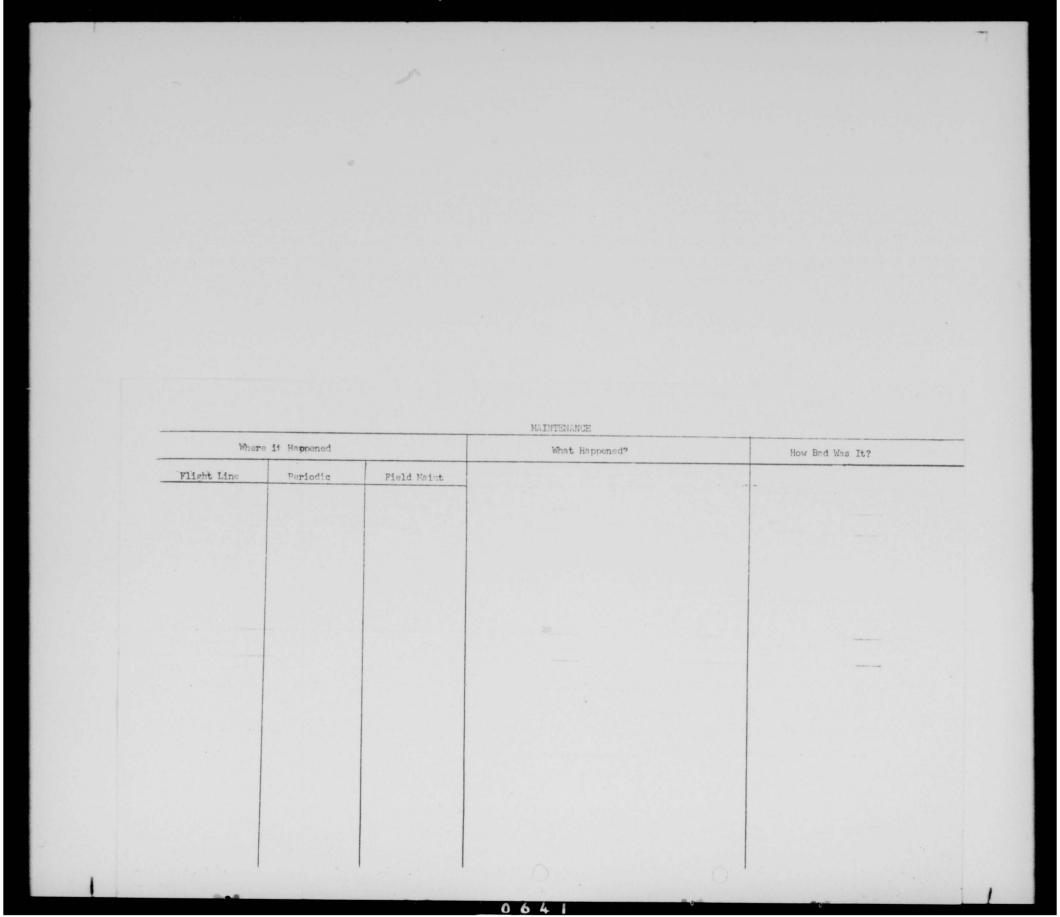
						4	
	RADAR OI	PERATOR	S REPOR	г	1		
100000000000000000000000000000000000000		K SYSTEM	2	THE THE PARTY NAMED IN	title or		
			A/C Nbr	I have been	Annuales		
Wing		A/C Comdr		Date	CONTRACTOR .		
Malfunctions & Disci		TEATORMANCE	Corrective Acti	ios	Trouble Corrected		
					Yes No		
				C			
	7 - 3 - 1 - 2 - 3	(Accepted)					
Preflight NCO	Actual Pad	(Not Accepted)	By	Rad Chk	Rad. Obs.		
Equipment Equipment Time On Time O	Release Nav Take Off	Nav Na Total Opera	av Photo	Rend 'Fit Total Airbor Operating Ti	me ime		
-41		IN FLIGHT					
Local Alt Xtal Time (P) Mag Rad Bea Mod	I Ind AC DC -30	Explain all irregulariti	+300 +600 \	Inv 3 Phase Volt A C	RF Pres		
Local Alt Time (P)	RANGE & DEFINITION	ON (List Max Rg: d			mbs 6		
Local Ak Time (P)	Range	50 NM Range	80 NM Range	100 NM Range	With Swp Delay		
	DEDECOMA						
Local X Hair Swp Delay Stab U Time Align. Nor Inop Nor Is	net ECO Link TH N	av Diele or Inop Nor Jitte	Optics Sluggish	lnop	TAS		
Local	1111		T	rouble Loca	d Time		
Time Malfunctions		Corrective Action	, Co	No Co	orrected		
	EDITO .	OPERSONAL S. A.	A				
 2AF. 27 .63				D AF BAREDALE APP LA	SSFT 52 - 6000	-	1

THIS PAGE IS DECLASSIFIED IAW EO 13526

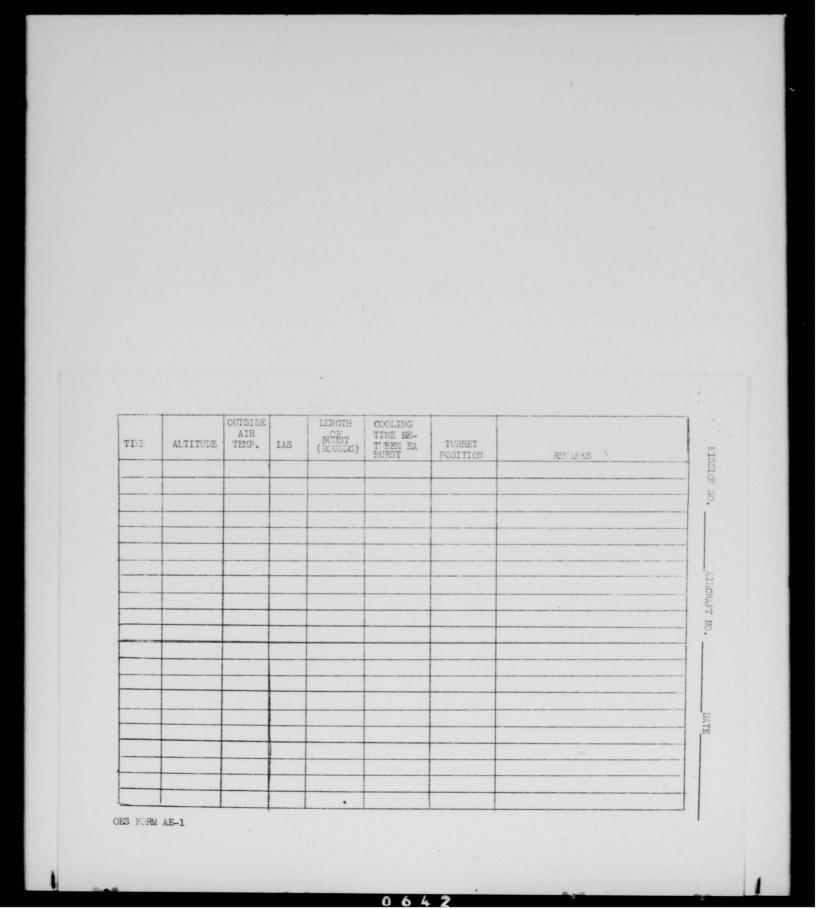
WAS RADAR USABLE AT IP (YES) (NO) WAS RADAR USABLE AT TGT (YES) (NO) OBSERVER RATING OF SET: GOOD () Fail			i) NO)
	POST FLIGHT		
Discrepancy		Action Taken	
		MARKET AND ADDRESS OF THE PARTY	
400 M/A 100 M/			
200 MA 000 000 000 00			
EQUIPMENT NOW OPERATIONAL (YES) (NO SPECIALIST SIGNATURE REVIEWED:) DATESYSTEA	TIME IS ANALYST	

-					
	Mission No Air	craft No Date			
		HF EVALUATION			
	1. Were ALL attempts to ma				
	a TP NOT 1504 oto				
	. 2 wil, list stat	tion(s) which you could not raise.			
than	. b. IF NOT, were you the one you called?	able to contact any ground statio	on(s) other		
	c. IF NOT. please gi	vo following too			
Static	n Time	ve following information: Distance Altitude Temper	ce from		
Weatho	r Conditions	remper	rature		
	What worm the -i-i				
were m	ade? Minimum	d maximum ranges at which successf	ful contact(
The second second		Maximum	_		
3	Comments:				
SKY_TDV	FORM AE-1	()			
3112111	was a second	(over)			
-				1	

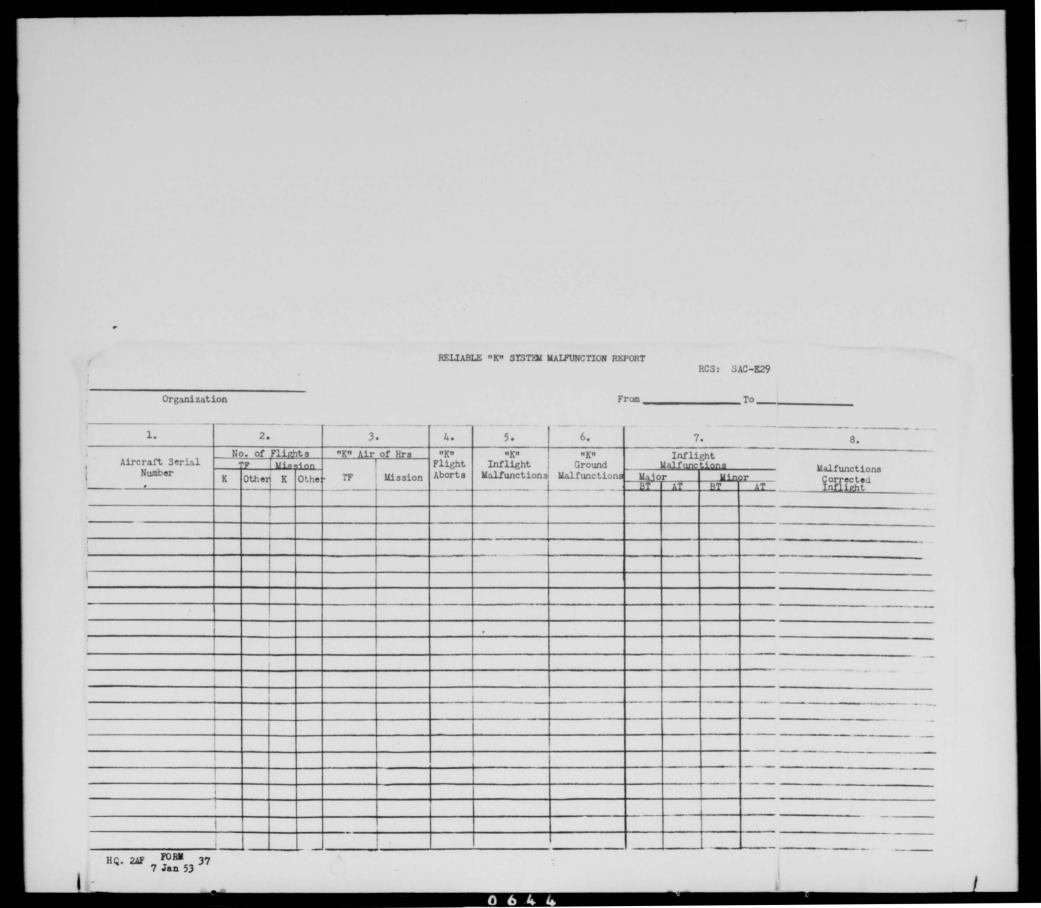
	2AF REND	EZVOUS EQUIPMENT REPORT		
		DATE OF THE PROPERTY AND ADDRESS OF THE PROPERTY OF THE PROPER		
Date	Aircraft Number	Desired Charles		-
	THE RESERVE THE PROPERTY OF TH		Raception	
Equipment	Jsed (Check)	Altitude	Reception Veximum Banes	Minimum Panga
Equipment 1	Jsed (Check) APN-11		Raception Maximum Range	Minimum Range
Equipment	APN-12 APN-2			Minimum Range
Equipment	Jsed (Check) APN-11			Minitary Range
Equipment 1	APN-12 APN-2			Minimum Range
Equipment 1	APN-11 APN-2 APN-68 APN-68			Minimum Range
Equipment 1	APN-11 APN-2 APN-2 APN-76 APN-68 APN-68 APN-68	Altitude		
Equipment 1	APN-11 APN-2 APN-2 APN-76 APN-68 APN-68 APN-68			
Equipment	APN-11 APN-2 APN-2 APN-76 APN-68 APN-68 APN-68	Altitude		
Equipment	APN-11 APN-2 APN-2 APN-2 APN-76 APN-68 APN-6	Altitude		
Equipment	APN-11 APN-2 APN-2 APN-76 APN-76 APN-68 APN-	Altitude		
Equipment 1	APN-11 APN-2 APN-2 APN-76 APN-68 APN-	Altitude		
Equipment 1	APN-11 APN-2 APN-2 APN-76 APN-76 APN-68 APN-	Altitude		
Equipment 1	APN-11 APN-2 APN-2 APN-76 APN-68 APN-	Altitude		
Equipment 1	APN-11 APN-2 APN-2 APN-76 APN-68 APN-	Altitude		
1. / 2. 1 3. /	APN-11 APN-12 APN-2 APN-68 RADIO PENDEZVOUS At what range was descent started? Priefed descent range Everage TAS in descent Fime from point descent to first hookup	Altitude		
Equipment 1	APN-11 APN-12 APN-2 APN-68 RADIO PENDEZVOUS At what range was descent started? Priefed descent range Everage TAS in descent Fime from point descent to first hookup	Altitude		
Equipment 1	APN-11 APN-12 APN-2 APN-68 RADIO PENDEZVOUS At what range was descent started? Priefed descent range Everage TAS in descent Fime from point descent to first hookup	Altitude	Meximum Hange	
Equipment 1 2. 1 3. 4	APN-11 APN-12 APN-2 APN-68 RADIO PENDEZVOUS At what range was descent started? Priefed descent range Everage TAS in descent Fime from point descent to first hookup	Altitude		



THIS PAGE IS DECLASSIFIED IAW EO 13526



		٠	그리는 아이를 맞는 이 것은 사람이 하는 그 살아 그 것이 되는 것이 되었다.
		*	
-	*		
		1.	Did the turret track with the sight in a smooth, positive action?
			a. Were the guns fired in full azimuth deflection in both directions? In evelation? Poth elevation and azimuth deflections?
		2.	How long a period of "cold soak" was the B-4 Armament System subjected to before the guns and turret were exercised?
		3.	During the period of tracking with the turnet was any underirable flight characteristics noticed?
			a. What effect did turret deflection have on the sirplane with the auto-pilot on? Off?
			b. With the auto-pilot and Directional Damper of??
		4.	. What effect did the operation of the turret have upon the K-system operation during the bomb run while auto-pilot was in second station?
			a. Observer's comments on his ability to syncronize on target when turret was deflected during RBS runs.
			b. Effect on PDI signal?
			c. Observer's comments on K-system operation and
			c. Observer's comments on K-system operation and presentation the period guns were being fired.
		5.	Were ALL attemnts to fire the guns successful?
			a. IF NOT, state what oc urred and list events leading up to the point where malfunction was first noticed.
			b. How many rounds were expended?
			LEFT GUN RIGHT GUN
		6.	Additional Comments:
		SKY_	TRY FORM AE_4 Page 2



THIS PAGE IS DECLASSIFIED IAW EO 13526

AE-9 Juet 48	Failure Date	
4	4/C Number	EQUIPMENT 8
	Part Description	
	Schematic Reference Symbol	
	AF Stock No.	COMPONENT :
	Date Req'n	"SKY TRY"
	Service Stock Voucher Number	
	Base Supply Reqn Number on Depot	
· ·	A/C ANFE	COMPONENT SERIAL NOS
	Date Received	T NOS T
	Remarks	

SECRET

APPENDIX 3

TO

YMEX "E"

TO

300TH PN OPERATIONS OPDER 60-53

SKY-TRY SUPPLY SOP)

NUMBER 1

SKY-TRY CONTROL UNIT MacDill AFB, Florida 20 January 1963

SUPPLY CONSUMPTION DATA

- 1. PURPOSE: The purpose of this SOP is to establish the procedure and responsibility of the 306th Directorate of Material for gathering consumption data on Project "SKY-TRX". Procedures as outlined will be in addition to those of the B-47 Special Consumption Task Force presently located at MacDill Air Force Base.
- 2. TO WHOM THIS SOP APPLIES: Directorate of Materiel, 306th Bomb Wing Medium.
 - 3. AUTHORITY: 2d AF Operations Order 60-53.
 - 4. PROCEDURE:
 - a. Bench stock:
 - (1) Request a physical inventory of the Flight Line Stock of the 367th Bombardment Squadron be accomplished at the end of the working day on 21 January 1953.
 - (2) Request an extra coded copy of the stock replenishment requisitions for Flight Line Stock be maintained in a jacket file with the initial inventory until the completion of this project.

 SECURITY INFORMATION

App 3, Annex "E" 306BW 0. 0. 60-53

SECRET

- (3) Request a final inventory be accomplished at the end of the working day on 21 February 1953.
- (h) These records will then be forwarded to the B-47 Special

 Consumption Task Force Office, so as to arrive not later than
 the 3d day after completion of the last "SKY-TRY" mission.
- b. Cannibalization:
 - Cannibalization will be controlled as outlined in 2d AF Operations Order 60-53.
 - (2) Request an accurate record of all items (AOCP/ANFE) cannibalized to support Project "SKY-TRY" be maintained for the duration of the project by the Supply Liaison Officer on a format attached to this SOP as Inclosure #1. Applicable Column 3 or 4 of Inclosure will be checked.
 - (3) Request a daily report be extracted from the consolidated report and forwarded to the "SKY-TRY" Control Office, Room 229, Base Hangar, ATIN: Captain Fiske, not later than 1200 hours each day for duration of project.
 - (4) Request a complete report of all cannibalized items be forwarded to the B-47 Special Consumption Task Force not later than 3 days after the last mission.
- c. Emphasis should be placed on accurate reporting by the Dock and
 Field Maintenance Shops on the present recap sheets submitted to the AMC
 Consumption Task Force.

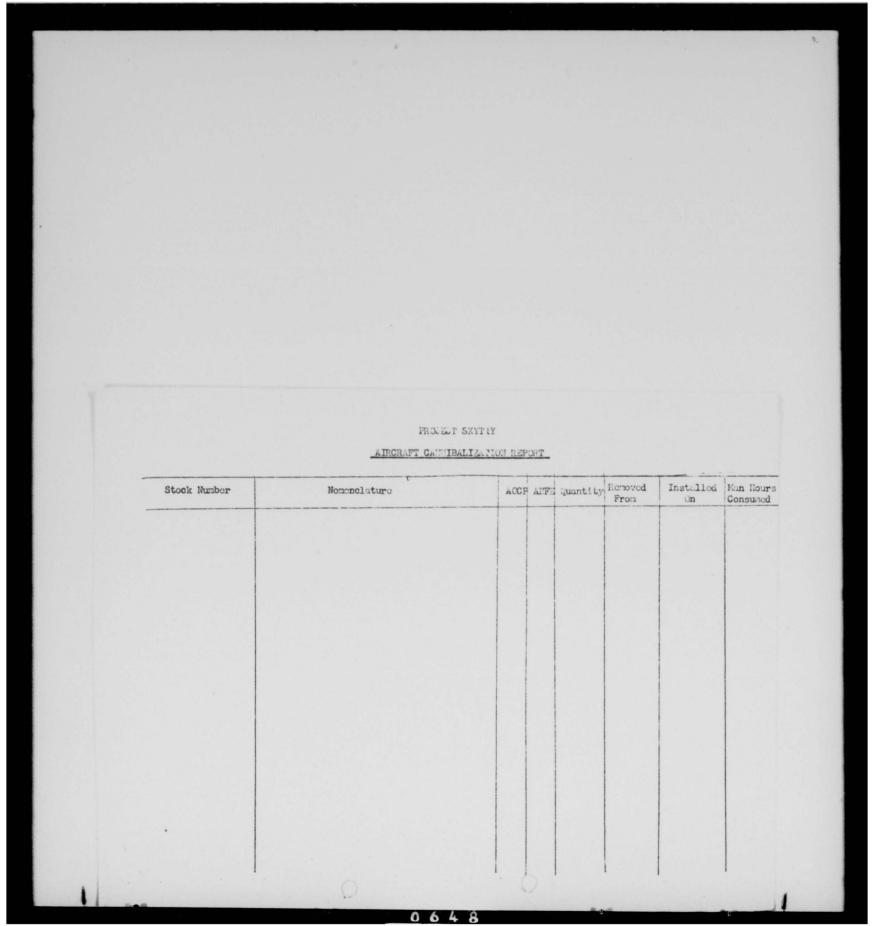
 SECURITY INFORMATION

SECRET

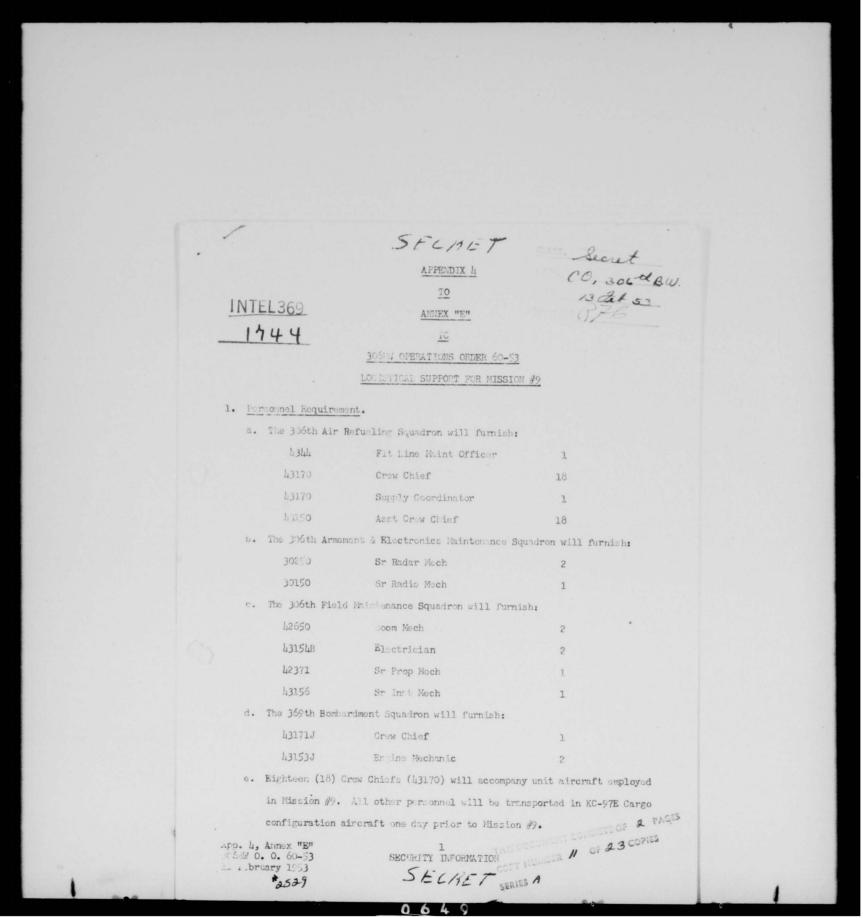
1 Incl: Acft Cannibalization Rept Form /s/t/ ROBERT T. ROBINSON Lt. Col., USAF SKY-TRY Project Officer

App 3, Annex "E" 306BW 0. 0. 60-53

.



THIS PAGE IS DECLASSIFIED IAW EO 13526



SECRET

2. Supply Support.

- a. The Maintenance Control Unit will be provided with 2 Enroute Maintenance Kits for spares apprort. These kits will be airlifted with the Maintenance Control Unit in KC-07E Cargo configuration aircraft. Enroute kits will be turned in to Base So My upon completion of the mission.
- b. ACCP items required during refueling phase at Barksdale AFB will be telephoned to Second Air Force Aircraft Spares Branch, giving them the followin
 information: Aircraft serial number, Part number, Nomenclature, and Amount.
 The Aircraft Spares Branch will then contact the "SKY-TRY" Control Unit
 at MacDill Air Force Base.

3. Equipment.

- a. Individual tool kits will accompany each mechanic.
- b. The 306th Air Refugling Squadron will provide one (1) 50-ton axlo jack.
- c. The 366th Bombardment Squadron will furnish two (2) C-22 Generators.
- 6. The 369th Bombardment Squadron will furnish one (1) Hobart tug.
- b. Tanker Refueling. 30,000 gallons of JP-h feel will be on-loaded at Barksdale AFB, Louisiana.

2 SECURITY DUFORMATION

Apr. h, Annex "E" 30 TM 0. 0. 60-53 11 Fearury 1953 * 253

SECRET

HAADQUARTERS 306TH BYMB WING (M) MacDill Air Porco Baso, Florida 20 January 1953

ANN SX F

TO

OPERA TONS OTHER 60-53

SPECIFIC RESPONSIBILITIES

1. BRIEFING: 367th Bomb Squadron

306th Air Rofueling Squadron

(Note: A/C and Navigator of tanker crows will attend 367th Squadron briefing on missions involving refueling. 367th briefings will be held in the 306th Wing Priefing Room).

- TARGETS STUDY: 367th B mb Squadron in 306th Conference Room, Building T-199.
- 3. IN ERROGATION: Wing Intelligence
- 4. COMBAI REFORTING: Wing Intelligence
- 5. SKY TRY REPORTING: Wing Intelligence
- 6. SAC Regulation 55-18: Ding Operations
- 7. PHOTO SCORING: Wing Target Prodiction
- 8. SAC FORM 44: 'ing Observer
- 9. TEST DIPECTIVE 16 (23 Cet 52): Command Section (Deputy Commander).
- 10. $\underline{\text{T-59 LOADING}}$: Base Supply personnel under the supervision of 306th A & E Squadron.

SECURITY INFORMATION

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 3 April 1953

FORLIARD

- 1. The 306th Bemberdment Wing Supplements to the T.C. 01-20M I-1 are designed to amplify or to further clarify information contained in the Pilot's Mandbook. These Supplements are directive and, except for the most unusual or exceptional circumstances, all pilots will adhere strictly to the procedures set forth.
- 2. With the development of new methods and equipment, many of the Supplements will become obselete. Recommendations for changes and revisions are encouraged and if approved will be promptly incorporated into Supplements.
- 3. Recommendations should be forwarded to the 306th Bomb Wing Director of Operations, ATTE-TION: Standardization Board.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: 2 - 6th Air Division

2 - Wing 00

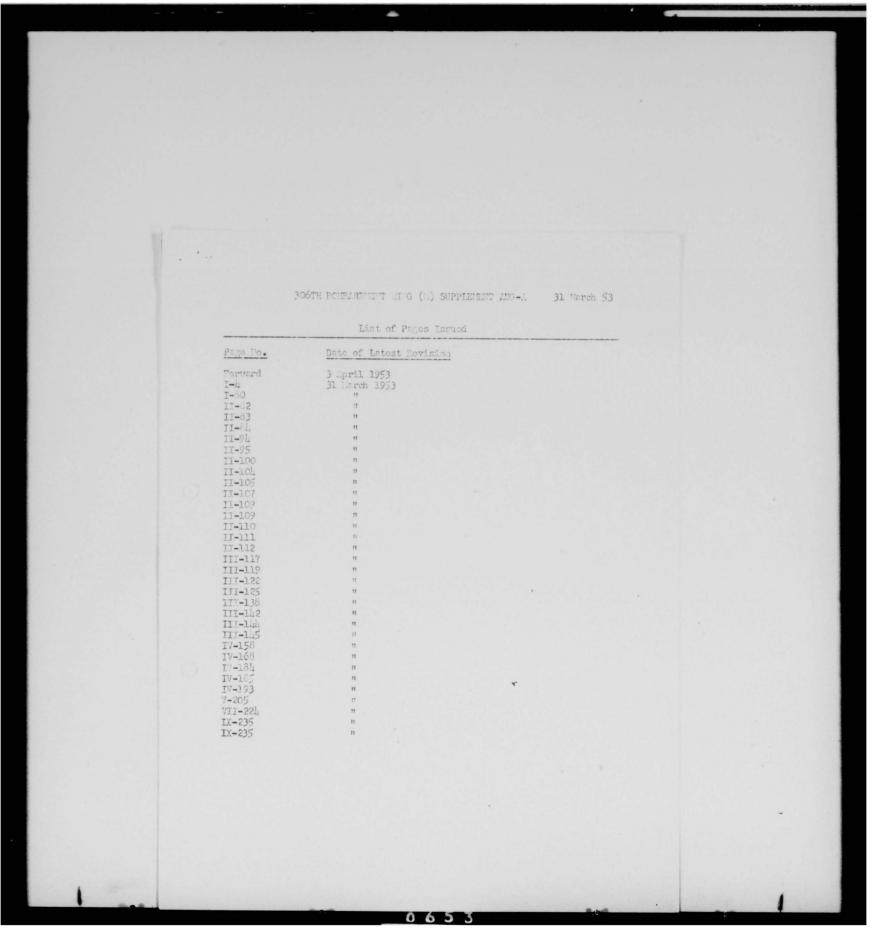
8 - Director of Operations 45 - Each Squadron

4 - Director of Material 5 - Dir of Opns 305th Bm Wg

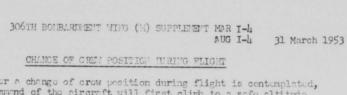
1 - 3-47 MTD 1 - B-47 Simulator 1 - HRRL

Lt.Col., US/F Director of Operations

EXHIBIT "W"



THIS PAGE IS DECLASSIFIED IAW EO 13526



1. Thenever a change of crew position during flight is contemplated, the pilot in command of the aircraft will first climb to a safe altitude and area before the change is made.

2. No change of sents will be made when there are only two pilots abound the mirroraft.

306TH BOMBANDMENT WING SUPPLEMENT VEB I-71 31 March 195.

A-20 HAND OPERATED FIRE EXTINGUISHER

- 1. B-h7 aircraft now have installed an 1.-20 Fire Extinguisher which contains Promochloromethane. (CE) CB is a more efficient agent than Carbontetrachloride. However, CB is a toxic chemical and prolonged exposure to low concentrations or short exposure to high concentrations must be avoided. The decomposed vapors of CB are toxic irratents and should be removed from the eye or skin by flushing with water.
- Crews should breath 100% oxygen if CB is used or spilled in flight.
 They should continue to use 100 oxygen until the sireraft has been ventilated or the vapors are dissipated.

0655

306TH BOME:RDMENT WING (M) SUPPLEMENT MAR II-99
AUG II-82 31 March 1953

Change Item 41 (Aug) and Item 67 (Mar) to read as follows:

41. FIAPS - CHECKED AND SET 10%. Co-pilot will call "Ground from co-pilot, check wing flaps". Ground observer will notify the co-pilot whenever the flaps move or stop and the action of the left elevator trim tab during flap operation.

 a_{\bullet} Co-pilot retracts flaps to approximately 80% with the normal flap lever.

- b. Retract the flaps approximately 10% with each emergency switch.
- c. Complete flap retraction with the normal flap lever.
- d. Extend flaps to 10% with normal flap lever.

0656

306TH BOMBARDMENT WING (M) SUPPLEMENT AUG II-83

31 March 1953

BEFORE STARTING ENGINES

Change Items 42, 43, 45, 47 and 48 as follows:

- 42. In the first sentence delete "charging valve switch on PRESSURIZE $\mbox{\sc AND"}$.
- 43. Add: "To minimize tube failure, the FEC-27 will be allowed to warm up for at least two minutes prior to transmitting".
- 45. Add: "Pilot will determine that both pressure release valve handles are in the closed position."
- 47. TRIM TAB CHLCKED AND ZERO-ZERO. Pilot will check trim tabs for freedom of movement and then zero.
- 48. FLIGHT CONTROLS CHECKED POWER ON LND OFF. The pilot will place all three surface power control switches in normal position. The red lights on the panel should go out, and the amber lights should come on.
 - a. Move surface control lock toward the locked position approximately five degrees. Surface power control red warning lights should come on. Move surface control lock to the unlocked position. Red lights should go out, amber on.
 - b. Call on interphone "Ground from pilot, stand by to check flight controls." Pilot will move the control wheel full left. The ground observer will report the position of the ailerons, trim tabs, and flaperons.
 - c. Move the control wheel to the right and the ground observer will report the position of the ailerons, trim tabs, and flaperons.
 - d. Complete the check of the elevators and then the rudder to each extreme with the ground observer reporting their position.
 - c. Turn the surface power control switches off and repeat the control check with the ground observer in the order of aileron, elevator and rudder. Flaperons should not move during this check.

306TH BOMBARDMENT WING (M) SUPPLEMENT AUG II-84

31 March 1953

(AUTH: SAC Ltr DOTRF 300, 2d Ind, dtd 6 Nov 52)

Change Note under 49 to read as follows:

Parking brakes may not be effective until engines 3 and 4 have been started and main hydraulic pressure is available.

Change Item 50 to read as follows:

50. AUTO-PILOT - CHECKED AND OFF. The pilot will accomplish the following check:

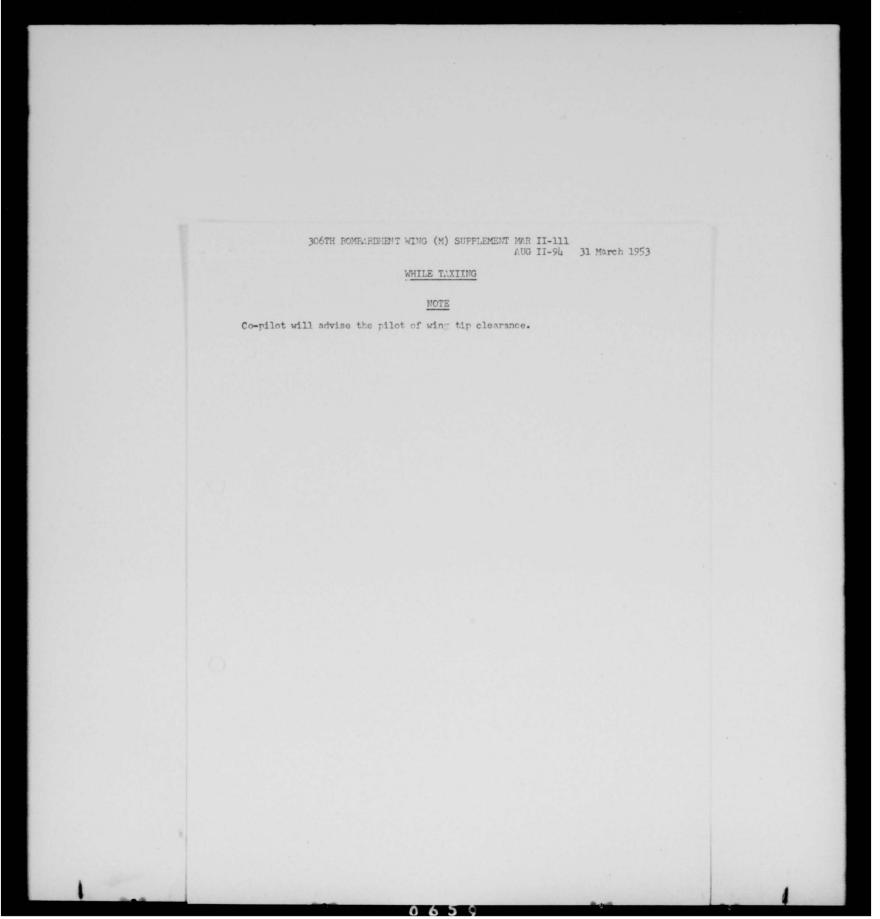
a. Extend the auto-pilot arm. Check selector in automatic pilot position, turn control knob in detent and the altitude control off.

b. Center trim tabs and flight controls and place the auto-pilot master switch ON, then place all three engaging switches in the engaged position.

c. Turn the centrol knob to the left. The centrol wheel should follow until the limit switch is contacted and the auto-pilot disengages. Re-engage auto-pilot and repeat check with right turn.

d. Re-engage auto-pilot and have the co-pilot push his release button. Engage the auto-pilot and check release button on the pilot's wheel.

e. Check all switches off and stow the control arm.



THIS PAGE IS DECLASSIFIED IAW EO 13526

306TH BOMBARDMENT WING (M) SUPPLEMENT AUG II-95

31 March 1953

(AUTH: SAC Ltr DOTRF 300, 2d Ind, dtd 6 Nov 52)

Change Item 5 to read as follows:

5. CANOPY - CLOSED, LATCHED ..ND LOCKED - Pins and hooks in place. Before closing canopy, the pilot will check that the canopy is clear. The co-pilot notifies pilot "Clear to close". Pilot will call "Closing canopy". After canopy closes, pilot will leave the centrel lever in the CLOSED position and moves the lock lever to the LOCKED position. Co-pilot checks the hooks and pins in place and notifies the pilot "Hooks and pins in place". If canopy has been closed prior to starting engines, pilot checks canopy latched, control lever in the CLOSED position, and the lock lever in the LOCKED position. Co-pilot will check the hooks and pins in place.

Add Item 9, to read as follows:

- 9. Flaps Checked and Full Down.
 - a. Extend flaps approximately 10% with each emergency switch.
- b. Extend flaps full down with the normal flap lever. Pilot checks flap position indicator for 100% flaps. Check flap lever in the OFF position.

0660

306TH BOYBARDMENT WING (M) SUPPLEMENT MAR II-116 AUG II-100 31 March 1953

TAKE-OFF

Change Item 7 to read as follows:

7. Fuel Transfer - TRINSFER STIRTED. Pilot will start fuel transfer to the three main tanks from the 1TO if filled or the bomb bay. At this time No. 2 engine fuel selector will be set to TE. All engine selectors will normally be left in TE position unless it is necessary to balance the fuel tanks. After level off and a fuel reading has been obtained, transfer will be started from the remaining auxiliary tanks. Transfer of fuel will be managed to maintain the CG within optimum limits.

306TH BOMBARDMENT WING (M) SUPPLEMENT MAR II-120

31 March 1953

(AUTH: SAC Ltr DOTRF 300, 2d Ind dtd 6 Nov 52)

Change Item 7 to read as follows:

7. Fuel panel - SET, LIGHTS OUT Fuel readings.

Pilot will set engine Mc. 2 fuel selector switch TME, and all other fuel selector switches to TE.

CAUTION: In the event fuel quantity is 12,000 pounds or less, position all fuel selector switches to TME.

Check all fuel pump warning lights out and transfer fuel quantity gauges to the co-pilot.

0662

306TH BOMBARDMENT WING (M) SUPPLEMENT MAR II-121

31 March 1953

BEST APPROACH SPEED

1. Two knots will be subtracted from the chart of best approach speeds. For example: BAS in 7.0. 01-20EMB-1 for 100,000 lbs is 123. Best approach speed will be 123 minus 2 knots or 121 knots for 100,000 pounds.

306TH BOMBARDMENT WING (M) SUPPLEMENT MAR II-121

31 March 1953

TRANSITION

1. During touch and go landings, pilots will climb to a minimum of 800 feet on the runway heading used for take-off before starting a turn to the crosswind leg. Climb out to the crosswind leg will be made at 40 knots above best approach speed.

306TH BOMBARDIENT WING (M) SUPPLEMENT AUG II-104 31 March 1953 (AUTH: SAC Ltr DOTRF 300, 2d Ind dtd 6 Nov 52) Change Item 4 to read as follows: 4. Fuel Panel - SET, LIGHTS OUT Fuel Readings. Pilot will set engine Mo. 2 selector switch TME, and all other fuel selector switches to TE. CAUTION: In the event fuel quantity is 12,000 pounds or less, position all fuel selector switches to TME. Check all fuel pump warning lights out and transfer fuel quantity gauges to the co-pilot. Delete Item 7.

THIS PAGE IS DECLASSIFIED IAW EO 13526

306TH BOMBARDMENT WING (M) SUPPLEMENT AUG II-105

31 March 1953

BEFORE LANDING

Add Item 15.

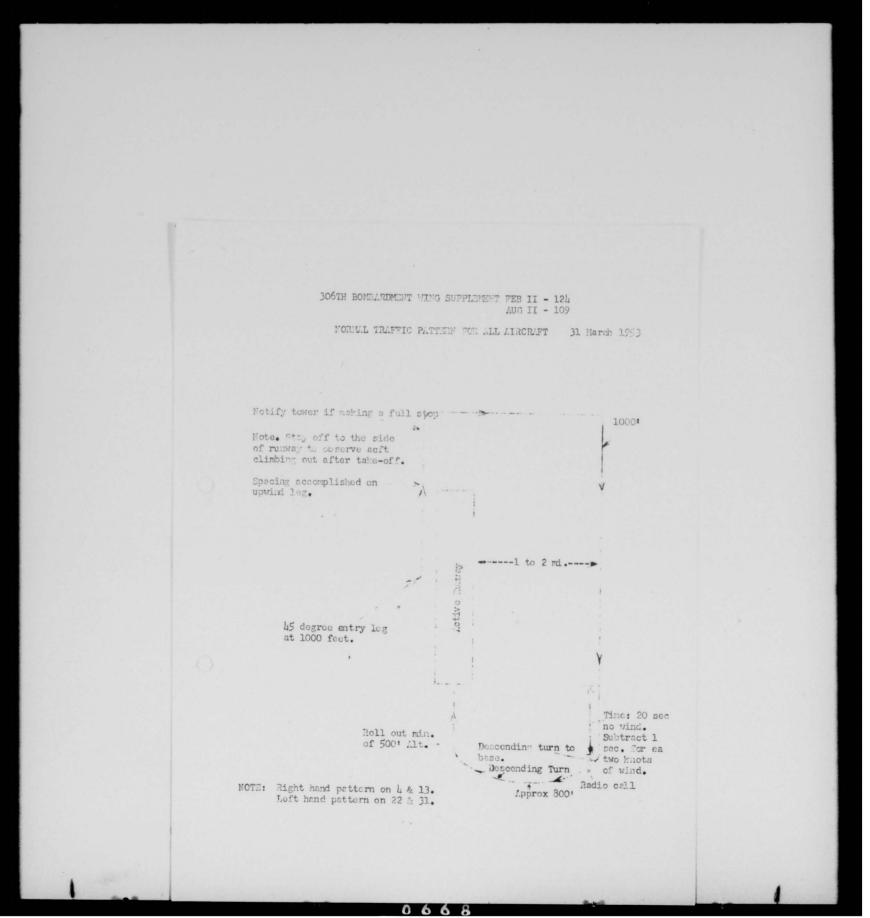
15. Circuit breakers - Checked In. The pilet will check all circuit breakers in and report same to pilet.

TR. NSITION

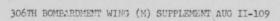
1. During touch and go landings, pilots will climb to a minimum of 800 feet on the runway heading used for take-off before starting a turn to the crosswind leg. Climb out to the crosswind leg will be made at 40 knots above best approach speed.

306TH BOMBERDMENT WING (M) SUPPLEMENT MAR II-122
AUG II-107 31 March 1953
CROSS WIND LANDING

All take-offs and landings will be made on Runway 4 or 22 unless the direct crosswind component exceeds 25 knots.



THIS PAGE IS DECLASSIFIED IAW EO 13526



31 March 1953

BEST APPROACH SPEED

(SAC Ltr DOTRF 300, 2nd Ind dtd 6 Nov 52)

1. Three knots will be subtracted from the chart of best approach speeds. For example: PAS in T.O. Ol-20ENB-1 for 100,000 lbs is 124. Best approach speed will be 124 minus 3 knots or 121 knots for 100,000 pounds.

306TH BOURN DEEDT WEDG (M) SUPPLEMENT MAR II-122 AUG II-110 31 March 1953 FULL STOP LANDENGS

- l. After full stop landings, all B-47 pilots will turn off at the first taxiway available without use of excessive brakes.
- 2. Mormal procedures will be employed to prevent dragging the chute while taxiing.
- 3. Pilot will jettison the chute while taxing, after turning off the active runway, when he is certain that the chute will fall at least 100 feet clear of the runway.

CAUTION: When landing behind another R-47 do not taxi over a drag chute as it may be drawn into one of the engines.

 \mathfrak{h}_{\bullet} . At night, the pilot will normally text to the end of the runway before turning off.

D.L.G CHUTE

- 1. The pilot lending the circumst will deploy the drag chute except in cases of an emergency.
- 2. When safety of flight could be jespordized with the pilot attempting his own chute deployment, the co-pilot may deploy the chute. The co-pilot will deploy the chute on signal from the pilot.

306TH BOMBARDMENT WING (M) SUPPLEMENT MAR II-126
AUG II-111 31 March 1953

AFTER LANDING

Items 1 and 2 must be checked before turning off the runway. All other items on the check list will be accomplished after turning off the runway.

Change the following items:

3. Wing Flaps - Up ten percent.

Pilot will retract flaps to ten percent and then return the flap lover to OFF.

4. Drng Chute - Jettisoned.

During landing roll the pilot will use sufficient RPM on engines No. 3 and 4 to prevent drag chute from contacting the runway. After turning off the runway, the co-pilot will jettison the chute when the aircraft is at least 100 feet clear of the runway and notify the pilot "Drag chute jettisoned".

6. Guns Stowed - 45 degrees up.

Co-pilot will stow the guns in a 45 degree up position if returning from a gunnery mission.

Delete Item 10. (This applies to ing T.O. only) (Pilot should not be setting the fuel panel while taxing into the parking area).

AFTER PARKING

Delete Item 1.

306TH BOMBARDMENT WING (M) SUPPLEMENT AUG II-112

31 March 1953

(AUTH: SAC Ltr DOTRF 300, 2d Ind dtd 6 Nov 52)

Change the following items:

3. Fuel Selectors - MANIFOLD TO ENGINE. After all engines are shut down, the pilot will set fuel selector switches for all engines to Manifold to Engine (ME) position.

4. Generators - Off. Co-pilot places all (six) generator switches in the off position and notifies the pilot.

Add Item 6a.

6a. Windshield wiper - PARK. Pilot places the windshield wiper control knob to the parked position.

306TH BO'B. DENT TING (N) SUPPLEMENT M'R III-131 AUG III-117 31 March 1953 COMMUNICATION PROCEDURES IN EVET OF ENERGENCY

1. When an aircraft commander determines that an emergency exists and that a crash landing, ditching or bailout is iminent, the following procodure will be used:

c. All crew members and passengers, when alerted by the aircraft commander, will switch to command position on their jack boxes. The aircraft commander will switch to Guard Channel on the UMF set and carry on his normal transmission, both interphone and air to ground.

If there is insufficient time to complete the above, the pilot will turn on the emergency keyer.

b. When time and circumstances permit, the pilot will transmit the following information to the control tower:

- The nature of the emergency.
 The number of personnel on board.
- (3) womening fuel.
- (4) Ammunition and bombs (number and type).

2. If the emergency results in an accident, the above procedure would possibly provide investigators with a recorded sequence of events.

306TH BOUBLIDHENT WENG (W) SUPPLEMENT MOR III-133 SUG III-119 31 March 195; AIDSTANTS OF B-47 ENGINES

- 1. Pilots will not practice shut down of engines or air starts.
- 2. If an angine ceases normal operation or a malfunction necessitates the shut down of engine in flight, it will not be restarted unless safety of flight is jeopardized.

306TH BONPA DMINT WING (H) SUPPLEMENT MAR III-136 AUG III-122 31 Mar 53 ENGIVE FAILURE DURING WLIGHT

- 1. When engine failure is encountered in flight, the pilot will use the following as a guide in preventing further damage to the windmilling engine.
- a. If the engine is dranged beyond repair the fire shut-off switch will be left pulled out.
- b. If the engine shows no sign of demage and all other engine indications are normal (fire warning light out) the fire shut off switch will be reset to provide lubrication to the engine. If an engine fire starts at this time, the fire shut off switch will be pulled. If this action puts the fire out, and this is the only engine out, the mission may be completed at the discretion of the pilot. If a second engine fails, the pilot will proceed to the nearest suitable landing field.

306TH BONBA JMEET WING (H) SUPPLEMENT MAR III-139 AUG III-125 31 March 195 ENGINE FIRE DUKUNG FLIGHT

- 1. When engine fire is encountered in flight, the pilot will use the following as a guide in preventing further damage to the windmilling engine.
- a. If the engine is damaged beyond repair, the fire shut-off switch will be left out.
- b. If the engine shows no sign of demage and all other engine indications are normal (fire warming light out), the fire shut off switch will be reset to provide lubrication for the engine. If engine fire starts up again, the fire shut off switch will be pulled. If this action puts the fire out, and this is the only engine out, the mission may be completed at the discretion of the pilot. If a second engine fails, the pilot will proceed to the necrest suitable lending field.

306TH BOMBARTMANT UETO (M) SUPPLEMENT MAR III-154 AUG III-138 31 March 1953 SURFACE POWER CONTROL HISPERATIVE

1. In the event of complete aileron or rudder surface power control failure (i.e. failure of both normal and emergency systems), airwork above 5000 feet may be practiced until sufficient fuel is expended to permit a normal full step landing. Under no circumstances will a GCM or any other type of low approach be practiced with a known malfunction affecting the power control system.

306TH BO'BLANDENT 'ING (M) SUPPLEMENT MAR III-160 AUG III-142 31 March 1953 ENERGE'CY RETRICTION OF LIMBING GELT

1. In the event the normal goar retraction system fails to raise the landing goar, the pilot's emergency retraction system will not be used, but the co-pilot's system may be utilized.

CLUTION

Co-pilot's switch must be released immediately when position indicators indicate full up position to prevent damage to the retraction system.

306TH BOMBARDNEST WING SEDIUM SUPPLEMENT FEB III-161 AUG III-144

31 March 1953

EMERGENCY EXTENSION OF LANDING GEAR

- 1. Thenever difficulty is experienced in obtaining a positive gear down and locked indication, the aircraft commander will first attempt to position the gear with the ELGE system. This failing he will:
 - a. Contact Bicycle Control on Channel 6.
 - b. Describe conditions and corrective action taken.
 - c. Standby for instructions from the Ving Director of Operations.
- 2. If the malfunction cannot be corrected the aircraft commander will:
- a. Request that maintenance personnel be directed to standby near the end of the runway with the gear down locks.
 - b. Fotify the central tower of the emergency.
- 3. After touch down, the aircraft will be stopped on the runway so that the landing gear down locks can be installed.

306TH BOMBARDMENT WING (M) SUPPLEMENT AUG III-145 31 March 195

EMERGENCY EXTENSION OF THE LANDING GEAR

Add the following to paragraph b.

b. Operate ratchet handle fore and aft until goar is down and locked. When the goar is fully down and locked, the indicator light on the ferward side of the extension stand should glow and resistance will be felt on the ratchet handle.

FOTE

One fall stroke of the ratchet handle turns the landing goar screw about one third of a turn. Depending upon the amount of free fall, which will vary according to the airplane attitude, airspeed and temperature; over two-hundred fifty full strokes may be required to extend the goar to the full down and locked position. Ratcheting should be continued until the goar is down and locked, or the fuel supply dictates the necessity for landing.

306TH BOMBARDMENT WING (H) SUPPLEMENT MAR IV-180 AUG IV-158

21 March 1953

CCMMUNICATIONS Operation of Collins 1884 Radio Equipment

1. The 1884 radio set can be operated by both the pilot and co-pilot in the B-47 direcraft. The transmitter and receiver are crystal controlled to any one of 20 pre-tuned HF channels. The maximum range of the set is over 1500 nautical miles.

2. Operation of Controls for Voice Operation:

Note: No squelch is provided in the receiver, therefore background noise will be present. In general the RF control should be set as high as possible without having the background noise objectionable.

CONTROL	POSITION	LOCATION
DC Circuit Bracker	IN	Co-pilot's Circuit Breaker panel in lower rear corner. 50 amp fuse for Transmitter & 10 amp fuse for receiver;
Power Switch	ON	Co-Pilot's Air Selector ST Panel.
Interphone Selector	Liaison	Co-Filot's or pilot's interphone.
1854 Control Box		Panel across aisle from co-pilot.
Frequency Selector	1 - 20	1854 Control Box
Function Switch	Phone	п п
RF Gain	laximum	п п
AF Gain	/s desired	и и
BFO	Not used	и и

Note: Tower frequency of 3023.5 kcs is for transmission ONLY. When using this frequency the Rudi. Campass or CANI has to be used to receive the tower.

3. All voice procedures will be made in accordance with the existing regulations. Aircraft camanders should be C/UTIONED that the HF channels are nonitored by the below interested organizations for any violation of their procedures.

"Communications Instructions Radio-tolophone (R/T) Procedure".

OPS MEMO B47-26

- b. JANAP 114(F), Joint Army Navy Air Procedure. Title, "Call Signs for Fixed and Land Radio Stations".
- c. ACP 101, Allied Communications Procedures. Title, "Air Force Address Groups".
 - d. SACCOM-2, Strategic Air Command Communications Plan.
- e. Procedure, Hq, SAC dated 26 July 1952. Title, "Air/Ground Radio Telephone Interim".
- f. Procedures, Hq SAC dated 1 August 1952. Title, "Radio Telephone Procedures for Command Section Aircraft".
- g. Flimsys issued by 306th Bomb Wing (M), which will be extracted from the above documents, emphasizing the following points:
- (1) Voice Call Signs will be in accordance with JAMAP 114F and SACDAL. EXAMPLE: AFX this is Air Force 1234 Over (The word Jet will not be used in any HF Transmission)
- 4. In the event of an Emergency in-flight, ground station contact will be made on HF frequency in use at the time. If no initial contact has been made switch to the primary HF communication frequency and transmit emergency information. This is not meant to preclude contact by other means such as VHF or UHF.
- 5. The possibility of damage to the aircraft due to a broken antenna wire has been minimized by the automatic disconnect fitting at the vertical stabilizer. To jettison any remaining portion of the antenna from the forward antenna mast, pull on the vire between the antenna coupler and the base of the antenna mast (located inside the pressurized section of the aircraft) until the retaining wedge drops out. The wire may be either pulled into the aircraft or broken off and allowed to slip out of the hollow mast away from the aircraft.
- Placards will be provided with antenna release information and frequency listions.



31 March 1953

EMERGENCY BOMB RELEASE

Change the first paragraph to the following:

The pull handle, (13 figure 48) on the Observer's right side wall just below the emergency escape hatch, provides a manual means for releasing the 10,000 pound bomb. When this handle is pulled, cables unlatch the bomb doors and release the 10,000 pound bomb.

306TH BOUBARDMENT VING (H) SUPPLEMENT MAR IV-194 AUG IV-168 31 March 1953

INTERPHONE SYSTEM

(Aircraft with locally modified interphone)

- 1. To permit the aircraft commender to receive commend and interphone transmissions at the same time, the following procedure will be used:
- and the locally modified mixture switch on "Interphone and Command" (up position).
- b. In order to converse with the aircraft commander, the co-pilot will depress the "MIC" and "MSI" switch on the co-pilot's control wheel to the "MIC" position (rear position).
- 2. By using this procedure, the aircraft commander and co-pilot will be able to hear tower transmissions while the co-pilot is reading the check list. If it becomes necessary for the co-pilot to call the tower, all he need do is switch his interphone selector switch from the "Interphone" position to the "Command" position.

306TH BOIBARDHEYT WERG (M) SUPPLEMENT MOR IV-217 AUG IV-184 31 March 1953 NORIVAL OPERATION OF THE OXYGEN SYSTEM

Change item b as follows:

At the station to be checked, place the oxygen supply shut-off lever in the ON position. Check the indicated system pressure which should be 425 to 450 PSI, a minimum of 450 for maximum range flights.

Add the following note after Itam i:

NOTE: The P. MCCNIPE check is recommended as an aid to remembering the oxygen proflight check.

P-PRESSURE: Pressure in the exygen cylinders as read on the gauge is sufficient for the proposed flight.

M-MASK: Mask properly fitted. Check for leaks, faulty fasteners, microphone installed, and mask functioning properly.

C-COMMECTION: Connection of the mask and regulators.

C-CONVECTION: Connection of the regulator hose to the regulator.

R-REGULATOR: Check for proper functioning, normal and emergency settings.

I-INDICATOR: Flow indicator working properly.

P-PORTABLE OXYGEM: Walk around bottle filled and ready for use.

E-E/ERGE/CY: Emergency oxygen bottle (beil-out bottle) available, secured and filled to sufficient pressure.

306TH BOMBA DIGENT WING (M) SUPPLEMENT MAR IV-217 AUG IV-185 31 March 1953 IN-VLIGHT (NO.WAL C.BIM PLESSULE OPERATION)

- Oxygen masks will be worn at all times during take-off and landing with the exception of transition landings when a threat make may be worn in licu of mask.
- 2. Oxygen masks will be worn whenever cabin pressure altitude is above 10,000 feet or when outside pressure altitude is above 35,000 feet. Below these altitudes, the mask may be unhooked from the helmet on one side. On missions over eight hours, the oxygen regulator will be left off until a cabin altitude of 10,000 feet is reached.
- 3. Any deviation of cabin pressure from normal operation will be written up.
- 4. Airplane commander will be responsible for exygen checks during flight. This will be accomplished by frequent conversation necessary in the performance of crew duty and by continually monitoring the exygen warning lights. (Reference page 183) When flying above 35,000 feet, an exygen pressure check will be made every 30 minutes.
- 5. At night crew members will remain on oxygen at all times except on long range flights. Prior to descent pilot and co-pilot will go to 100% oxygen.
- 6. Descent to cabin pressure altitude of 10,000 feet or less will commence at such time as the oxygen's pressure reaches 100 PSI at any station.

IN-FLIGHT (PARTIAL O. INOPELATIVE PLESSUAIZATION)

- 1. In the event of total or partial failure of cabin pressurization, the aircraft will not be flown at cabin pressure altitudes above 35,000 feet, which is considered to be the ceiling for continuous use of pressure breathing. This altitude offers maximum fuel economy possible with out the hardship of extensive pressure breathing and is also a conservative altitude for exygen use. The oxygen regulator should be switched to 100% setting for assurance that 100% oxygen is being delivered. Physical activity should be reduced to the minimum possible.
 - 2. If pressurization fails during climb and fuel permits, a level off should be made for 30 minutes during which 100% exygen is breathed. After this period of denitrogenation, climb may be resumed to 35,000 feet.
 - 3. If the aircraft is above 35,000 feet when cabin pressure is lost, the pilot will immediately descend to 35,000 feet.
 - 4. If a crew member develops a mild acroembolism (grade 1 or 2 bends), descent to a lower altitude is necessary. This descent should be accomplished in increments of 1,000 feet with the individual breathing 100% oxygen, level-off should be made as soon as the incapacitated crewmen is relieved (normally between

28,000 and 32,000 feet). Climb to a higher altitude may be attempted subsequently if fuel economy is critical. If a serious inexpecitating aeroembolism (grade 3 or 4 bands, chokes) develops, the mission should be aborted.

5. When four or more persons are scheduled for flight, 35,000 feet (outside altitude) will not be exceeded except in an emergency.

USE OF TYPE H-2 HIGH PLESSU E B.II OUT BOTTLE

- 1. Type H-2 bail out bottle will be carried by all erow members and connected to the oxygen mask hose at all times during flight.
- 2. The bottle cover will be permanently attached to the parachute harness in such a manner as to allow the hose connector to be plugged into the adaptor on the oxygen mask.
- 3. The bottle will be charged to not less than 1800 PSI as shown on the gauge.
- 4. Then a bailout at altitude is eminent, the safety pin and the release knob will be pulled prior to disconnecting the oxygen hose. (The knob requires a pull of about 20 pounds).
- 5. Once the bailout bottle has been actuated the wearer must periodically allow the excess exygen to escape by menually lifting the mask from his face. The continuous flow of exygen from an actuated bailout bottle cannot be stopped by attempting to forcefully exhale.
- 6. Upon release, oxygen will flow at a constantly decreasing rate for a useful period of approximately 10 minutes.

306TH PORBARDMENT WING (M) SUPPLEMENT MAR V-247 AUG V-205 31 March 1953 OPER TIME LIMITATIONS

1. During monouvers in which negative accelerations up to minus 0.46 are imposed on the cirplane, it is possible to accounter fuel spillage through the fuel vent system. This fuel flows along on the outside of the fuselage skin and enters the aft compartments through drain holes, door openings, etc. It is also possible to encounter temperary loss of elevator boost power during a minus 0.46 maneuver. Loss of elevator boost power is caused by hydraulic pump starvation during the negative acceleration period.

NOT E

As for as is known, the above problems have not been encountered as a result of operation under rough air conditions. These problems have occurred only during intentional pushovers.

2. Until further notice, all B-47 pilots will avoid any intentional flight menouvers that may produce negative accolerations less than zero G on the cirplene.

NOTE

The present accelerometer installation is likely to give unreliable readings and should not be depended upon during flight.

306TH BOMBARDMENT WING (M) SUPPLEMENT MAR VII-269
AUG VII-224 31 March 1953

FUEL MAMAGEMENT

Change fuel transfer to the following sequence:

External Wing Tanks. ATO Tanks. Forward Auxiliary Tank. Bomb Bay Tank.

Change paragraph b and c to read as follows:

b. Start fuel transfer to all three main tanks from the ATO tank immediately after take-off, and continue during climb.

c. Start fuel transfer from the remaining auxiliary tanks to all main tanks after cruise conditions have been established and a fuel reading has been obtained.

Delete "Caution" under paragraph d.

Change the last sentence under paragraph e to read as follows:

The position of the elevator trim tab should be checked frequently during flight for the best CG location. Refer to figure 5-6, page 213.

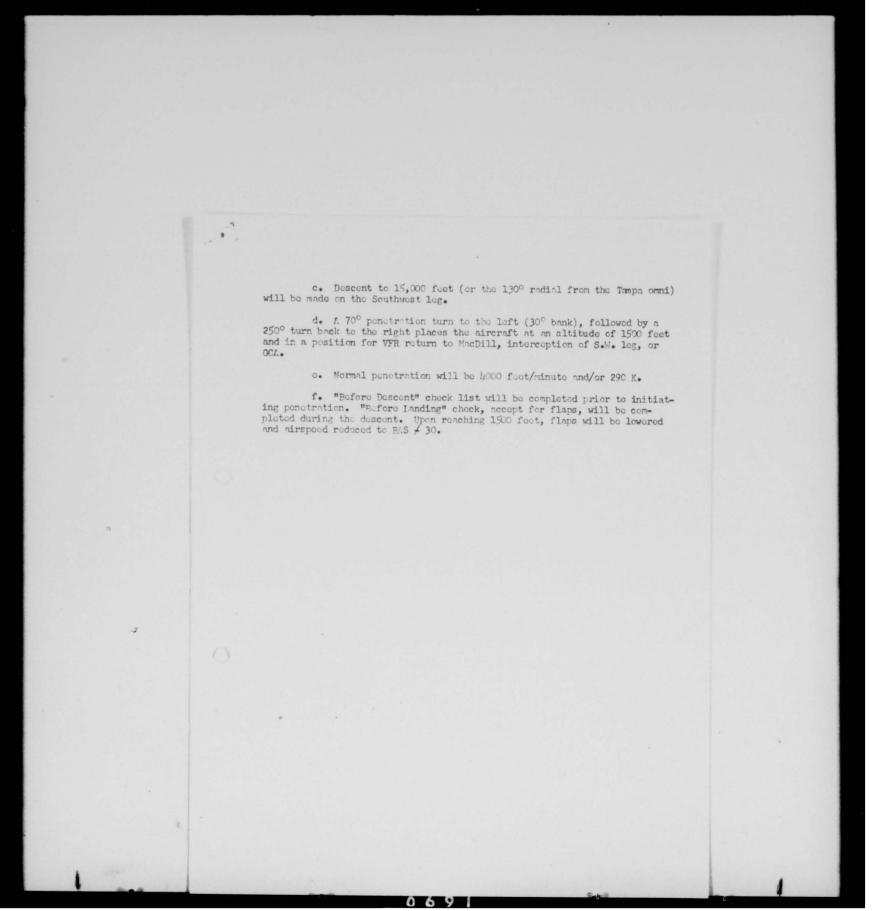
CAUTION

When bomb drops are planned, extra care must be exercised in fuel management in order to keep the CG within limits. The CG that would result from a bomb drop will be computed prior to the actual release of the bomb. The CG will also be computed prior to landing if bombs are to be loaded without refueling or if landing with bombs aboard.

306TH BOMBARDMENT WING (M) SUPPLEMENT MAR IX-287
AUG IX-235 31 March 1953

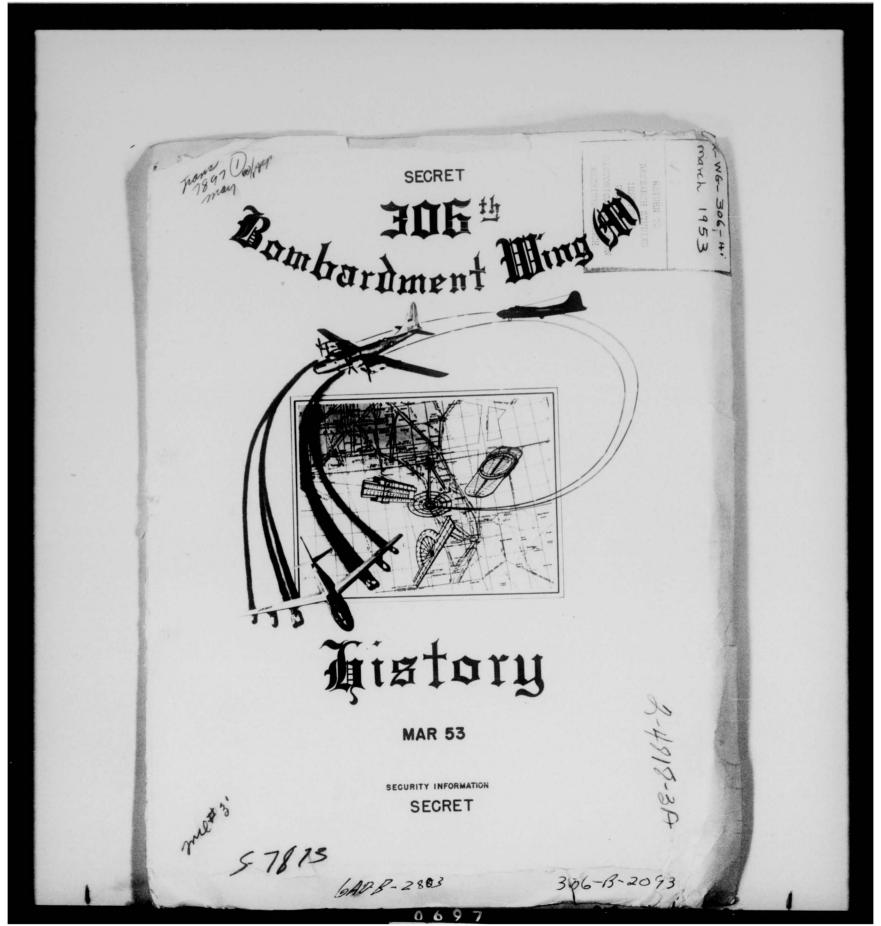
INSTRUMENT FLIGHT PROCEDURES

- 1. GCA.
- a. Practice approaches will not be flown lower than 500 feet for PPI or 250 feet for precision unless a landing is contemplated. The approach and landing or go-around will be completed visually from the minimum altitude.
 - b. Landings may be full stop or touch-and-go.
 - c. Normal traffic pattern speeds will be used.
 - 2. ILAS (At Tampa International Lirport).
- a. Permission to use the TP: IL:S will be obtained from Tampa Approach Control (Channel 3).
- b. The outbound track (0°) will be flown at an indicated altitude of 1700 feet.
- c. This track will be maintained for 30 seconds beyond the outer marker, at which time a 45° turn will be made to the left and held for one minute.
- d. Make a standard rate 180° turn to the right and descend to 1200 feet, which will place the aircraft in position to intercept the inbound track (180°). Track and glide path will be flown in the normal manner.
- e. Upon reaching the outer marker the pilot will report to Tampa Approach Centrol: "Outer marker inbound". Upon reaching the inner marker, the pilot will report: "Inner marker, leaving the ILAS" or "Request another run".
- f. Outbound track and procedure turn will be flown at BAS \neq 30, inbound at BAS \neq 10.
 - g. Minimum altitude will be 500 feet.
 - 3. Jet Penetration on Tampa Range.
- a. Permission to make jet penetration will be obtained from Tampa Approach Control. If GCA is desired, request will be initiated through Tampa Approach Control before penetration is begun. Radio contact with GCA is normally established at the beginning of penetration turn.
- b. Penetration will be initiated over the range station at 20,000 feet.



306TH BO'BA TRENT WING (N) SUPPLEMENT MAR IX-295 AUG IX-235 31 March 1953

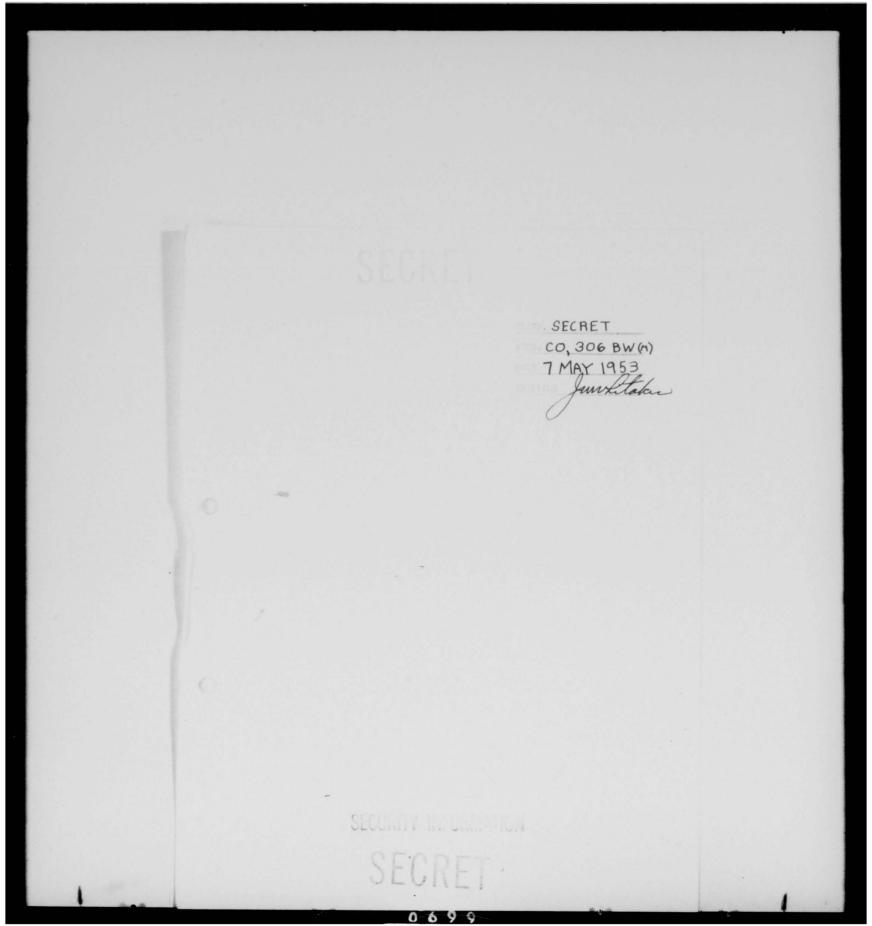
- 1. For obvious safety reasons, when in the vacinity of an airport at night, the pilot will take the following steps to illuminate and identify the B-hT:
- α_\bullet . The navigation light switches will be placed in the "bright" and "flashing" position.
 - b. I'll and anti-icing lights will be turned on.
- c. When the forward main goar is lowered, the taxi light will be turned on.
- 2. When circreft are being paced at might by chase circreft, only the navigation lights (turned to dim) and the taxi light will be used.



THIS PAGE IS DECLASSIFIED IAW EO 13526



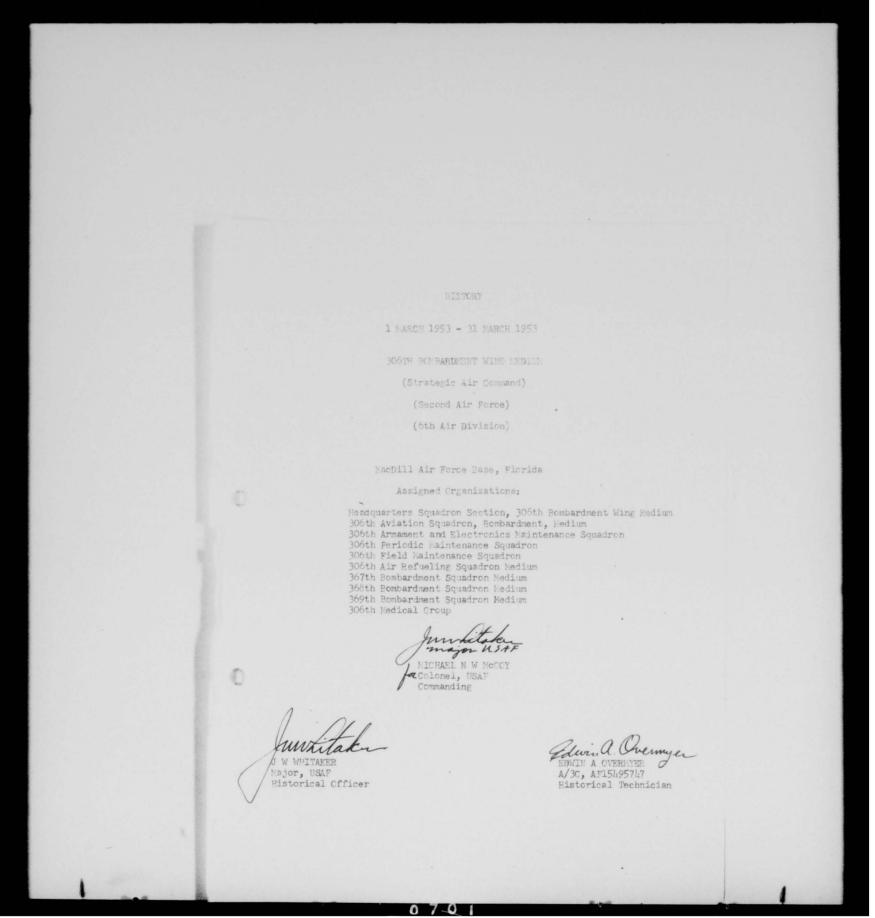
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

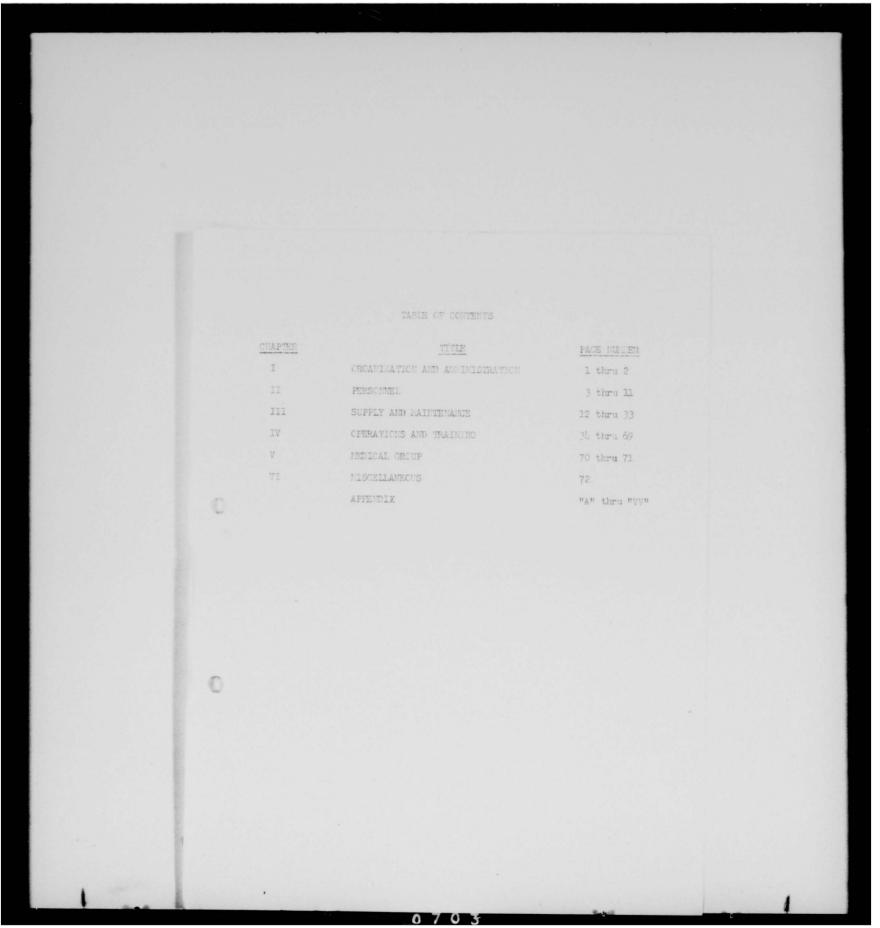


THIS PAGE IS DECLASSIFIED IAW EO 13526





THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHRONOLOGY OF EVENTS 1 MARCH 1953 - 31 MARCH 1953 2 March 1953 - Colonel John C Thrift, Deputy Wing Commander assumed command of the Wins while Colonel McCoy, departed on TDY to Headquarters Second Air Force and Headquarters Strategic Air Command./1 o March 1953 - Colonel McCoy returned and resumed command of the Wing. 9 March 1953 - Solonel Thrift appointed as Wing Personal Conference 10 March 1953 - Wing Staff Moeting. 12 March 1953 - A meeting was held of the 306th Bombardment Wing (N.) Management Advisory Team./5 13 March 1953 - Colonel Thrift assumed command of the Wing while Colonel EcCoy departed on TDY to Wichita, Kansas and Headquarters Second Air Force./6 17 March 1953 - Wing Staff Meeting. 19 March 1953 - Colonel McCoy returned and resumed command of the Wing. 31 March 1953 - Colonel Thrift assumed command of the Wing while Colonel McCoy departed on TDY to Headquarters Second Air Force and Headquarters Strategic Air Command./9 31 March 1953 - Wing Staff Meeting. 1. CO 10, Hq 306th Bomb Wg (N), dtd 2 Mar 53 - Exhibit "An 2. CO 12, Hq 306th Bomb Wg (N), dtd 6 Mar 53 - Exhibit "B" 3. Ltr CACD 18, dtd 9 Mar 53 - Exhibit "C" 4. Minutes of Wg Staff Meeting - Exhibit "D" 4. Finutes of Wg Staff Meeting - Exhibit "P" 5. Minutes of Management Advisory Team - Exhibit "F" 6. GC 11, Hq 306th Bomb Wg (N), dtd 13 Mar 53 - Exhibit "F" 7. Minutes of Wg Staff Meeting - Exhibit "G" 8. CC 15, Hq 306th Bomb Wg (N), dtd 19 Mar 53 - Exhibit "H" 9. GC 18, Hq 306th Bomb Wg (N), dtd 31 Mar 53 - Exhibit "I" 10. Wing Staff Meeting - Exhibit "J"



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER 1

CROANIZATION AND ADMINISTRATION

During the month of March 1953, the 306th Bombardsent Wing Yedium was again changed organizationally by the addition of the 7th Altitude Indoctrination Flight, and attached to the 305th Medical Croup for administrative and logistical support and operational control. A Wing Security Section was also established within the Wing, effective 10 Narch 1953.

As a result of Operation "SKY-TRY", which was completed during the month of February 1953, Colonel Michael N W McCoy, Commanding Officer of the 306th Bombardment Wing Medium, was again cited by higher headquarters for a very successful conclusion. Colonel McCoy, in turn, conveyed this information with his own personal comments to the personnel of the Wing.

Information was received from Headquarters Second Air Force on 7 March 1953, (TWX 24F00 6881) that the 306th Bombardment Wing Ledium is to make preparation for rotation to the United Kingdom, (replacing the 43rd Bombardment Wing Medium) for a period of ninety days TDY for the purpose of expanding the mobility and proficiency capabilities of the Wing toward its ultimate mission, "Combat Readiness".

CO 9, Hq SAC, dtd 24 Feb 53 - Exhibit "K"
 CO 16, Hq 306th Bomb Wg (N), dtd 19 Nar 53 - Exhibit "L"
 Ltr of Commendation, dtd 19 Mar 53 - Exhibit "M"

The tentative deployment date is 3 June 1953, with approximately 2297 personnel participating. With the exception of the 306th Air Rofueline Squadron hadism, which will be stationed at Drize Norton Air Porce Base, Oxford, England, the remainder of the Wing will be stationed at Pairford Air Porce Base, Cloucester, England. It is expected that a firm schedule can be excepted on or about 1 April 1953.

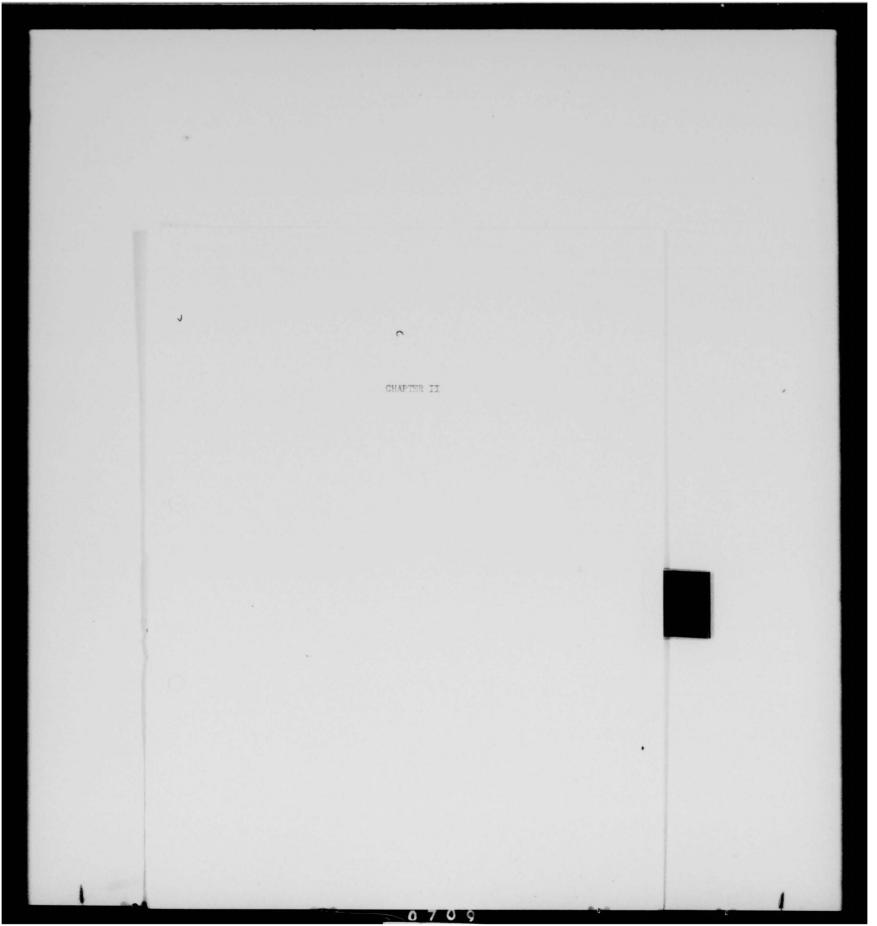
Inasmuch as the operation has been planned, rotation will be dependent upon availability of certain items of equipment. If the equipment is not available in sufficient time to adequately plan this rotation, the 93rd Rombardment Wing Redium (presently stationed at Castle Air Porce Base, Galifornia) will be rotated in lieu of the 306th Rombardment Wing Redium.

During the month of March, the Base Statistical Services Office published a Statistical Summary Report in order that the units within the 6th Air Division will be a le to compare their standings for the particular month. It may be noted that the information contained therein is concise and not readily available from other sources.

On 9 thru 14 March 1953, the 3C6th Romberdment Wing Medium was inspected by personnel from Meadquarters Second Air Force. With the exception of a few units within the Wing, the results were commendable.

Exhibit "W"

^{4.} Statistical Summary Report, dtd har 53



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER II

PERSONNEI

Personnel Strength

The personnel strength of the 306th Bombardment Wing, Medium, as of 31 March 1953, was 458 officers and 1999 airmen. Under the present manning, the Wing is over-strength 14 officers and 53 airmen. The recapitulation by organization is as follows:

Organization	Offs Asgd	Amn Asgd
Headquarters Squadron Section, 306th Bombardment Wing Medium 306th Aviation Squadron, Bombardment Medium 367th Bombardment Squadron Medium 368th Bombardment Squadron Medium 368th Bombardment Squadron Medium 306th Air Refueling Squadron Medium 306th Field Maintenance Squadron 306th Periodic Maintenance Squadron 306th Armament & Electronics Maintenance Squadron 306th Medical Group 7th Altitude Chamber Indoctrination Flight	50 17 65 61 59 113 7 6 15 64 1	127 34 130 125 124 307 376 194 367 204 11
Gain	ned	Lost
TOTAL OFFICERS TOTAL AIRMIN	6 86	21 92

Roster of Key Personnel

Michael N W McCoy John C Thrift Joseph W Whitaker Herbert B Reeder George R Adams Lt Col Richard E Evans Lt Col George P Cole

Wing Commander Deputy Wing Commander Adjutant Comptroller Personnel Staff Officer Director of Operations Director of Materiel

Hq Sq Sec

Capt Charles S Wallen 2d Lt John J Lolli

Commanding Officer

Adjutant

367th Bomb Sq

Lt Col Loyd D Griffin Capt Robert R Reiber Lt Col John E Sherman Capt Gilbert W Earls Commanding Officer Adjutant Operations Officer

Aircraft Maintenance Officer

368th Bomb Sq

Lt Col Benjamin B Klose Capt Gelvin S Nicely Lt Col Ralph K Watts Capt Leslie L Dunning

Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

369th Bomb Sq

Lt Col George P Birdsong, Jr 2d Lt James W Woodard Maj Alpheus W Blizzard Capt James C Dickinson, Jr Commanding Officer Adjutant Operations Officer

Aircraft Maintenance Officer

306th Aviation Sq

Maj Alver K Spivey Commanding Officer

306th Fld Maint Sq

Maj Carol V Hunter 2d Lt Allan K Butler

Commanding Officer Adjutant



Roster of Key Personnel (Cont'd)

306th Air Rflg Sq

Maj Rowland H Worrell, Jr 2d Lt Robert F Whiteside Maj Homer C Bell, Jr Capt Joseph R Carpenter

Commanding Officer Adjutant Operations Officer Aircraft Maintenance Officer

306th Teriodic Maint Sq

Lt Col Albert W Lambert 2d Lt Joseph C Dodge, Jr Maj Henry J Markiel

Commanding Officer Adjutant Aircraft Maintenance Officer

306th A&E Maint Sq

Maj William E Swindal 2d Lt Wilton E McGuire

Commanding Officer Adjutant

306th Med Gp

Col Halegh H. Lackay 1st Lt Joseph F O'Brien Lt Col Sanford H Hamilton 1st Lt William A Ables, Jr

Commanding Officer Deputy Commander Executive Officer Adjutant

Key Personnel Changes

Capt. Leslie L. Dunning was assigned duty as Aircraft Maintenance Officer, 368th Bombardment Squadron, Medium, vice Major James G. MacCabe, relieved. Major MacCabe was reassigned to 306th Field Maintenance Squadron.

2nd Lt. Wilton E. McGuire was assigned duty as Adjutent, 306th Armament & Electronics Maintenance Squadron, vice 1st Lt. Raymond M. Eastman, relieved. Lt. Eastman was assigned primary duty as Armament Systems Officer, 306th Armament & Electronics Maintenance Squadron.

Personnel, General

The submission to Headquarters Second Air Force (Hq 2AF) of monthly report, Projected Retainable Combat Crews, RCS: 2AF-DP-P21, mentioned in the February History, is no longer required. Message 2AFPG 4606, dated 13 March 1953, which directed that this report be discontinued, was received by this headquarters the day after second monthly report was forwarded to Hq 2AF.

In the February History mention was made of the fact that Najor Glen L. Pugmire, 306th Air Refueling Squadron, was selected for Project EAGLE for the month of March 1953. It was stated that this action caused combat ready crew regression, as Major Pugmire would not be available for crew duty for approximately nine months. Officer was authorized 15 days leave and directed to arrive at Headquarters Strategic Air Command (Hq SAC) from leave address for approximately two days indoctrination. Message 2AFPEA 4580, dated 12 March 1953, directed that officer's temporary duty travel Letter Order MCDCAG-605, Headquarters 6th Air Division (Hq 6ADiv), dated 26 February 1953, be amended and officer to proceed from leave address to arrive at Randolph Air Force Base, Texas, 1 April 1953, reporting thereat to SAC Liaison Officer. The aforementioned letter order was amended by Letter Order MCDCAG-1000, Hq 6ADiv, dated 30 March 1953, and officer directed to report to Randolph AFB.

The deadline for all Reserve officers to be separated from the service, because of declination of the Indefinite Reserve Appointment or whose commission expired on or before 1 April 1953, was 31 March 1953. As a result, 20 officers were relieved from active duty on or

Personnel, General (Cont'd)

before this date. Seven officers remain in this category to be separated, whose commissions expire subsequent to 1 April 1953. Requisitions have been forwarded to Hq 2AF in an effort to fill these losses.

Officer personnel shortages continue to exist within the Personnel and Supply fields. This Wing is authorized 12 Supply Officers and 11 Fersonnel Officers; at present, only seven Supply Officers and five Personnel Officers are assigned. Hq 2AF has been made cognizant of this shortage by Officer Monthly Requisition. This same situation exists for navigators (1534A), with the resultant effect that crews are continuing to be incomplete.

During the month of March this Wing reassigned 15 airmen holding PAFSC 43131/51J to the 305th Bombardment Wing, Medium. These airmen were overages within the Wing and their loss in no way affected the capability of this Wing.

For some time now this Wing has been endeavoring to obtain authority to place maintenance personnel (non-crew members) on flying status in support of the B-47 type aircraft. After many letters, messages, and follow-up on both, authority was finally received to place 1.3 personnel (non-crew) on flying status per B-47 type aircraft assigned.

Reference is made to the February History in which we stated our critical shortage of reciprocating engine mechanics. The situation is still critical, although a recent input of 16 airmen holding this AFSC 43131/51/71B were received. We are still short 72 personnel in this field out of a total authorization of 152. The same picture is

Personnel, General (Cont'd)

also true in the 425 (Hydraulics) Career field, where we are authorized 25 personnel and had assigned as of 31 March 1953, a total of 13 people. Repeated requests to higher headquarters for help has resulted in the phrase, "This is a command-wide shortage".

The long awaited for dates for administering Airman Proficiency Test to airmen in the 64, 70, and 73 Career Field was finally received from Hq 6ADiv. Personnel eligible as of 23 March 1953, will be tested between 27 April and 1 May 1953.

Authority has been received from Mq 2AF authorizing the promotion of airmen holding PAFSC 43179P (Boom Operator), to the grade of Master Sergeant (one per in-flight refueling crew). These personnel have been left out of the promotion picture ever since the Boom Program started.

After considerable discussion, pro and con, the T-33 aircraft are once again considered tactical aircraft, and as such, were assigned back to the tactical squadrons. A study is being made to determine if the present authorization of three per tactical squadron can be reduced. Along with the authorization for aircraft came the additional authorization of 23 maintenance personnel (six per each TAC squadron and five to 306th Periodic Maintenance Squadron).

The 7th Altitude Chamber Indoctrination Flight was activated and attached to the 306th Medical Group for all purposes (administrative and logistical support and operational control) on 10 March 1953 by General Orders No. 7, Hq 6ADiv, dated 10 March 1953. The strength of this organization is one officer and 11 airmen.

Personnel, General (Cont'd)

Second Air Force Inspection Team visited the 306th Bombardment Wing Medium during the month of March. Their main complaint was the lack of qualified personnel being assigned to the 306th Armament & Electronics Maintenance Squadron in the Fersonnel and Administrative Field. This has long been a weak and sore spot not only in the Armament & Electronics Maintenance Squadron, but, in the entire Wing. At present this Wing is authorized 139 airmen in the 70 and 73 Career Field with 125 airmen assigned by FAFSC; however, 45 of these airmen are 70010's, (Administrative Helper).

The 809th Air Base Group Classification and Audit Team made the rounds of most of the squadrons in this Wing; making follow-up checks on their previous audits. The over-all comments were again favorable.

Four applications for Fardship Discharge were received during the month of March. Two were processed, approved, and airmen transferred to the Deserve components to complete service requirements. One application was disapproved for lack of evidence, and one is still in the hands of the Board.

One airman applied for compassionate transfer, which was forwarded to higher headquarters recommending favorable consideration.

Two applications for tender of Unconditional Resignation under provisions of AFR 39-15 were received this month. Both cases were processed and forwarded to higher headquarters, one recommending approval and one disapproval.

Two airmen were recommended for discharge under provisions of AFR 39-17. One was approved by higher headquarters and the airman discharged. Hq 2AF disapproved the Board's recommendation that the other

Personnel, General (Cont'd)

airman be discharged and directed that he be reassigned to another organization and given the opportunity to rehabilitate himself.

Reserve Medal by General Orders 11 and 13, Headquarters 306th Bombardment 1 & 2 Wing Medium, dated 6 and 11 March 1953, respectively. This medal was awarded for the completion of ten years honorable and satisfactory service with the Reserve components of the Armed Forces of the United States, under the provisions of Executive Order 10163, 25 September 1950 (AF Bul 38, 1950) and pursuant to authority contained in Air Force Regulation 35-50C, dated 21 December 1951.

Promotions and/or Demotions

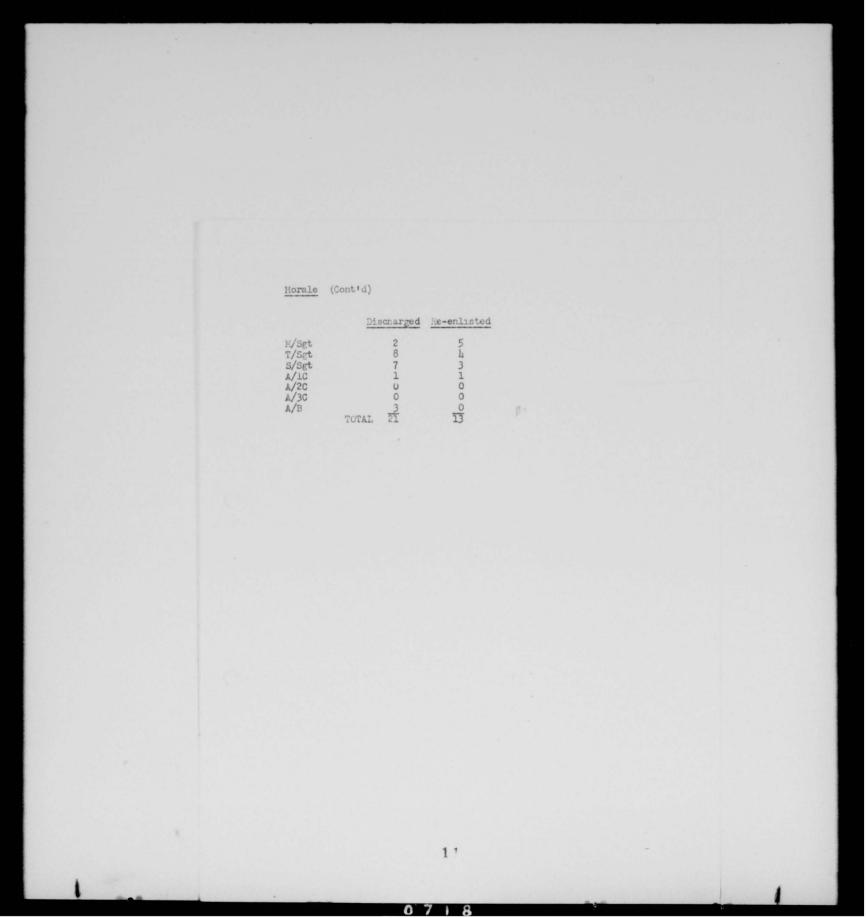
2nd Lt. Allan K. Butler, 306th Field Maintenance Squadron, 2nd Lt. Joseph G. Dodge, 306th Periodic Maintenance Squadron, and 2nd Lt. Albert G. Wallace, Headquarters Squadron, 306th Bombardment Wing Medium, were promoted to the grade of 1st Lieutenant.

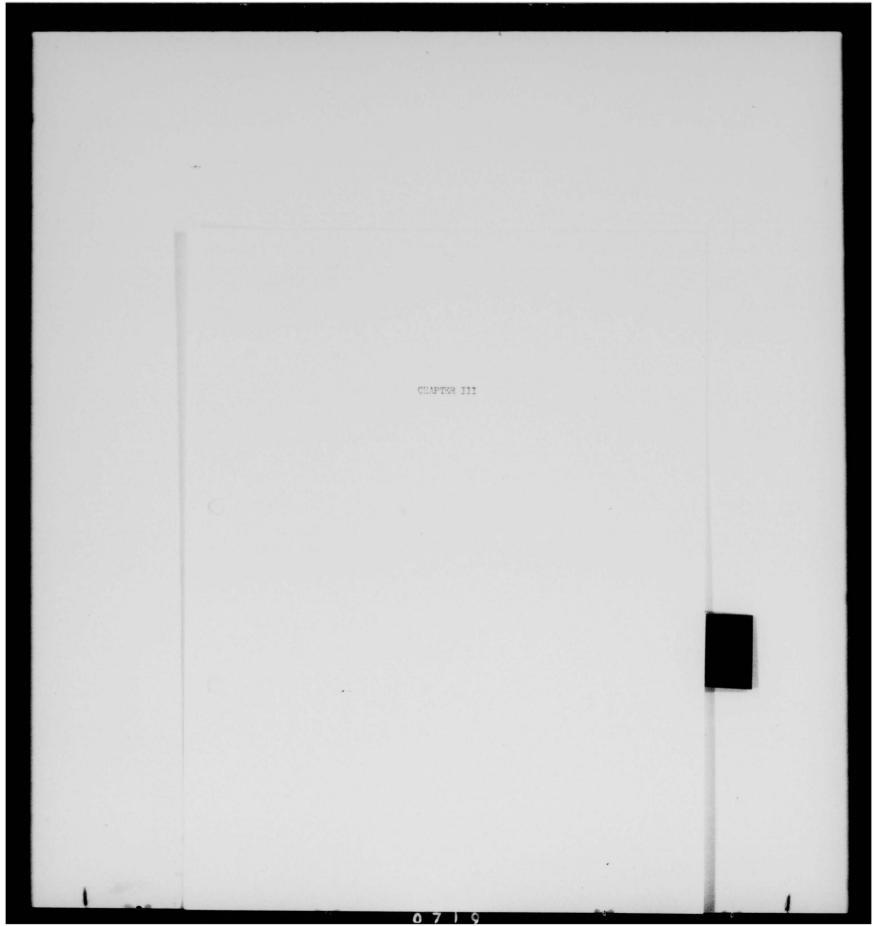
As airman promotion quotas are allocated on a bi-monthly basis, no airmen promotion quotas were received from Second Air Force for the month of March.

Morale

The reenlistment rate of airmen discharged from this Wing for the month of March 1953 was 61.9 per cent. The number of airmen discharged and re-enlisted, by grade, for the month of March were as follows:

^{1.} GO 11, Hq 306th Bm Wg, MacDill AFB, Fla, dtd 6 Mar 53.EXHIBIT "O" 2. GO 13, Hq 306th Bm Wg, MacDill AFB, Fla, dtd 11 Mar 53.EXHIBIT "P"





THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER III

SUPPLY AND HAINTENANCE

A. GINERAL

Barly in March the 2nd Air Force Inspection Team conducted a semiannual inspection of the Maintenance and Supply Section of this Wing. The condition of this unit was considered to be satisfactory.

Li. Col. G. P. Cole was placed four days TDY to Receier AFB for the purpose of attending Staff Officer's ECM Indoctrination Course beginning 10 Merch 53.

Mejor W. S. Mink departed on 2 March 53, for a B-07 conference at OCAMA. The outcome of the conference was a new Technical Order on fuel cell inspections. On aircraft that have had the third inspection called for in T.O. 01-20MA-122, 22 Dec 52, requiring no fuel cells replaced or repaired, other than safety patches, no further inspection will be required. On aircraft found with defective cells, on which extensive regains or replacement was necessary, an inspection will be performed within 180 days, plus or minus 20 days, from the refueling date following compliance with T.O. 01-20MN-122, 22 Dec 52. Further, all old type VS Rubber cells presently in the supply pipeline will be withdrawn from the pipeline and only US Rubber, Goodrich and Goodyear cells will be used as replacements in the future.

lat Lt. R. E. Hicks was transferred from the Periodic Maintenance Section to the Reports and Analysis Section, 27 March 1953.

B. LOGISTICS

This has been an extremely busy month and one primarily devoted to development of the Mobility Plan and the rotation plan.

One personnel change occurred due to the input of an exceptionally well qualified Master Sergeant previously assigned to Headquarters Second Air Force. This Master Sergeant was placed in the 64175 position, and the Master Sergeant 64173 previously occupying the position was reassigned to the Wing Supply Section. This shift of personnel has greatly improved the personnel situation within the section. The section is now adequately manned to perform its primary function.

The Logistics Officer and the Maintenance NCO attended a Logistics Conference at Headquarters Second Air Force on 26 and 27 March. The primary purpose of the conference was to present the latest developments and thinking in reference to mobility plans. Personnel from Headquarters Strategic Air Command and Headquarters Second Air Force made the presentations. The recent changes in regards to mobility plans deal with the format and the development of Unit Mobility Plans rather than with the basic concept.

The Mobility Plan is progressing steadily, but rather slowly. A deadline of 24 April has been established by Headquarters Second Air Force for a submission of a completed Wing Mobility Plan. The development of the Mobility Plan has been hindered this month by the following:

a. All personnel concerned have required extensive instructions as to the general concepts of mobility and how the Wing mobility fits into the SAC War Plan. These instructions are necessary, since many newly assigned personnel doing the mobility planning for the units have had

little experience along this type of work.

b. In a normal situation the development of the Mobility Plan would be the first step, than an Emergency War Plan Operations Order would be written, based upon the Mobility Plan, concurrent with the entry of the Wing into the EWP. Then a rotational plan and Operations Order would be developed. In this case, however, all three of these requirements have been telescoped into a very short period of time, requiring almost simultaneous development of the three different plans. This has caused considerable confusion, since the personnel doing the planning are constantly confusing one plan with another. This produces an unfortunate waste of time but there is no solution for this problem with the time element involved. Several factors in regard to the basic mobility plan have not been firmed up. These factors are as follows:

- (1). Second Air Force Operations Planning Section has instructed the Wing to include T-33 aircraft, and the personnel to maintain them, for all mobility purposes. However, the personnel in the Wing, and invarious sections of Strategic Air Command and Second Air Force Headquarters do not agree with this. No firm fix has been arrived at as of the end of March.
- (2). The passenger-carrying capabilities of a KC-97 has been a large area of dispute. Several actual loading tests were conducted in this unit during March, and the results of these tests were discussed with the Operations personnel of Headquarters Strategic Air Command and Headquarters Second Air Force. It was decided that the EWP passenger

load for a KC-97 would be approximately 48 people. This figure was arrived at because it was agreed that unit aircraft would carry all of the personnel in the first phase. However, 43 passengers will be considered a load for rotational purposes.

The planning for the forthcoming rotation is still in the preliminary stages. Many of the basic factors are uncertain and further instructions are forthcoming from higher headquarters. The main problem is base support equipment. Certain items of equipment that would normally be prepositioned will not be in place by departure date. Therefore, additional airlift will be required for these items. The exact listing of items is still rather fluid and will remain so until a very brief period prior to the departure of the Wing.

The initial survey trip to our future bases has been scheduled for April. One of the Wing's two EWP forward bases will not be used in the forthcoming rotation, resulting in a survey of an additional base. This survey will provide logistical information for both EWP planning and for the rotational plan.

C. SUPPLY

The major problem for the month is the forthcoming rotation. All efforts are being expended in securing items of UEE. Headquarters SAC and 2AF sent a team consisting of Capt Epperson, Lt Nash and CWO Parker to consolidate our shortage list and to assist in expediting supply action thru AMC. The team further screened requisitions at Base Supply and were able to provide a great many shortages, particularly in Class 17-B Hand Tools, from

our Base Supply resources. The shortage list was taken back to Headquarters SAC and was forwarded to the SAC Liaison Unit at Headquarters AMC. The present Wing Index for UEE equipment on hand is 8 and it is expected to reach 9 in the very near future.

The Second Air Force Laspector General made a semiannual inspection of the Wing. The major discrepancy for this section was the lack of supervisory visits and inspections to the squadrons. This discrepancy has been corrected. Additional personnel in the supply career field have been assigned and a full time supply inspector is now in the progress of covering each unit. To date an inspection has been made of the following units: Wing Headquarters Section, 306th Air Refueling Squadron, 306th Field Maintenance Squadron, and the 367th Bombardment Squadron.

Wing Supply assisted in launching of several missions by assisting in the obtaining of parts, crystals, and equipment. A new procedure for the accounting and preparation of enroute maintenance kits for certain type missions was published. Supply Memorandum 400-1-1 is submitted with the March publication of Supply Memorandums.

More attention has been given to the publication of Wing Supply Memorandums. This media brings to the attention of the Wing Staff, unit commanders and their staffs, and the supply personnel, one source of information for all supply procedures and information received from higher headquarters. Five copies of each Supply Memorandum is distributed to each unit. All of the new B-47 Wings that have come to this station for B-47 orientation have requested and have been presented with complete sets of these Memorandums.

The Supply Memorandums for March are attached herewith.

Emphasis is being placed on the turn in of overages, unserviceable, and unauthorized property. A twice-a-week turn in date is being utilized to streamline units down to essential equipment in line with the Air Force Austerity Program. Full support is being received for this program from all channels of command. It is anticipated that the units will have only essential equipment on hand by 1 May 1953.

A survey of all tool kits has been in progress. Each kit is being physically inventoried and shortages are being accounted for by Statement of Charges and Reports of Survey. A program of continuous monitoring and inventoring of tool kits and other property is being initiated so that each man has the tools required to perform his duties.

D. MAINTENANCE

1. Chief of Maintenance

Two projects were established involving cross-country operation of four B-47 aircraft. Two of these aircraft were to operate in northern climates, so considerable time was expended installing CDP Kits, trimmer valves, and marking aircraft for Artic Operation.

Arrangements were made with the 305th Bomb Wing to accomplish periodic inspection for them. A total of three inspections were accomplished in an effort to help them out of a difficult situation.

^{1. 306}th Wing Supply Memorandums, 1 Mar thru 31 Mar 53, Exhibit "Q"

The sacking problem for flight line personnel was finally colved efter several washe of controversy, and the bone Five Chief rectionally allocated three, small, rivollar areas, within the 306th ramp for smoking purposes. Lines were painted and the areas structled and personal advised that smoking on the flight line would be confined to these areas.

A project was established in the 367th Bomb Squadron for corrosion prevention on 5-33 sircraft #51-6915A. The aircraft was cleaned and polished and then coated with plastic sealer. This sealer is primarily designed for sealing terrazo flooring, and when sprayed on, forms a very thin plastic film. Preliminary flight tests indicate that the aircraft speed is increased approximately ten to fifteen piles per four at cruising power settings. Conclusions and recommendations will be pubmitted through clannels when sufficient flying time is accomplished on this aircraft in order that we might evaluate the protective quality as well as the adverted coat to the Government by Mr. C. Land of Continental Car-N-Var Corporation. At the same time a sample product was furnished for scaling the aspect range index the jet sircraft. This westing is allegedly impervious to fuel spillage. A test is now being ran at one marking location. Receive are inconclusive at this writing.

Of er special projects for the month consisted of concentration on Technical Order compliances, ramp cleanliness, and general preparation for entry into the MMP.

Minor problems have occurred as a result of the construction of the ramp extension, but in each case were easily solved by coordination with the contractor and the Squadron concerned.

Several meetings have been held this month with the various maintenance sections in an effort to thoroughly indoctrinate them in the procedures outlined in the SAC Production Control Manual 66-14. Actual implementation of 66-14 will occur seven days after receipt of the necessary forms. These forms are on emergency requisition.

Various meetings, conferences and board requirements continue to demand an overwhelming share of the supervisory time available in the Maintenance Section of Materiel.

In an effort to affect better control of the Reports and Analysis Unit, arrangements have been made to transfer 1st Lt. Hicks from the Periodic Maintenance Squadron to this section as Reports and Analysis Officer.

Requests have been forwarded to Headquarters Second Air

Force for authority to replace inlet guide vanes on J-47 engines. Information indicates that this has been denied by the Oklahoma City Air Materiel Area; however, SAC has requested reconsideration and requested that authority be granted. This operation is strictly a "mut-and-bolt" job and is well within the capabilities of the Jet Engine Minor Repair Section. It is the opinion of this office that it is uneconomical to transport a J-47 engine from this station to Oklahoma City to accomplish a job that can be done with the personnel and facilities available on this station in a matter of five to ten manhours.

Difficulties have been encountered with canopies on several aircraft not seating properly. This problem has been brought to the attention of Boeing through their Field Service Representatives, and their explanation is as follows: "This difficulty is caused by a combination of factors which are: Thermocontraction of the acrolytic canopy bubble; tolerances effecting the lock of the windshield assembly, including the seal at its junction with the canopy; deflection of the canopy due to pressurization load. By improved tooling coordination the effect of tolerance accumulated has been improved effective with aircraft #51-2257A and on. It is anticipated that malfunctions of this type will be eliminated on these airplanes. On airplanes prior to #51-2257A this difficulty can be corrected by the installation of Kit ECP 706MK. The parts for these kits are presently available at the factory in Wichita and consist of a molded phenolic strip which is attached to the forward canopy frame which causes increased deflection of the seal at a lower point in this area". The necessary parts for ECP 706MK have been requisitioned and will be installed by this activity upon receipt of same. Requisition No. 53-64 was submitted from AF 62-SO on 6 April 1953. Our initial request to AF 62-SO, complete with detailed instructions on AF Form 446. No. 3-27-1, was submitted on 27 March 1953.

On the 25 March 1953 B-47 B # 51-2265 sustained major damage while on a routine training mission. The accident occurred at

^{2.} Photo of damaged aircraft, Exhibit "R"

1910 hours at an altitude of 30,000 feet. The investigating board determined that the accident occurred due to a failure of No. 4 engine turbine wheel. Based on examination of aircraft damage, the following is believed to have been the sequence of events: Number four engine failed; part of the engine passed through the lower portion of the strut just forward of the outrigger gear truss, and part of the engine was thrown up and inboard, striking the lower surface of the wing near the front spar at wing station 250. The remaining portion of the engine pitched up, shearing the aft mount pin, then twisted about its longitudinal axis, shearing the two pins of the forward support beam and engine saddle. The engine then turned sideways, moved upward and aft, striking the wing on the lower surface in the vicinity of the front spar at wing stations 220 and 175.

Engine number five received substantial damage in the area of the turbine wheel. A shearing action aft of the number five turbine wheel appeared to have dismembered the engine tail cone.

Several turbine wheel blades from number four engine ruptured the skin and entered the bombay.

Copies of all Maintenance Directives published by this Organization during March are attached.

^{3.} Photo of Outrigger Gear Truss Section, Exhibit'5"

^{4.} Photo of Wing damage between Wing stations 220 and 175, Exhibit "T"
5. Photo of No. 5 engine tail cone, Exhibit "U"
6. Photo of No. 5 engine tail cone area, Exhibit "V"
7. Photo of No. 5 engine tail cone area, Exhibit "V"

Photo of turbine wheel blades, Exhibit "w"
 Photo of ruptured skin of bombay area, Exhibit X"

^{9. 306}th Bomb Wg Maintenance Directives for March, Exhibit "

The AOCP Rate was 6.5%, which is somewhat higher than 3.5% for the previous month. AOCM amounted to 23%, which is also somewhat higher than the 19.8% for the previous month.

The following table shows the comparative figures of the maintenance accomplished on the B-47 for the previous months:

Month	Av No Acft Asgd	In-Comm Rate	AOCP Rate	Total AOCM	Break	kdown of Per'd	AOCM Fld
Oct Nov Dec	31.7%	69.9% 58.0%	0.9%	29.2% 36.2%		9.6%	16.8%
Jan	40.3%	73.1%	7.8%	21.5%	8.9%	7.5%	7.2%
Feb Mar	45.0% 45.0%	76.7%	3.5%	19.8%	5.6%	5.4%	5.7%

The KC-97's flew a total of 752 hours during the month of March, an average of 25 hours per aircraft, which is considerably lower than 31:53 hours flown per aircraft the previous month.

The in-commission rate of KC-97 aircraft for March was 64.4%, which falls slightly below SAC monthly requirement of 70.%. The low in-commission rate can be attributed to T.O. 03-20CAD-6, dated 11 Feb 53, requiring inspection and modification of Hamilton Standard Integral Oil Controls on propellors, models 24260 and 43050.

The table below indicates the comparative figures of the KC-97 maintenance accomplished during the previous six months:

Month	Av No Acft Asgd	In-Comm Rate	AOCP Rate	Total	Brea!	kdown o	f AOCM Fld
Oct	27.9%	81.2%	3.1%	15.7%	0.0%	8.8%	6.9%
Nov	28.6%	68.5%	10.2%	21.3%	0.0%	13.3%	8.0%
Dec	29.6%	78.9%	8.9%	12.2%	0.0%	9.1%	3.1%
Jan	30.0%	80.9%	3.1%	16.0%	0.0%	3.4%	12.6%
Feb	30.0%	82.4%	3.5%	19.8%	0.0%	5.4%	8.7%
Mar	30.0%	64.4%	15.8%	19.8%	2.0%	9.4%	8.4%

During the month of March 9.9 T-33 flew a total of 292:00 hours, an average of 29.4 hours per aircraft, as compared to 21.5 hours for the previous month. T-33 49-945 was delivered to Lockbourne Air Force Base on the 26 Mar 53.

The relatively low in-commission rate of 59.2 for the month of March can be attributed to the following Technical Order compliances:

a. T.O. 01-75F-48, dated 12 May 52 - Modification of main handling gear Fulcrum Fitting and rework of Rib at station #63.

b. T.O. 01-75F-61 - Reinforcement of Wing Tip Structure between Wing Stations #160 to #216.

c. T.O. 01-75F-65, dated 6 Feb 53 - Installation of Centerline Tip Tank Ejection Brackets.

The March Abort Report for the 306th Bombardment Wing, Medium is as follows:

	KC-97	B-47	T-33
Operational Failures	0.0%	0.46	0.0%
Materiel Failures	9.56	2.86	0.0%
Maintenance Failures	0.7%	0.4%	0.0%
Undetermined	-70	1.4%	0.0%
Total	10.9%	5.0%	0.0%

Even though the Abort Rate for the month is somewhat higher than that of the previous month, Materiel Failures are still the major cause. Unsatisfactory Reports have been submitted on all applicable items. Constant research is being conducted within our capabilities to recommend changes and means of improving this equipment.

A total of 307 sorties were flown in the 1-47's during March, as compared to 244 in the previous shall. A breakfown as to types of missions flown is:

4 Evaluation Missions

166 Combat Crew, Shalming Missions

53 Ten Flights

SA Other Three

There were 11 aborts, nine ein end two grouns, for a nontil, rate of 5%, which more than doubles the 2.2% short rate of the provious month. Forever, there were 63 more missions flown during Harch than in the previous month. These figures so not include the rader aborts.

one to Operations, and the other to Maintenance. For the second consecutive month the only short chargeable to Maintenance occurred through an oversight on the part of maintenance personnel to correctly reposition the cabin prescrization test lever after a grand pressurization check, thereby, rendering the cabin pressurization system imperative.

A total of 220 radar sortics were flown furing the south, of which 171 were completed. Of the 49 radar aborts which occurred, 5 were ground and 45 air aborts. 37 of the aforementioned aborts can be attributed to Materiel Failure, 3 to Operations, 6 to Maintenance, and the remaining 3 to causes unknown.

2. Meintenense Control

plained and scheduled a total of 155 sorties and AD strongs inspecsions.

The following Operational Taginsoring Section term products
were initiated during Merch in the 10fth Bouterdoens Wing Medium: An
adjustable are rest in to be installed on the oilose seed in 8-67, #512206. A similar rest forthe left are led been initialled several moths
740 for service secting 1, the s furing IFR contacts. The electrical
are rest is now festived to the pulse sees evaluate the effect of both
are rests during a long range mission. Capt. Farls, 367th Emb Schadron,

B-47. F1-2277. Was been relected as the strengt to be confirmed for CES project of rotating the AFN-76 in the upper radar compartment.

Flight Line Maintenance Officer, is the Wing Project Officer.

A copy of Operational Engineering Section Monthly Progress
Report is attacked indicating progress made in projects initiated prior
10
to 1 March 1953.

A total of 1796 house was flown in the T-17 type sircraft furing March, an average of 39:54 hours per aircraft. This is a slight increase over the previous months everage of 36:29 hours per aircraft.

Te In-Commission Rate of the E-17's during March was 70.54. This is considerably lower than the 76.74 In-Commission Rate of February.

^{10. 306}th Bomb Wing Operational Engineering Section Monthly Progress Report, Wighbit

The 306th Air Refueling Squadron flew 150 sorties during the month, a slight decline in number as compared to 178 flown during February. A breakdown of types of sorties is as follows:

110 Combat Crew Training Missions

13 Test Flights

27 Other type missions

Of the 16 aborts which occurred during March, nine were ground and 7 air, for a monthly abort rate of 10.9%, which is considered to be relatively high as compared to 2.9% for the two previous months.

14 of the previously mentioned aborts can be attributed to Materiel Failure, one to Maintenance, and the other to reasons unknown until such time that the investigation is completed.

T-33 type aircraft flew a total of 162 sorties during the month. A breakdown as to type of sorties is as follows:

8 Evaluation Missions

7 Test Flights

147 Other types

3. Quality Control

The following is a list of inspections performed by the Quality Control Section during the month of March:

Major Inspection B-47's	11
Intermediate Inspection B-47's	22
Inventory of 263 Equipment	13
90 Day Inspection of B-47 Aircraft	
Jacket File	8
Monthly Spot-Check of Flight Line	
In-Commission Aircraft B-47's	15
Major Inspection KC-97's	2
Intermediate Inspection KC-97's	12

Inventory of 263 Resignant VC-371s
Monthly Spot-Okes of Plicht Line
Th-Commission Aircruit VC-971s

25 Da. Inspection of MC-37 Aircruit
Jacket File
Major Inspection -331s
Inventory of 263 Resignant V-331s
Inventory of 263 Resignant V-331s
Special Spot-Check (Decuest by Clief
of Maintenance) T-331s
Intermediate Inspections C-171s
Major Inspection T-25
Intermediate Inspections B-25
Intermediate Inspection C-15

the using organizations approximatel, 4,550 publications during the menth. 2,500 copies of the publications received were through substantial distribution and the remainder were received through normal channels after having been requisitioned. Approximately 60 copies of Internal Technical Orders were received. These 3.0.1s are ettli being forwarded to this section with insufficient copies to effect propose distribution to the using organizations, thereby, imposing an additional workload on this unit by having to reproduce additional copies.

during Marc', This is a rather sharp decline in the number of reports as compared to 205 submitted the previous month. All sections were contected and again reminded of the necessity for submitting Unsatisfactory Reports on faulty items.

The following is a listing by organizations and number of Unsatisfactory Reports submitted during the month:

367	th Bomb Sq (M)	13
368	th Bomb Sq (M)	17
369	th Bomb Sq (M)	14
306	th Bomb Wg (M)	2
306	th Arm & Elect Ma	aint Sq 18
306	th Air Refueling	Sq (M) 18
306	th Periodic Maint	Sq 2
306	th Aviation Sq	4
809	th Base Flight	2
	Tota	1 90

For the previous 6 month period, 889 Unsatisfactory Reports were submitted.

4. Maintenance Standardization Section

This section completed the Pre-Planned Postflight Inspection Forms and copies have been forwarded to the Methods and Procedures Branch, Maintenance Division, Headquarters Second Air Force.

A complete analysis of discrepancies for ten B-47's undergoing the service 100 hours inspection compared with a like number of ll aircraft under the 50 hour inspection period was completed and forwarded to the 6th Air Division, Director of Material. Based on the report, the outlook for the adoption of the 100 hour inspection is highly favorable.

5. Periodic Maintenance

During the month of March, Maintenance Directives 114 through 121 were received and appropriate action taken upon those directly applicable to the Periodic Maintenance Squadron.

^{11. 100} hour Periodic Inspection, Exhibit "AA"

The docks are greatly handicapped due to the shortage of stock chasers. In accordance with T.O. 1-7171P, authorization for eight stock chasers exists, however only two are presently assigned. If this deficiency were corrected, it is felt that the dock's efficiency would greatly increase.

At the monthly meeting of the Dock Chiefs these two problems of major concern were discussed:

a. Auxiliary Power Units are not available to the docks at all times. A recommendation has been made to the Chief of Maintenance requesting an SOP requiring Organizations to supply APU's to the aircraft in the docks.

b. Excessive time is being consumed on bench check of inverters at the electric shop. An intensive study is being made to see if this delay can be eliminated.

Wing SOP #21 regarding drawing of parts from base shops was put into effect 14 Mar 53.

Staff Sergeant Richard P. Hermans invented a Magnetic Core
Nut Remover to allow access to brush-holder hold-down nuts.

E. ARMAMENT AND ELECTRONICS

1. Flight Line Radio Maintenance

The flight line and field radio maintenance activities were moved into the larger building containing all other activities except gunnery and weapons, placing them physically closer to the aircraft and closer to the production control center. In line with the unification

^{12.} Maintenance SOP No. 21, 26 Feb 53, Exhibit '88'

of career fields, the radio and radar activities were placed together under one section head.

Components and parts to install 30 Collins 185-4 transmitter-receiver radios were ordered. Mr. W. D. Quayles, Collins field service engineer, was present to furnish assistance and advice.

2. Flight Line Radar Maintenance

AN/APN-9 (Loran) coupler amplifiers, located in the tail section of the B-47 are being found inoperative. Replacement amplifiers are not available in Service Stock. Antenna cables for the AN/APN-9 are found pulled from the connector at station 861. Unsatisfactory Reports have been submitted.

Power is still needed for the AN/APS-42 observer trainer. As a result, lack of observer training on the equipment is still producing a number of "malfunctions" which can be corrected by simple inflight adjustments.

Many work orders for pre-flight inspection do not indicate the time in which the pre-flight inspection should be completed, thus precluding any sort of effective scheduling of personnel and transportation.

Shortage of personnel continues to be the greatest problem.

The section is authorized 21 airmen but at present has only 13 assigned.

3. Flight Line Bomb-Nav

Excessive ANFE's for bomb-nav components forced Wing Maintenance Control to authorize controlled cannibalization in order to meet flying schedules. This program worked a hardship on K-system maintenance

personnel, in that membeur requirements are closed doubled then a component must be removed from one aircraft, rather than drawn from stock, to be replaced in another aircraft.

Portie short the N-series system technicisms in this and other sections is being threatened by excessive work leads. Technicisms (321718's), of much there are not enough assigned or authorized, are the only simmen capable of performing the shallysis necessary for K-system mintemance. Consequently, with nearly fight countingents and few tic-down nours on the flysale singraft, they are working many overtime hours. Then schedule changes are made without their being notified, thus throwing many nears of work, the situation becomes even more frustration.

The flight line bomb-new activity was relocated to place all four K-system maintenance bench sets together. Previously, three of the sets had been with the flight line activity and one in field maintenance. Placing all sets together, allows maximum utilization of them, thus adding in clearing malfunctions and allowing more time on the sets available to the periodic maintenance activity.

4. Curnery Systems

This section fabricated red metal tags reading, "Ouns Not", to be placed on 3-A7 Co-pilots control wheel when tail turnet guns are loaded, and 3 inch by 35 inch red streamers to be placed on a turnet barrel jacket. It is hoped that these devices will help to prevent accidents involving aircraft parked with loaded guns. Installation of the heavy-duty air system, furnished by the Kidde Corporation, in one

aircraft turret has been completed. On the first in-flight firing test all of the ammunition was expended.

Due to the non-availability of transportation, guns removed from turrets have laid on the ramp for as long as four nours before being brought in for cleaning.

5. Camera

The section was reorganized to the "team" concept of maintenance, by dividing personnel into three teams - one for each bomb squadron,
responsible for all camera maintenance and periodic inspections in that
squadron. Pre-flight and post-flight inspections are still being conducted
on a pool basis. A theoretical saving of approximately one-third in
section personnel strength can thus be effected, according to the NCOIC,
since he estimates a requirement of a minimum of 19 airmen under the
"team" plan, and 24 when personnel are divided into three echelons.
The saving is theoretical since the Table of Organization only authorizes
12 camera maintenance men, a wholly inadequate number. Approximately
495 individual items of camera equipment, plus three separate camera
systems on each of 45 aircraft, must be maintained and inspected in a
B-47 Wing.

Authority was received from Second air Force to add camera heater covers to aircraft 263 equipment lists. Sixth Air Division approved the request for maintenance bench set authorizations.

Five 0-23 scope camera malfunctions occurred during the month. Corrective action was taken and Unsatisfactory Reports submitted.

At the request of OES the camera section completed fabrication and testing of a B-7 intervalometer adapter which allows the B-7 to be used interchangeably with the B-8 on the B-47 aircraft.

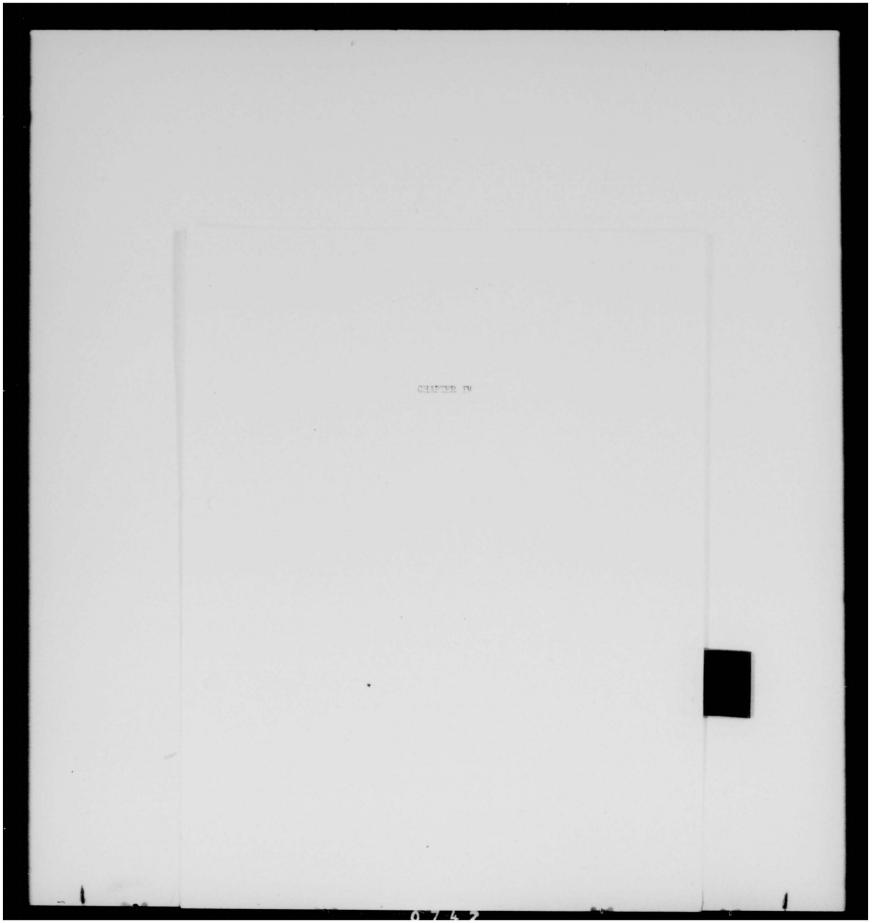
6. Periodic Maintenance

A major improvement in the operation of this section was the decision by Maintenance Control to allow aircraft to remain in the docks until armament-electronics inspections were completed. The decision was gratefully received by the entire section.

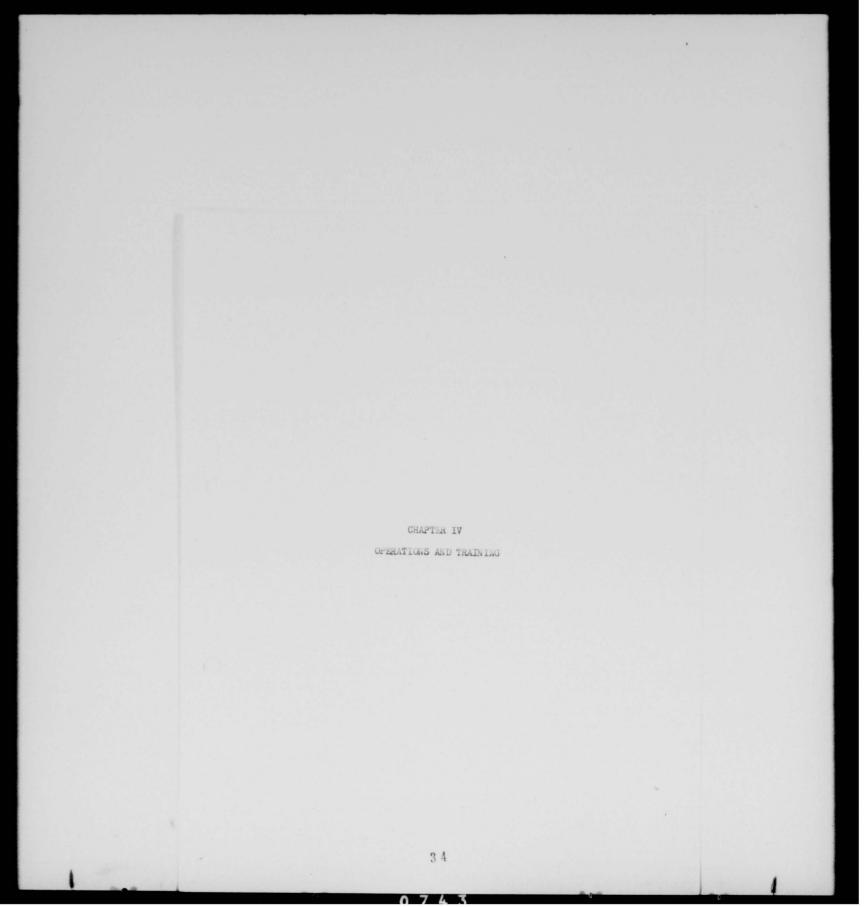
Lack of a K-system maintenance bench set is still the greatest deterrent to effective performance. Overtime and night work are required in order to complete inspections.

7. Field Maintenance

There still remains a shortage of AN/APN-11 and AN/APS-42 maintenance bench sets and another AN/UPM-1B test set.



THIS PAGE IS DECLASSIFIED IAW EO 13526



GENERAL:

As Combat Crew Training drew closer to a close the general mission in the Wing Operation Directorate and its sub-sections began to shift. Though most of the current operations still involved themselves around crew training, Mission Flanning started a change toward the combat ready goal on receipt of EWP targets as outlined in the 8th AF Operations Order 50-53.

The Wing Operations section was generally reorganized during March to give better supervision and control, particularly during this phase of changing from non-combat ready into a combat ready unit. Target Prediction and photo scoring was moved into the Wing Observers section to allow closer supervision over bombing, navigation, target study and trainer utilization. A security section was established and diverced from the Wing Intelligence branch to better monitor Wing security, and at the same time free intelligence of that burden during this period. All recurrent reports to include schedules were placed under the Administration section. This materially aided in preventing late and erroneous reporting. The supervision of the Wing Control Room was also placed under the Administration section, since nearly all written information originating from the Control Room is in the form of reports which "dove tail" in with those originating in the Reports Section of Administration.

Flying Training for the month of March was programmed on the availability of four B-47 aircraft per flying day per Bomb Squadron, and eight KC-97 aircraft per flying day in support of CCTS, plus two KC-97 aircraft per flying day for Stand Board Checks, instrument checks, and transition.

During the past month the 368th and 369th Bombardment Squadron Medium continued combat crew training; flying CCTS missions 9, 10, 11, and 121. On 31 March the 368th Bombardment Squadron Medium had completed 68% of their combat crew training showing an increase of 36% during that periodo The 369th Bombardment Squadron Medium had completed 83.4% on 31 March, showing an increase of 37.4% for the same period. Based on this percentage the 368th Bombardment Squadron Medium should complete CCTS by 1 May 1953, while the 369th Bombardment Squadron Medium should complete CCTS by 15 April 1953. The 367th Bombardment Squadron Medium was partially curtailed for the first two weeks in March to allow for recuperation from Operation "SKY-TRY" which was completed the previous month. During the balance of the period, they flew "50-8" type missions based on the proposed supplement to SAC Regulation 50-8 for B-47 type crew training. These requirements were forwarded to higher headquarters by this organisation. In order that combat crew training continue on as rapidly as possible, all training of staff crews was discontinued during the middle of March. The fact that the training program slowed during March can be aligned with the following activities:

a. Until March, flying training was not hampered by lack of RBS site time since this available flying time could be consumed in filling other needed training requirements. However, during March lack of sufficient RBS site time not only restricted flying operation but actual

⁽¹⁾ CCTS Missions 9, 10, 11, and 12.

Exhibit (CC)

flying time was lost when sites could not be made available. The nature of the training mission often dictates take-off times. If RBS sites are not available then that portion of the flight is lost to training or must be rescheduled.

- b. 2AF Operations Order 108-53* occupied fourteen B-47's of this command for three days, one for five days and one for seven days.
- c. One B-47 was at Basksdale and Eglin Air Force Bases on two occasions on a special project for a total of seven work days.
- d. The limitation of 155,000 pounds equivalent weight take-offs on KC-97 aircraft reduced the fullest utilization of the aircraft in support of B-47 combat crew training.
- e. T. O. 01-20-CA-213 grounded NC-97's for a short period. This caused the AOCP rate to rise to 12%, naterially affecting tanker availability to support combat crew training at the desired rate.
- f. With EMP targets assigned during March, target study began for primary and alternate crews. The crews selected for this training were most nearly combat ready when the two groups were chosen. List of new crews:

N74AO formed 1 March 1953 N75AO formed 1 March 1953 N76AO formed 1 March 1953 N77AO formed 1 March 1953 N78AO formed 1 March 1953

List of Crew Status Changes: N81AO became the 368th Squadron Stand Board

Exhibit (11)

^{*} See Incl (6)

Crew 1 March 1953. Standardization Board Crews:

306th Bomb Wing = N79A0 367th Bomb Sqdn = N02A0 368th Bomb Sqdn - N81A0 369th Bomb Sqdn - N43A0

Each week a scheduled meeting is held between the Director of Operations and the Operations officers of the squadrons, at which time a detail program for the following week's flying will be discussed, formulated, and printed by the reports section. Monthly flying allowance is based on 40 hours per B-47 and 40 hours for KC-97 aircraft. The above number of hours multiplied by aircraft on hand and divided by the average mission length gives aircraft in total numbers to be utilized during the month. This figure divided in turn by the flying days available in that month, offers four B-47 aircraft per tactical squadron per day and 10 KC-97 aircraft per day for the Air Refueling Squadron.

Headquarters SAC informed the 306th Bombardment Wing Medium of its June rotation plan, and as a result the Operations section began formulating its plans for a survey team to take two B-47's and one KC-97 to the United Kingdom in the early part of April. Wing Operation Order 273-53 contains detailed plans of this maneuver. In addition, tentative plans began to piece tegether the entire rotation with outlines of routes, flight plans, operational needs, and the making up of the advanced schelom te depart in May.

The mission to Alaska involving two B-47's and one KC-97 support

Exhibit (LL)

^{*} See Incl (9)

aircraft for cold weather service testing of the B-47's was postponed until April. A welcome reversal in T-33 assignment came from SAC authorizing the Wing to take back from the Air Base Group its aircraft and maintenance personnel which helped ease the scheduling problems.

One B-47, flown by Maj. Looney and crew (including Lt Col Griffin), spent a week at Barksdale Air Force Base, Louisiana on a TOP SECRET ECM mission, The purpose or results of this mission were not revealed to the 306th Bombardment Wing Medium, but it was flown in conjunction with the 376th Bomb Wing of that station.

The Air Operations section wrote a number of Operations Orders to include the B-47 survey flight to the United Kingdom, Severe Weather plan, mission to Alaska with B-47 aircraft, and changed others as revisions came in.

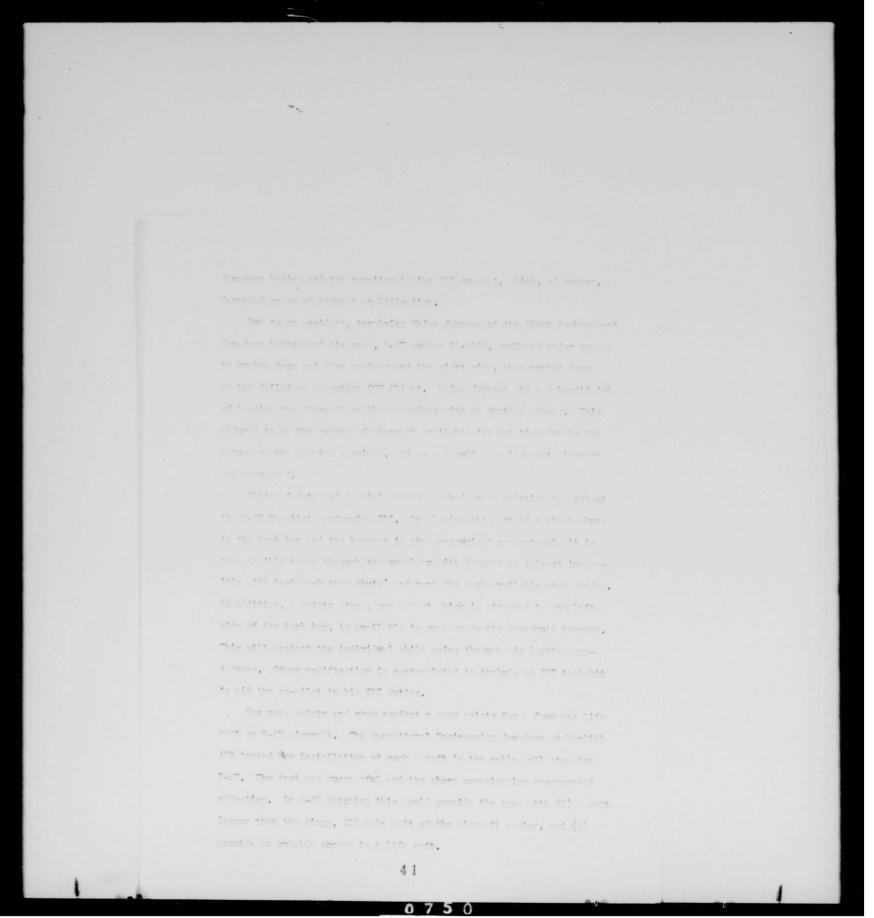
Several significant items cropped up in the KC-97 squadron activities:

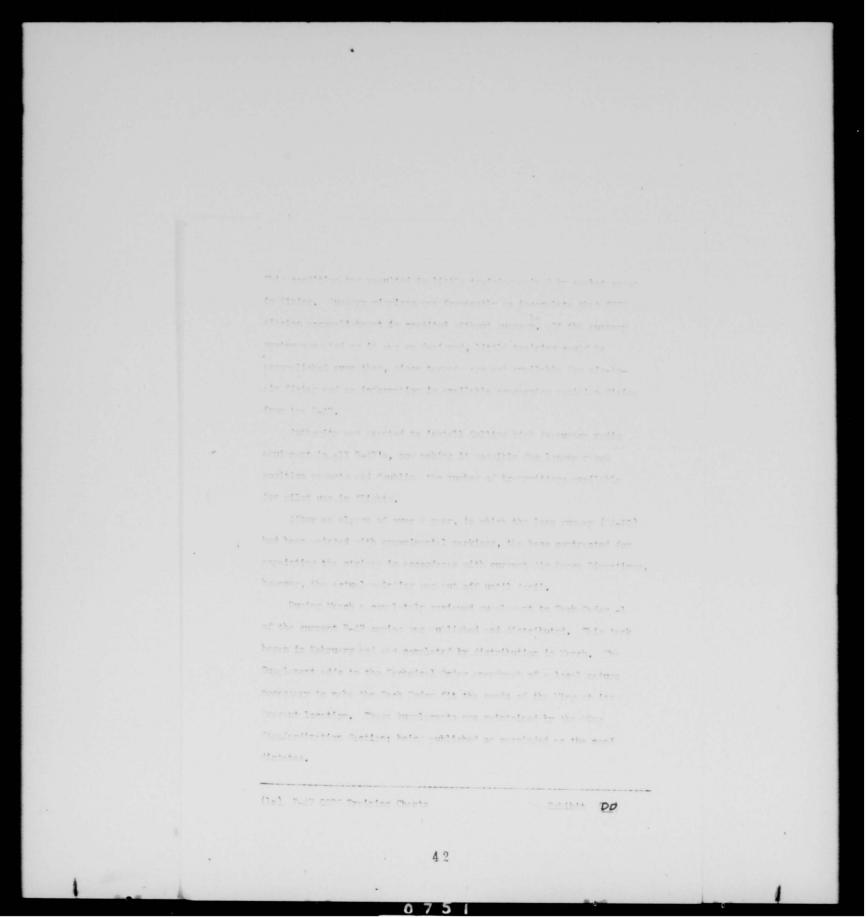
a. SAC imposed a 155,000 pound equivalent weight restriction on

KC-97 aircraft not equipped with fuel dump valves on the boom. None of
the aircraft in this Wing have been so modified. At currant tempertures
this limits take-off weight to about 145,000 pounds. Since there is a
big demand to utilize KC-97's in support of combat crew training, particularly on missions 11 and 12, it reduces the available training time remaining for the KC-97 crew after refueling since little internal gas load
is left.

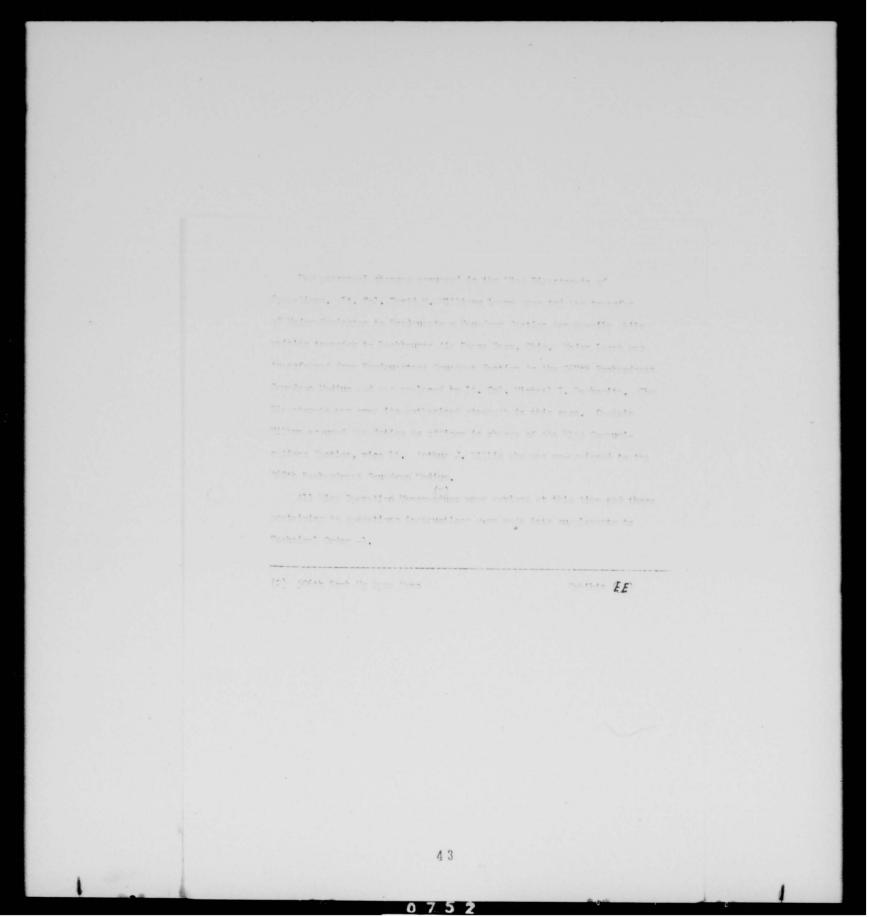
^{*} See 2AF Opns Order 104-53

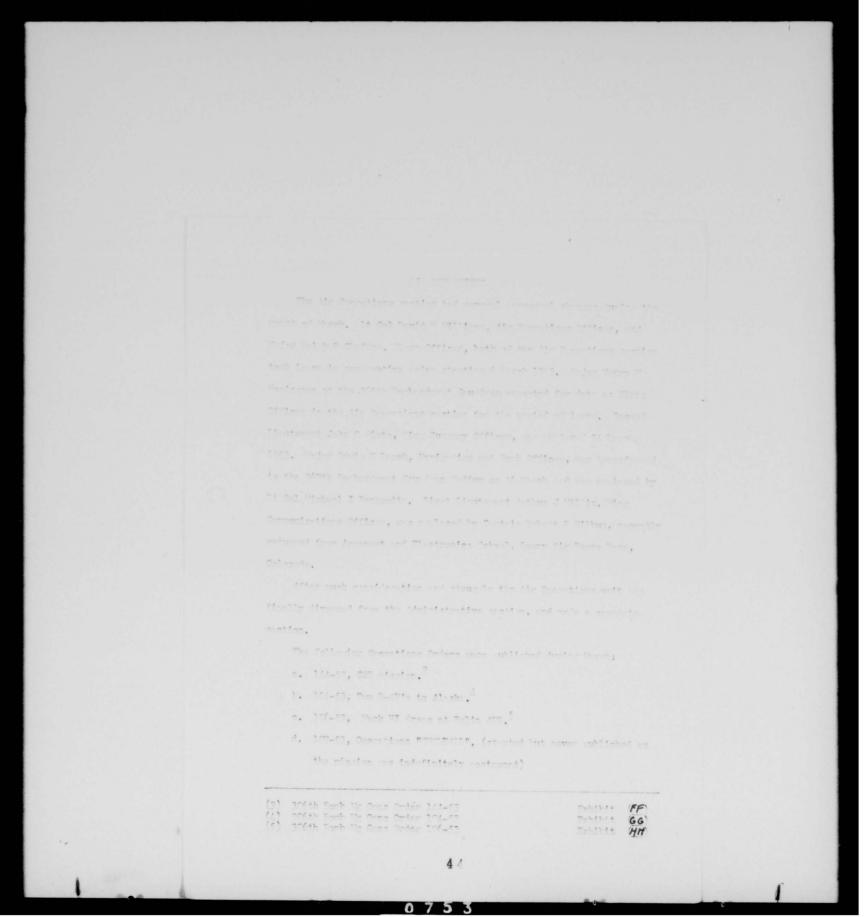
40

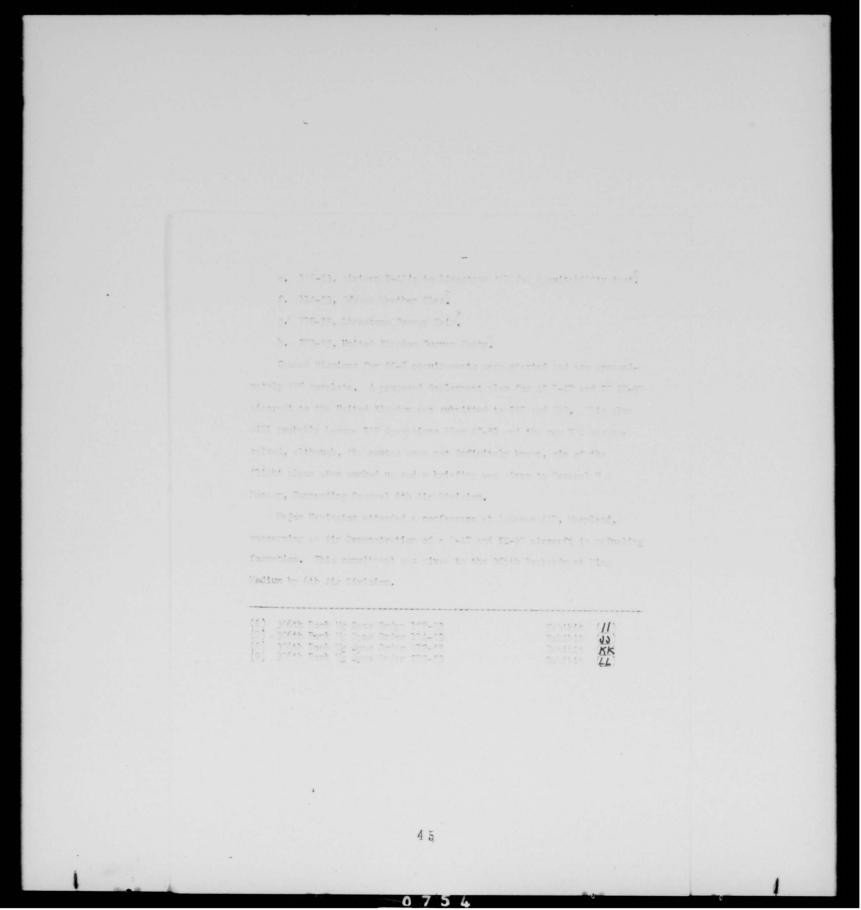




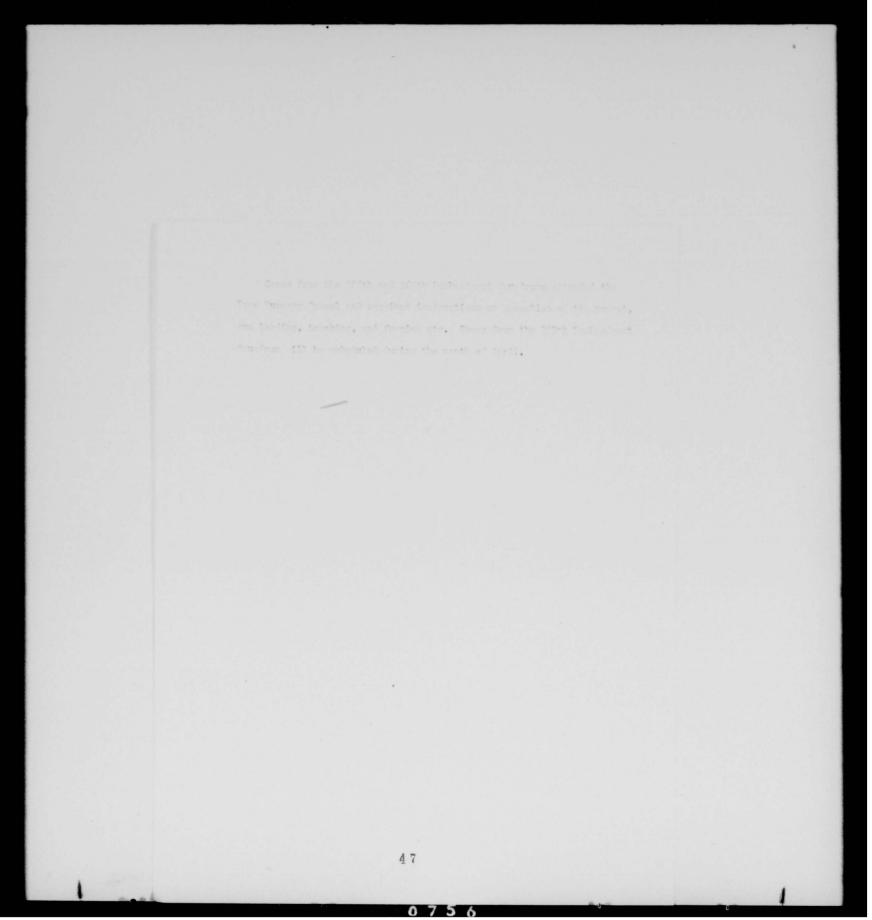
THIS PAGE IS DECLASSIFIED IAW EO 13526







Parilos their nerrol duties, the efficient in this section peron such Poords as Occased Court Martial, Classification, AVR 30-13, 46



THIS PAGE IS DECLASSIFIED IAW EO 13526

MUNITIONS

During the month of March, 240 hours of Bomb Commander and Crew training on special weapons procedures and techniques for inflight operations was given to combat crew members. Three Officers from the 306th Aviation Squadron were trained to assist the 306th Bomb Wing Special Weapons Training Officers in the function of training combat crew members.

On 23 March, during a Special Weapons maneuver at Limestone AFB, Maine, 15 B-47 Aircraft airlifted seven Mark-six war reserve weapons and eight Mark-six training weapons for a short flight.

In-flight insertion was accomplished by primary IFI operator during this flight. The purpose of this maneuver was to accomplish the following:

- a. Train 3080th Air Depot Squadron personnel in B-47 aircraft special weapons testing and loading functions common to B-47 aircraft deployment through Limestone, AFB.
- b. Train 306th Bombardment Crews in procedures common to strike missions.
- c. Facilitate EWP planning, formulate procedures, and policies so as to expedite deployment through Limestone, AFB.

The Special Weapons maneuver was a success and did accomplish the requirements stated in a, b, and c above.

The month of March might be considered as the first month since

June 1952, that the 306th Bombardment Wing has been able to re-accomp
lish and maintain a munitions (ABC) capability. Master Sergeant, John W.

Taylor was assigned as the Radiological Supervisor in the Munitions (ABC) section.

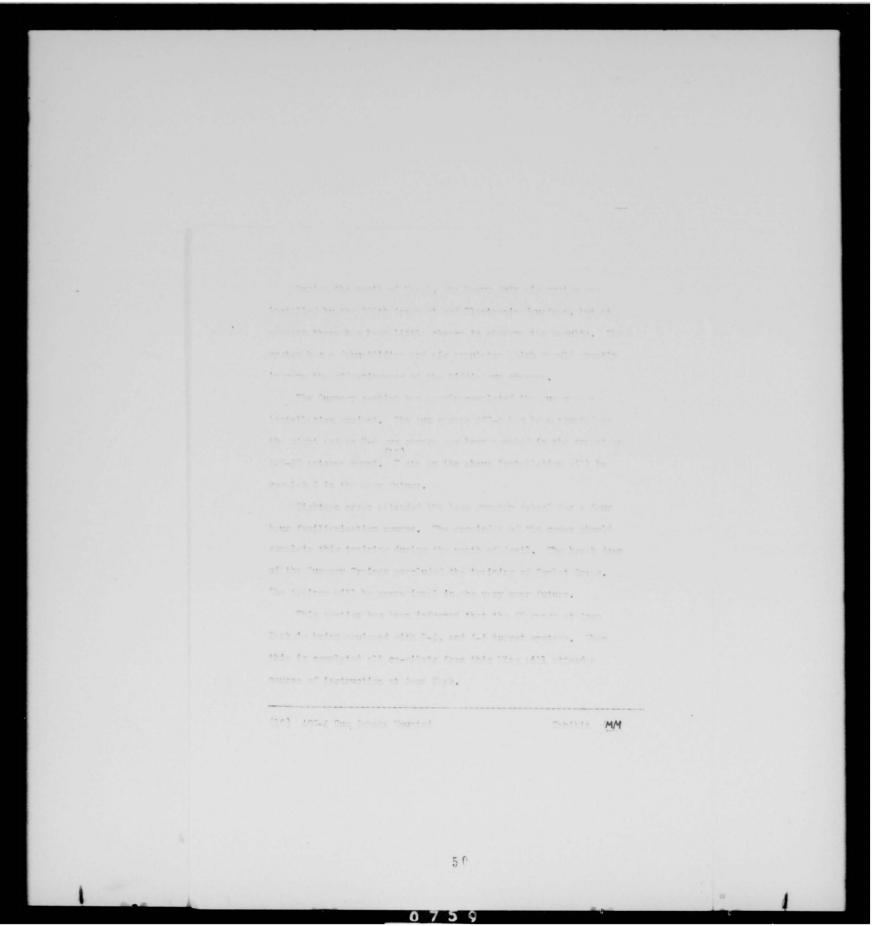
The transfer of all instruments and radiation detection devices common to the Atomic, Radiological, and Chemical program from the 306th Armament and Electronic Squadron to Headquarters Squadron Section, 306th Bombardment Wing was completed. In view of the condition of the equipment on arrival maintenance and replacement parts are required before the instruments will be 100% operative. Requisitions have been submitted to Base Materiel for expediting the necessary parts.

Normal instruct ons were given by this section to train the following teams:

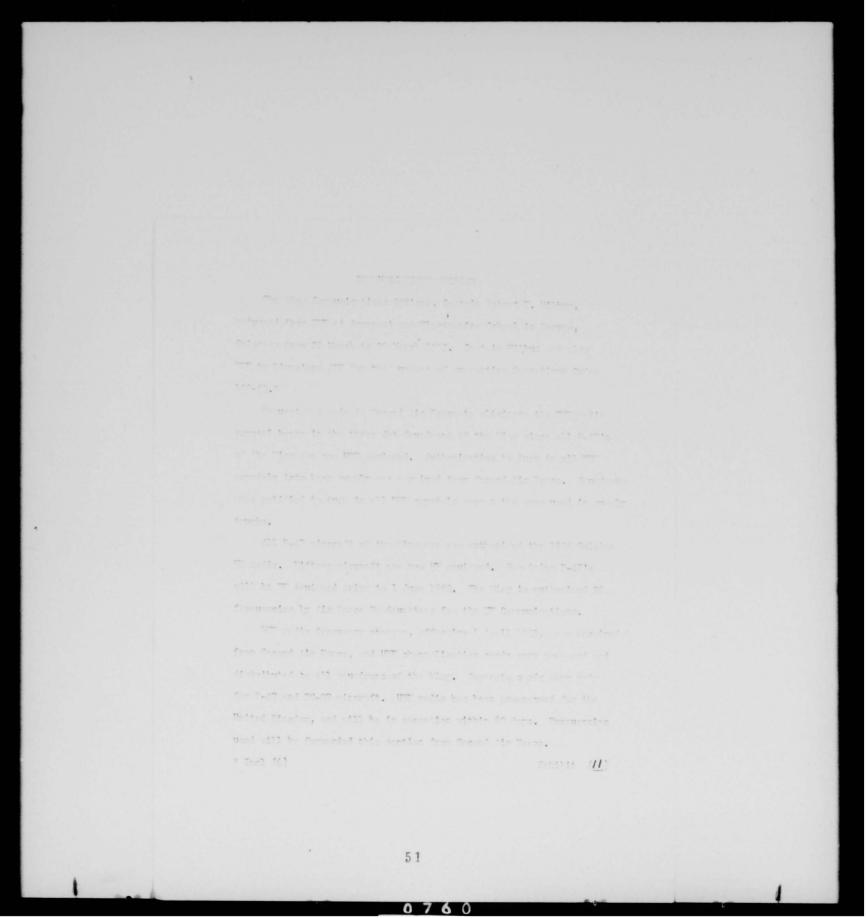
- a. Squadron Passive Teams
- b. First Aid and Evacuation Teams
- c. Squadron Incendiary Teams
- d. Squadron Decontamination Teams

During the month of March a total of 67 Gunnery Missions were flown. Sixty-seven percent of the ammunition loaded was successfully fired. The most predominant of the malfunctions occured during these missions were link ejection chutes. So far nothing has been found to remedy this condition. However, the poor grade of ammunition being used undoubtedly is a major factor. Munitions personnel have been made aware of this condition, therefore, it is hoped that greater care in handling and inspection of ammunition will cut down the link ejection chute jams.

The next cause of stoppage was normal machine gun malfunctions and part breakage. Gun barrels continued to rupture even though shorter bursts and longer cooling periods were being utilized.



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

Communications Section prepared classified and un-classified communications annexes to operations orders pertaining to air traffic control, pilot and radio operators flimsys and briefing data. Briefing on communications matters for various missions were given by communications section.

Communications Operating Instruction Flimsy is being prepared by the Wing Communication Section for the Radio Operators of the 306th Air Refueling Squadron. This COI flimsy will contain information on radio operating, and will be carried on all flights carrying a radio operator.

Due to changeover of the new telephone system, maintenance and work order requests pertaining to the Inter-Comm System were held down to a bare minimum because Inter-Comm personnel were being utilized by the base telephone officer. Inter-Comm System work order requests will be started on or about 14 April 1953. Telephone work orders will be started on or about 13 April 1953. Wing Communications Section has submitted required telephone changes and requests.

ASSESSABLE PROPERTY OF

Personnel from Tucson and Lockbourne AFP's were trialed on flicht performance problems. Points atreased were weight and talance and range problems. The weight and balance and range computers developed by the 306th were demonstrated.

Work was started on a circular loaded juster. The flight equipment of pilots in the 305th Fomb Wing Medium does not include a loaded juster. Several incidents in the past have occurred which indicates that every pilot should have a loaded juster evailable on all flights. Current plans are to have those items printed in large quantity at Second Air Force.

A project is underway to develop a set of compact charts for the T-33. Since the current technical orders are not readily available or accessible to the plot in flight the charts will be in a scall package unit composed of cards which fit into the locket of the pilot's flying suit. These cards would contain all the flight performance data mecessary for cross-country flying.

Aircrew Training Section

The training schedule for the month of April was programed. Training required by 2AF Reg 50-6 was coordinated with the Air Hase Training Flight.

Normal scheduling and training of aircrew personnel continued throughout the month of March 1953. The overall completion rate of training was approximately 32% which is 7% above the phase requirement.

Considerable difficulty has been encountered with Air Pase Training Flight in setting up a schedule for the Physical Conditioning Unit which will satisfy the requirements of this Wing. Due to extensive training currently in progress, it is not possible to schedule enough personnel during normal duty hours to comply with 2AF Regulation 50-6 and SAC Regulation 50-2. A program such as outlined in SAC Regulation 50-2, dated 23 Jan 53, would entail approximately 77,000 man hours per year. Allocation of this amount of time is too great for the value received. The missions being flown by this Wing are averaging approximately eight hours in duration and it is believed that a Post Flight Conditioning Activity would do more to keep the Combat Crews physically fit than the type of program outlined in subject regulation. It is understood that the Physical Conditioning Unit does not have enough personnel assigned to operate the unit on a long enough schedule to satisfy the needs of both Wings. Therefore, it was recommended in a letter to Director of Operations, 6th Air Division, that action be taken to obtain adequate qualified personnel to properly operate this unit from 0800 thru 2400 hours each weekday. Such a program, as recommended, would result in accomplishment of two main objectives:

1. The proper conditioning of all Combat Crew Personnel.

schoduling has been attended to minimize this lace, but the amphier of air-(11c) P_/7 Indost-inction Progre 55

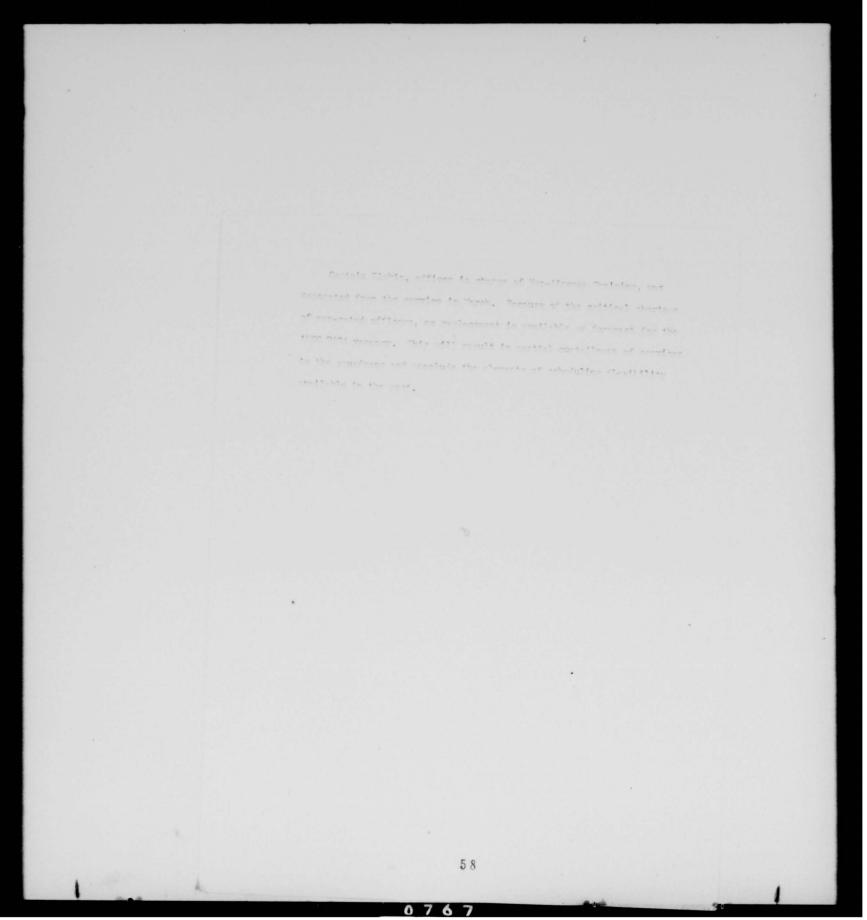
manifette level. Tyhihit (PP)

A project was begun to study a survival kit, the contents of which would provide the bare necessities for the most possible conditions. The kit would snap to the lower "D" rings of the back pack type parachute and provide a cushion for the aircraft sest. When the best ideas are put together and a sample made up, it will be forwarded through channels with recommendations.

Colonel Evens and Cartain Veto Turrin of the Directorate devised a locally printed paper load adjuster as an interim measure. It was discovered in flight by a pilot who was unable to consume fuel from his wing tanks that if he dropped his T-59 practice weapon his Center of Cravity at the time would go aft of limits. Fortunately this discovery was made by the pilot who had a homemade slide rule type of load adjuster and sufficient time remained for him to adjust his Center of Cravity by fuel consumption from the main tanks. To preclude a reoccurrence each pilot now has with him a paper type adjuster capable of living the user a desired Center of Cravity for any conditions.

Wing Operations tested a hO-1 ratio oleo strut on a B-h7 which proved very effective on a smooth runway.

The operation of the A-2 fire con rol system is unsatisfactory.



THIS PAGE IS DECLASSIFIED IAW EO 13526

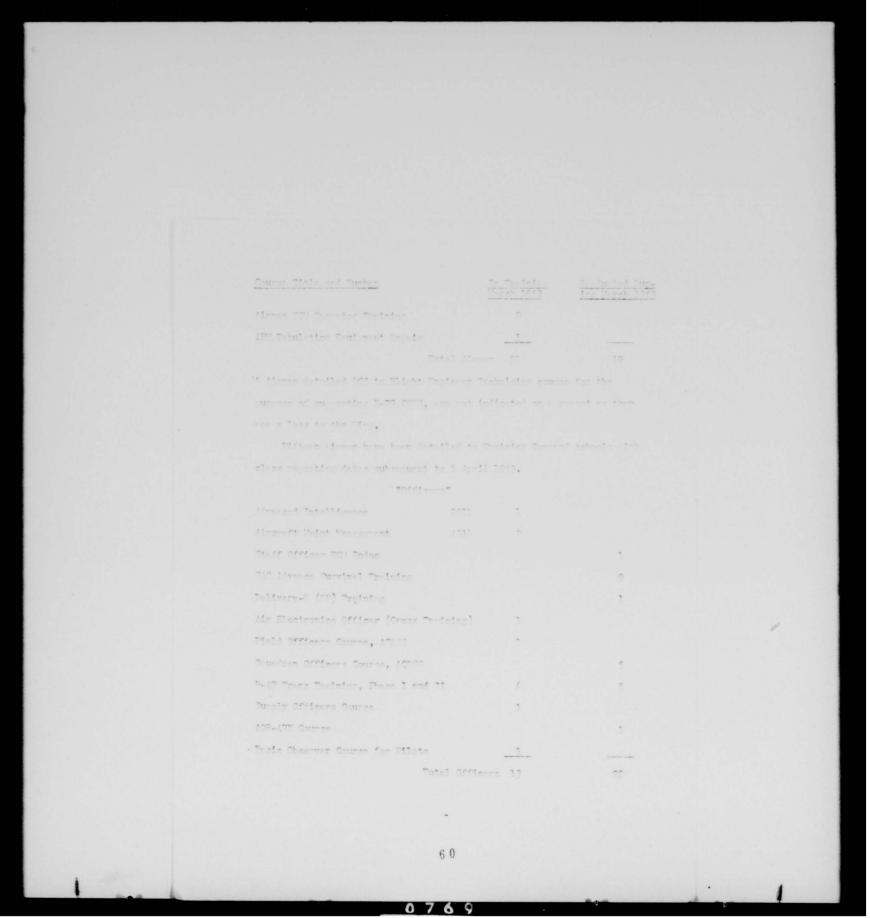
SCHOOLS BRANCH

The following statistical summary reflects off-base school activity for the month of March:

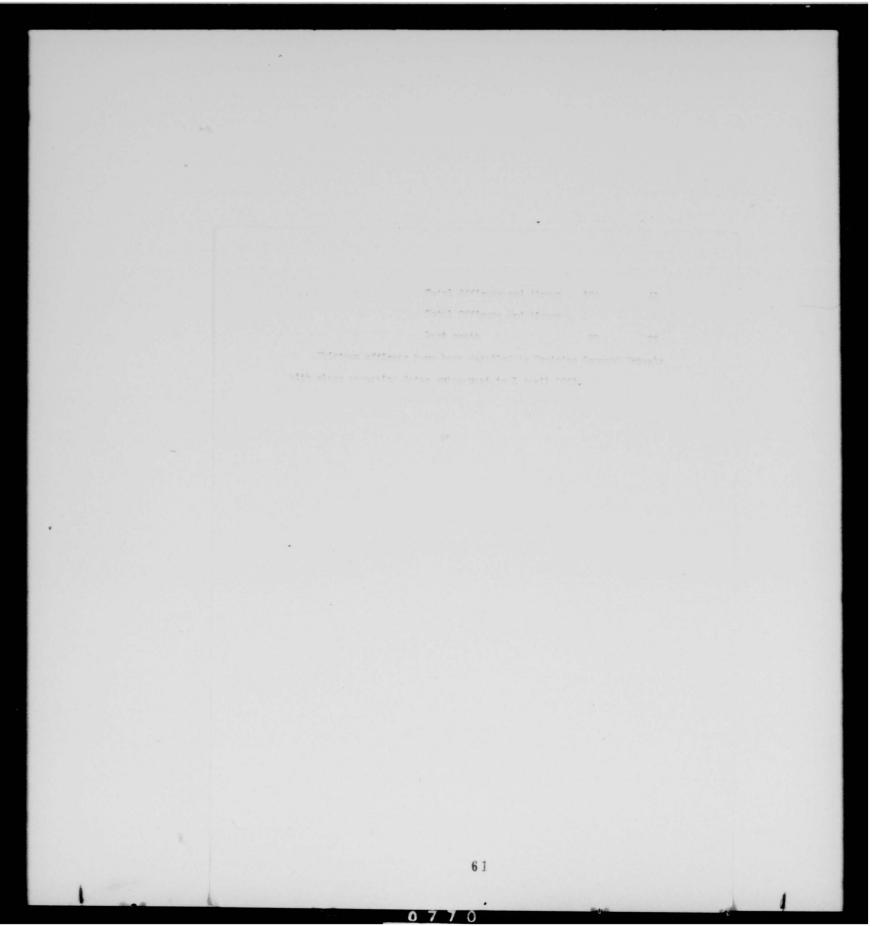
"Airmen"

Course Title and Number	In Tr	aining 1953	Graduated During Warch 1953
Intelligence Operational Specialist	20450		. 2
Radio Maint Technician, Airborne	30171	2	
Intelligence Operational Technician	20470	2	
Radar Maint Technician, Airborne	30271	4	
"K" Series System Mechanic	32151E	1	
"K" Series System Technician	32171E	7	
Aircraft Mechanic (Medium Bomber)	43151B 3	0	
Aircraft Mechanic (Jet)	43151H	7	
Aircraft Mechanic (Heavy Bomber)	43151A	8	2
Aircraft Recip Engine Wechanic			
R-4360	43152A		2
*Flight Engineer Technician	43271B	2	
Parachute Rigger	58150	7	1
Fabric and Leather	58151		4
Organizational Supply Specialist	64151	8	
Career Guidance Specialist	73150	5	2
Personnel Specialist Course	73250	4	1
Flexible Gunnery Instructor	75101	1	
Advance SAC Survival			3
Special Training APS-42 Radar Equipment	nt		2

59



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING SAFETY

There is an urgent need for multi-place life rafts on B-47 aircraft.

Major Buckley (Wing Flying Safety Officer) contacted Second Air Force and SAC flying safety officers and requested that they expedite the procurement and installation of this item.

A plan is being drawn up by the 306th Air Refueling Squadron Medium to enable passengers to assume safe ditching and crash kinding positions in KC-97 tanker aircraft.

The Semi-Annual SAC Flying Safety conference was held on 25 March 1953. Major Buckley and Captain Dean H Williams Flying Safety Officers of this Wing attended the conference. Supervision of flying activities was the basic theme of the conference. Many of our accidents which appears to have been caused by pilot or maintenance error are actually caused by a lack of adaquate supervision.

The 306th Bombardment Wing Medium experienced a major aircraft accident on 25 March 53. The number four engine on one of the B-47's "exploded" in-flight and fell from the aircraft. The pilot, Major Law-rence H Johnson of the 368th Bombardment Squadron Medium exercised

^{*} Aircraft Accident Report of B-47B, #51-2265, occuring approximately 100 miles east of Tampa, Fla; 25 March 1953. Hq 6AD Acft Acdt Brd, MacDill AFB, Fla, dtd 1 April 1953, file number ODCSD 360.33 is on file at 306th Bomb Wg, 6AD, 2AF, SAC, and Inspector Generals Office Norton AFB, Calif. Additional copies are not available.

(14) Flying Sefety Fullstin, 306th Port Ug

B-47 STAND BOARD

During the past month the stand board crew flew seven CCTS missions flying a total of 60 hours. Major Focht had several discussions with HRRL about their flight evaluation check for B-47 Observers.

Informal talks were held with visiting personnel from Lockbourne Air Force Base Operations. The discussion covered procedures that the 306th Bombardment Wing Medium has devised, Wing Memos, B-47 Check Lists, Pilot-Observer procedures, and Wing Supplements to the - 1 Tech Order

Times - Tonaren

The Ming Intelligence Section was pleased upon the receipt of the Surmary of Combat Reporting Procedures for Second Sir Force Operations Order 60-53 - Operation Many-Toym.

Custed talow is a copy of the latter received to that offent.

- "1. The following is a survey of the rendering effectiveness of the 306th Pomberdment Vice Medium for the ten missions flown from 22 January to 10 February 1953, in accordance with 21F Operations 60-53, Exercise "SEV_TOV".
 - r. Mo. Remonte Paruipad 500
 - b. Mo. Penarta Received sec
 - C. Percentage of Required
 Reports Received 00.6
 - d. Percentage of Reports
 Received on Time 000
 - F. Mo. Reports Received Late
- 2. The reporting offectiveness of the 306th Featherdment Ming Medium was considered to be excellent from the standpoint of submission of recuired reports and timeliness. Only 7% of the 456 reports were received late, with an average time late of one hour and two minutes.
- 3. Considerable improvement was noted in the timeliness of reports as the mission progressed. Whereas on mission number one, 13 reports were received late, with an average time late of 1 hour end 24 minutes, only one report was received 35 minutes late on mission 10. One hundred percent (100%) of required reports were received and were on time for missions four, five, six and eight.

SECURITY INFORMATION CONFIDENTIAL

4. The format and content of reports was considered to be excellent for most of the "CRY-TRY" riscians. The missions were easily monitored by this and 310 Wesdownfors, due to the reviews utilization of the remarks columns of various reports. In view of consequents 1, 2 and 3 shows, the overall reporting effectiveness of the 306th Fortendrent ling Medium was considered to be excellent. This demonstrates exceptional attention to the procedures outlined in 310 Manuel 5546 by personnel charged with the combat reporting responsibility.

5. Inclosed berewith is a detailed statistical currenty and a critical on the format and content of reports received."

From the stendpoint of training for intelligence personnel, Correction "GRY_TRY" proved to be the ideal operation. It afforded this section the opportunity of training through the spelication method the rejority of its personnel under simulated combat conditions both in mission briefing and reporting.

With reference to the high percentage of in-time reports achieved by the 306th Bombardment Wing Medium, a few words should be said to explain why and how it was possible.

The system adouted by the Wing, as outlined in Wing Reg 55-6, calls for the organization of a Combat Reporting Unit. This system accounted for the success in mission reporting during Operation "TRY-TRY".

The idea behind this method is: first, to place the responsibility for the preparation of the various reports directly upon those individuals who are not only most femiliar with the information contained therein, but

SECURITY INFORMATION
CONFIDENTIAL

who are most interested. Second, it is believed that such a swater would stord us under sustained operations especially during schuel combat. It does not "pool" a large number of people who would otherwise have other duties under tectical conditions and, it does not make a "Departing Unit" out of the king Intelligence Section, whose other normal responsibilities will increase executy during actual combat.

During the recent Operation "SYV_TOW" on excellent operationity was presented to feat these theories. The results more than justified the faith that the Wing Intelligence regarded had alcoed in this system. A few adjustments were made necessary in the original standing operating procedures, however, the basic idea was maintained throughout "Tyv_Tyv" with the results shown above.

The system required a high degree of coordination and cooperation among all personnel concerned. The CRU Controller was well quelified in all aspects of SAC Manual 55-6. The personnel working directly under the supervision of the controller were selected on the basis of prior experience Others were afforded an opportunity for on-the-job training which later proved to be very valuable.

Another contributing factor to the efficient operation of the CZU was the use of a consolidated interrogation form. The information required was considered adequate to comply with the requirements of SAC Manuel 55-6 and other special reports outlined in the operations order. No interrogation forms were filled in-flight in view of the size and make up of the P-47 crews and the crowled conditions in the cockpit in the P-47 type eigeraft.

SECURITY INFORMATION CONFIDENTIAL

This section participated in the reporting these for Ordertions Order 100-53*. Two members of the Combet Reporting Units accommunical the six-craft to the forward base at Limestone APP, and complied with the requirements of the operations order and 210 Manual st. 4.

At the request of the Wing Intelligence Officer, Wing Security responsibilities were completely divorced from this section and alsoed on the special staff level.

The month of Ferch say the completion of the order of battle card index project which had been started last October. This readily accessible index has proven to be a time saving device in the presention of enemy reaction analyses and profiles of ex-ected fighter interce tion in the event of a further conflict.

Custes to effect the various intelligence schools at Lory APT, Colo.

Were received for practically all personnel the had not attended before or

were qualified to attend the advanced course. One officer and four eigence

departed for school during March. One officer returned from Squadron

Officers' Course at Marcell APP, to assume the duties of the Wing Training

Officer.

Combet crew training in intelligence subjects was resumed after eleost three months of inactivity. An everage of 25% of the training for combet crews required by 2AF Reg 50-31, was given to the four tectical squadron crews.

By the end of the worth this section started gethering necessary date and materials necessary for compliance with 2AF Letter 50-7, Subject: Target Study. Six primary and Six alternate select craws received the intelligence portion of the Target Study before the end of the month.

* See Incl (6

SECURITY INFORMATION CONFIDENTIAL

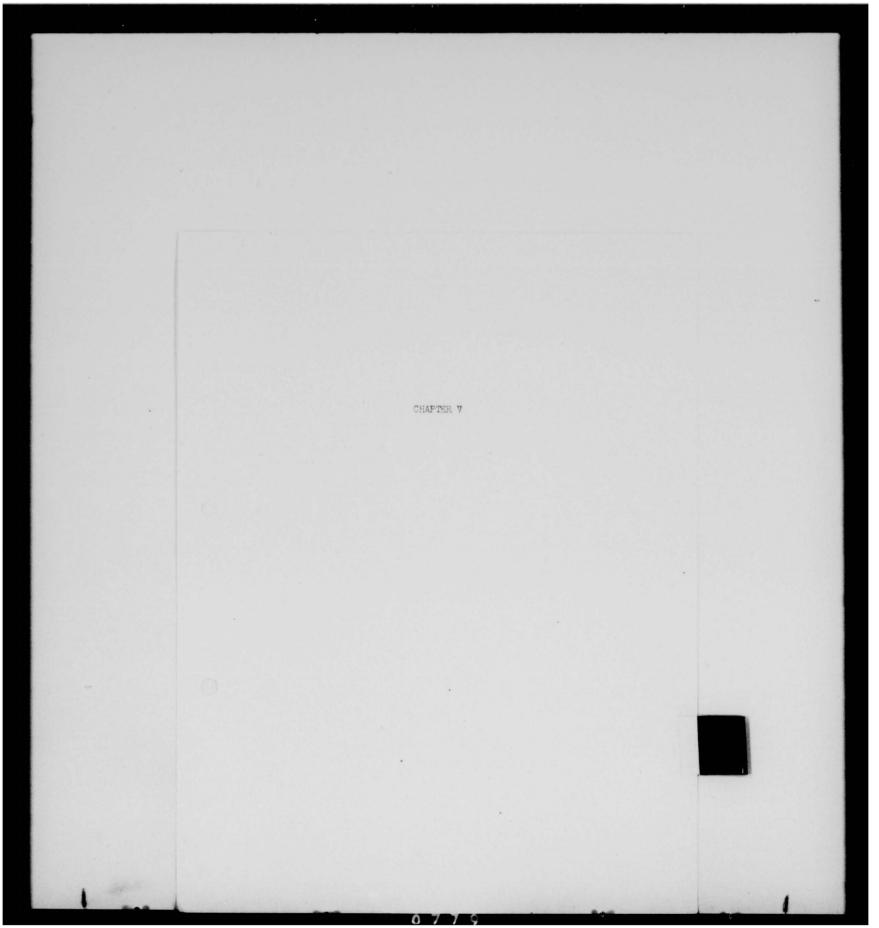
Exhibit (11)

CONFIDENTIAL

One problem that has arisen in the Mans & Cherts section to which no solution has been found up to the time of this writing is the non-swell-shilly of certain flight charts in the 2000 series. Murerous requisitions have been forwarded to the Percentical Chart Pervice in St Louis, Mo. and the majority of the charts have been placed on back order. In view of the fact that these charts cover our area of air operations in the some of interior, the tactical squadrons have been demanding these in great quantities. This problem has been referred to 201 Directorates of Intelligence and Operations but he section has been referred to 201 Directorates of Intelligence

SECURITY INFORMATION CONFIDENTIAL

69



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER V

306TH MEDICAL GROUP

Colonel R. Howard Lackay, Group Commander, attended a training course of instruction - "Symposium on Stress" - conducted at Walter Reed Army Medical Center, Washington, D. C., during the period 16 to 18 March.

Major George C. Jernigan, Jr., USAF (NC), spoke on "Cancer - Research and Importance of Early Recognition" at a meeting of the American Cancer Society held at the Recreation Center, Leesburg, Florida, on 25 March.

Captain Elizabeth Reynolds, Anesthetist, attended the Professional Institute of Anesthesiology at Hotel Adolphus, Dallas, Texas, beginning 9 March.

One Medical Service Corps officer was lost to the 306th Medical Group during the month - 1st Lt William B. Yates, assigned duty as Optometry Officer. It Yates was relieved from active military service on expiration of commitment.

T/Sgt John G. Roberts, S/Sgt Reynald Martinez and S/Sgt John W. Brewer, completed a course for professional service supervisors at the Base Hospital and were certified as qualified independent duty medics during the early part of the month. These advanced medics were assigned to duty in remote areas where small detachments of Air Force personnel

were stationed, without the aid or advice of a medical officer. These highly qualified technicians were required to demonstrate proficiency in recognizing and treating both medical and surgical cases.

Medical Airman of the Month. A/lc Salvador Torres, assigned to duty with the Surgical Service, was selected as the outstanding airman in the 306th Medical Group during the month of March.

Personnel assigned to the Medical Group continued to render medical support to all organizations on MacDill air Force Base. These personnel were placed on duty with the fixed medical facility - the USAF Hospital.



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER VI

ISCELLAMECUS

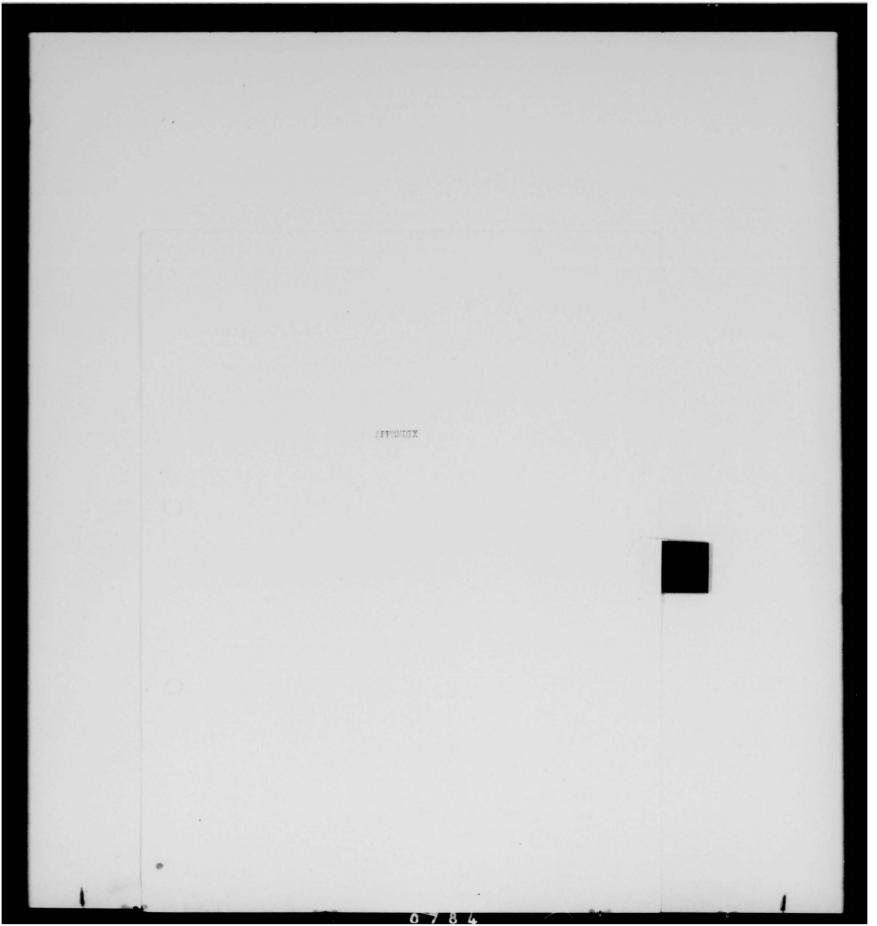
With the opening of the American Red Cross Drive during the month of March, Colonel Michael M W McCoy, accompanied by Colonel Merchant, Base Commander, Colonel Lackay, Commanding Officer of the 306th. Medical Group, and Colonel Wandevanter, Commanding Officer of the 305th Rombardment Wing Medium, presented their personal checks to one of the American Red Cross representatives for MacDill Air Force Base. Florida.

Colonel Michael N W McCoy, Commanding Officer of the 306th Bombardment Wing Medium, cited Major Paul D Poblen and his crew, who are members of the 367th Bombardment Squadron Medium, as the "Crew of the Month" for the month of March 1953.

During Operation "SKY-TRY", which was completed during the month of February 1953, Ceneral H K Mooney, Commanding General of the 6th Air Division, and Colonel Michael N W McCoy, Commanding Officer of the 306th Bombardment Wing Medium, inspected one of the B-17 combat crews that participated in the operation.

4. IBID - EXHIBIT "YY"

^{1.} Photograph of Red Cross Check Presentation - EXHIBIT "\$\$"
2. Article fr Base Newspaper "AIRMAN", dtd 6 Mar 53 - EXHIBIT "77"
3. Photograph of "SKY-TRY" Crew Inspection - EXHIBIT "VV"



THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida GENERAL ORDER NUMBER Under the provisions of Air Force Regulation 24-1, the undersigned hereby assumes command of the 306th Bombardment Wing Medium, effective this date, during the temporary absence of Colonel Michael N W McCoy, 915A. Colonel, USAF " DISTRIBUTION: "A"

THIS PAGE IS DECLASSIFIED IAW EO 13526

EXHIBIT "A"

HEADQUARTERS 306TH BO BARDHENT WING MEDIUM MacDill Air Force Base, Florida 6 March 1953 GENERAL ORDER NUMBER Under the provisions of Air Force Regulation 24-1, the undersigned hereby resumes command of the 306th Bombardment Wing Medium, effective this Colonel Commanding DISTRIBUTION: nAn EXHIBIT "B"

HEAD UARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida

CAGD 18

9 March 1953

SUBJECT: Personal Conference Officer

TO:

See Distribution

COLONEL JOHN C THRIFT 1758A, Hq 306th Bombardment Wing Medium is appointed Wing Personal Conference Officer. AUTH: 2AF Reg 35-11, dated 24 January 1953.

BY ORDER OF COLONEL McCOY:

J W WHITAKER Major, USAF Adjutent

DISTRIBUTION:

5 cys Off concerned 5 cys OG SAC & 2AF 5 cys CG GAD & MacDill AFB

EXHIBIT "C"

0787

HEADQUARTERS 306TH BONPARDMENT WING MEDIUM MacDill Air Force Base, Florida

WING STAFF AND SQUADHON COMMANDERS COMFERENCE 10 March 1953 - 0815 Hours

Subject

Personnel Staff Officer

Action

T-33 Maintenance Personnel. A message from 2/F indicates that T-33 Info maintenance personnel are being transferred back to the Wing. They will be assigned to the same squadrons from which they were transferred.

Maintenance Control Officer

2AF Inspection Team. Capt Sherman announced that the 2AF Inspection Info Team arrived this morning and were given some airplanes to inspect.

Intelligence Officer

SAC Passes. The Provest Marshal will start processing the new SAC Information will replace the present flight line passes, this week. Further information will be disseminated to the squadrens as seen as it is received from the Provest Marshal.

Cr, 367th Bomb Sq

TDY Requests. Col Griffin suggested that requests for TDY originate in the squadrons when possible to insure accuracy in the Morning Report.

Col McCoy directed that requests for TDY will not be henored by the Wing Adjutant unless they originate in the squadron.

co, 306th Med Gp

Dental Survey in Squadron Areas. Col Lackay announced that it is not Sq Co's practical to conduct dental surveys in the squadron areas because (1) frequently personnel require X-rays and (2) frequently treatment is indicated which could be given at the same time in the Dental Clinic. He stated that dental examinations could be given on Saturday mornings if the squadron commanders will guarantee that personnel will keep their appointments.

Adjutant

Disclosure of Confidential Information. The Red Cross is concerned about the disclosure of information submitted to squadron commanders regarding members of their organizations. Proper procedures for handling this information are outlined in "FR 39-13," and 6th ADiv has published a letter on the subject dated 11 Feb 53.

 $\frac{\text{Off Duty Employment.}}{\text{Vited to SAC Reg }39-19}$ regarding off duty employment.

Sq CO's

EXHIBIT "D"

Wg Staff Conference - 10 Mar 53

Subject Adjutant (Cont'd) Action

Fire Prevention. Attention is invited to SAC Letter 92-1 regarding SQ CO! fire prevention in living quarters.

Inspection of Weapons. The attention of squadron commanders is invited to Base Reg 136-4 regarding the technical inspection of weapons. The 306th Armt & Elect Sq is responsible for insuring compliance with the regulation.

Handling of Classified Material. There have been a few violations All recently in the handling of classified material. Personnel concerned should become thoroughly familiar with AFR 205-1.

Correspondence. The Adjutant called attention to the letter from Gen Mesney which has been published and distributed, making correspondence a special subject for the month of March. He stated that correspondence has not improved and suggested that all personnel be instructed to become familiar with AFM 10-1 and other pertinent directives on the subject.

Concerned

Suspense Dates. The Adjutant reminded staff section heads and squadron commanders that it is their responsibility to request extension consuspense dates which they cannot meet. The request will be submitted to the Adjutant in writing.

Inspection Reports. The Adjutant announced that anyone who wants to review the 2AF and SAC Inspection Reports should contact the Wing Concerned Classified Files Section.

Wing Commander

Management Advisory Team. The Wing Commander stated that very few regular members attended the last Management Advisory Team meeting. The team is made up of squadron commanders who should attend the meeting personally.

 Λ mosting of the team was called for immediately after the staff meeting.

NCO on Squadron Promotion Board. At the Division Morale and Welfare meeting it was pointed out that some squadrons have an NCO on the Promotion Board and it was agreed that it was a good idea. Col McCoy suggested that squadron commanders in this Wing appoint an NCO for their Promotion Boards.

Education Fossibilities. The Wing Commander pointed out that there are 102 airmon in the 306th Wing with below an 8th grade education. He called attention to the many courses available and recommended that airmon be encouraged to improve their education.

Sq CO's

Sq CO's

Wg Staff Conference - 10 Mar 53

Subject

Wing Commander (Cont'd)

Action

T.O. Changes. At the SAC Commanders Conference it was announced that SAC has been given a bulk allotment from USAF and will make up their ewn T.O. Although recommendations for T.O. changes have been frezen until July, the Wing Commander suggested that squadron commanders and staff section heads start thinking of any changes they would like to have made so that recommendations may be forwarded to SAC.

All Concerned

Fly-a-way Bins. The Wing Commander directed the Dir/Mat to ascortain whether or not the win; is going to receive additional fly-a-way bins for the B-47's.

Dir/Mat

Speeding on Ramp. At the Division Staff Meeting instances of speeding on the ramp were cited. The Wing Commander advised the squadron commanders that it is their responsibility to stop anyone they see speeding on the ramp.

Sq 00's

Dependent's Travel. Cal McCoy advised that personnel being sent overseas who request authority for dependent's travel which is not accomplished by the dependent are subject to courts-martial.

All Concerned

Parade and Review. The Division Parade and Review will be discontinued temporarily and each wing will hold its own parade. The 306th Wing Parade will be held the first Saturday of each month on the new parade ground.

All Concerned

OER's. The Wing Commander stated that he received two late ER's last week with reasons for tardiness that were not acceptable to Gen Mooney.

All Concerned

1037 Staff Officer. 6th ADiv is looking for a 1037 Staff Officer to take Major Mathew's place in Operations. Col McCoy asked the squadron commanders to recommend officers who are eligible.

Sq CO's

Outstanding Airmon's Awards. Col McCoy called attention to SAC Reg 34-16 regarding Outstanding Airmon's Awards. It is a new award to be presented every six menths to the outstanding airman in each organization.

Sq 00's

WEATHER BRIEFING was given by Capt Scott.

J W WHITAKER Major, USAF Adjutent

3

REPORT OF PROCEEDINGS - 306TH BOMB WING (M) MANAGEMENT ADVISORY TEAM

Headquarters 306th Bomb Wing (M) MacDill Air Force Base, Florida 12 March 1953

1. The 306th Bomb Wing (M) Management Advisory Team convened at 0915 hours, 10 March 1953.

2. MEMBERS PRESENT

CO, 306th Bomb Wing (M) COLONEL M. McCOY LT COLONEL A.W. LAGBERT, President 306th Periodic Maint Sq LT COLONEL B.B. KLOSE 36gth Bomb Sq (M) LT COLONEL G.P. BIRDSONG LT COLONEL L.D. GRIFFIN 369th Bomb Sq (M) 367th Bomb Sq (M) 306th A.R.S. MAJOR R.H. WORRELL MAJOR C.V. HUNTER 306th Field Meint Sq 306th 4 & B Sq 306th Meint Control 369th Bomb Sq (M) nq Sq 306th Bomb Wing MAJOR ... SWINDAL MAJOR S.H. CALHOUN MAJOR C.F. MONHLER MAJOR H.B. REDDER 367th Bomb Sq (M) CAPTAIN R.R. REIBER 1ST LT R.D. HICKS 306th Periodic Meint Sq

3. MEMBERS ABSENT

CAPTAIN D.B. PALMER

Maint Standardization

4. Minutes of the lest menpower advisory meeting were refd without comment.

5. TOPICS DISCUSSED

- a. Labor saving devices.
- b. Regular schedule for Management advisory Team Meetings.
- c. Manhour Utilization Report.
- d. Study of extra curricular activities for squadrons.
- e. Scheduling and menagement of aircraft out for inspections.
- f. Commanders meeting at Ramey AFB.
- g. Study and discussion of new SAC Reg 66-12.

6. CONCLUSIONS

a. Lt Hicks presented a tool designed by A/lc Howard, 306th Periodic Maintenance Squadron for removing and installing anti-rotation pins on J-47 engines on B-47 type aircraft. This tool will save approximately 72 man minutes per B-47 inspection. A work order has been submitted to have a sufficient number manufactured to meet our requirements.

EXHIBIT "E"

REPORT OF PROCEEDINGS - 306TH BOND WING (M) MANAGEMENT ADVISORY TEAM - Continued 12 Mer 53

Airman Howard will be recognized thru official channels.

Lt Calonel Griffin explained that he has two improvement ideas to be submitted at the next meeting and secured blank forms for them. The engine test strad built by Engine Build Up was discussed and compared with one built by Boeing. This one will test everything on the engine and cost approximately \$400 to build as compared to several thousand dollars for the Boeing Test Stand. Major Munter will submit the test stand on an improvement form at the next meeting.

Colonel McCoy encouraged all members to press for more improvement ideas regardless of how small they might seem.

- b. The subject of a regular meeting time for the Management advisory Team was discussed and Colonel McCoy suggested the time be immediately after the Staff Meeting, on the last Tuesday of each month. This will be the most convenient time as most members will be present for the Staff Meeting and will not have to make a second trip.
- c. Lt Colonel Lambert asked if everyone got the man hour utilization sheet we sent around for analysis. Major Mochler discussed the possible adaption to the 369th ground crows.
- Major Calhoun stated that the new SAC Manual 66-14 covers practically everything in this form and he is presently checking to see if all the forms needed in 66-14 are evailable and which ones we need.

 Lt Colonel Lambert stated that the basic intent of the form was to compare crows and keep a running log on the performance of each.
- d. Lt Colonel Lambert asked about a study of time spent on aircraft guard, parades, housekeeping, various training requirements, etc, with a view toward combining some of them.

It Colonel Klose suggested adding to the housekeeping time in order to maintain a cleaner flying field.

- e. It Colonel Klose stated that he had two ground crows who worked exceptionally long hours Monday on two aircraft which were in the docks. He questioned all around good management and planning in making this necessary.
- Lt Hicks pointed out that both eigereft went into the docks on Friday. One at 0740 hours and one at 1230 hours. They were both to go out Tuesday or 22 working hours later. Approximately two working hours were lost Saturday due to a squadron inspection. Hydraulic specialists were called off the aircraft Saturday morning to have a tool inspection. This threw the inspection behind. Menday the two aircraft were put on la because they were scheduled to fly Tuesday. Dock crews worked straight thru from 0730 Monday and finished the inspections at 2030 hours, spending approximately 20 working hours on the inspection.
- f. Colonel McCoy briefed the Management Team on the Commenders Conference at Ramoy AFD and reviewed the Management Improvement Program prepared by Colonel Lyles of Lockbourne AFD. It was specifically pointed out that a good portion of any management program is using good horse sense.

REPORT OF FROCEEDINGS - 306TH BOND WING (M) MANAGEMENT ADVISORY TRAM - Continued 12 March 53

g. Colonel McCoy suggested that all Squadron Commanders, Operations Officers and Maintenance Officers read and study the new 66-12 and have a Wing meeting to be sure all understand the contents of the Regulation. Then each Squadron will have a meeting and pass on to the remainder of the personnel one interpertation of the regulation.

ALBERT W. LAPBERT Lt. Colonel, USAF President

ROBERT E HICKS 1st Lt, US/F Secretary

HEADQUARTERS 306TH BOMBARD ENT WING MEDIUM
MacDill Air Force Base, Florida

13 March 1953

Under the provisions of Air Force Regulation 21-1, the undersigned hereby assumes command of the 306th Bombardment Wing Medium, effective this date, during the temporary absence of Colonel Michael N W McCoy 915A.

JOHN C THRIFT Colonel, USAF Commanding

DISTRIBUTION: "A"

GENERAL ORDER

NUM BER

EXHIBIT "F"

HEADQUARTERS 306TH POMPARDMENT WING MEDIUM MacDill Air Force Base, Florida

WING STAFF AND SQUADRON COMMANDERS CONFERENCE 17 March 1953 - 0815 Hours

Subject

Director of Materiel

Action

Mobility. The Dir/Mat gave a briefing regarding the mobility plan. (Classified).

Info

2AF Reg 65-1. The Dir/Mat called attention to 2AF Reg 65-1 which requires that a Fly-a-way Kit Foard be appointed which will meet once a month. He requested that designated squadron commanders submit the names of their representatives for this Board to him.

Concerned

Review of ECL's. Col Cole reminded squadron commanders of the Wing Supply Memo which has been published requiring them to meet with the Staff Supply Officer to review ECL's. The 367th Sq failed to attend their first meeting last week.

Sq CO's

Intelligence Officer

Security Passes. Major Castro announced that the squadrons and staff sections have been furnished with cards which must be filled out by each individual, showing the areas he will have access to. These cards must be forwarded to the Provost Marshal, who will then issue new security passes.

All Concerned

CO, 306th Periodic Maint Sq

Speeding in Dock Area. Col Lambert requested that all personnel be cautioned to drive more slowly in the Dock /rea.

All Concerned

Adjutant

Safeguarding Classified Information. All personnel should be reminded to be more cautious about security and safeguarding classified information. Several instances of laxity have been noted recently.

All Concerned

Requests for Leave. The Adjutant stated that he has been getting requests for leave after the individual has departed on leave. This is improper procedure. Personnel should not depart the station until they receive their orders, except in extreme emergency.

All Concerned

Excess Classified Material. The Adjutant suggested that squadron commanders and staff section heads initiate a program to eliminate all concexcess classified material.

All Concerned

No Parking Area. The Adjutant called attention to the red markings on the curb and road in the area just outside Gate No. 7. Parking is prohibited in this area and the AP's have been instructed to issue tickets to anyone parking there.

All Concerned

EXHIBIT "G"

Wg Staff Conference - 17 Mar 53

Subject

Deputy Commander

Action

2AF Inspection. Col Thrift stated that the 306th Wing received a poor rating from the 2AF Inspection Team and that the two principle discrepancies were complete lack of supervision and apparent ignoring of good administrative practices. He advised squadron commanders and staff section heads that it is their responsibility to supervise each section of their organizations and insure that all phases are improved to an acceptable standard.

Concorned

Personal Conference Hour. Col Thrift advised that several airmen have gone to the Air Inspector for a Personal Conference Period without first seeing their squadron commanders or the Wing Personal Conference Officer, and indicated that they didn't know their squadron or Wing Officers were available. He directed that corrective action be taken to insure that all personnel are aware that their CO's are available for discussions.

All Concerned

Maintenance Control Officer

Servi-cycles. The Maint Control Off announced that parts have been obtained and the servi-cycles will be put back into commission. He requested the cooperation of the squadron commanders in keeping them in good condition.

Sq CO's

Late Return of Reports. Maj Mink stated that the aircraft inspection reports which he sends to the squadrens are being returned late. A suspense date is placed on each report and should be met unless an extension is requested.

Sq 0015

Aircraft Forms. Maj Mink called attention to the large number of discrepancies found in inspections of aircraft jacket files. He advised that personnel should be instructed in the proper method of completing aircraft forms, and that his section will conduct a school at night if necessary.

Sq CO's

WEATHER BRIEFING was given by Capt Scott.

J W WHITAKER
Major, USAF
Adjutant

HEADQUARTERS 306TH BOMBARINENT WING MEDIUM MacDill Air Force Base, Florida GENERAL ORDER NUMBER 19 March 1953 Under the provisions of Air Force Regulation 24-1, the undersigned hereby resumes command of the 306th Bombardment Wing Medium, effective this Colonel Commanding DISTRIBUTION: $\mathfrak{m}_{\mathbb{A}^{\Pi}}$

EXHIBIT "H"

HEADQUARTERS 306TH BONBARDMENT WING MEDIUM MacDill Air Force Base, Florida

GEVERAL ORDER NUMBER 18

31 March 1953

Under the provisions of Air Force Regulation 24-1, the undersigned hereby assumes command of the 306th Bombardment Wing Medium, effective this date, during the temporary absence of Colonel Michael N W McCoy 915A.

JOHN C THEIFT Colonel, USAF Commanding

DISTRIBUTION:

EXHIBIT "/"

HEADQUARTERS 306TH BONDARDMENT WING MEDIUM MacDill Air Force Base, Florida

WING STAFF AND SQUADRON CONSUMDERS CONFERENCE 31 March 1953 - 0815 Hours

Subject

Director of Materiel

ction

Mobility. Col Cole announced that there will be a mobility meeting at 0900 hours on Wednesday, 1 'pr 53, in the Wing Briefing Room. He requested that squadron commanders, mobility officers, personnel officers, supply officers, engineering officers and operations officers attend.

f.11 Concerned

co, 306th Avn Sq

Improper Uniform. Maj Spivoy advised that several 306th Wing officers have been seen at off-the-base functions in improper uniform. Attention was directed by the Wing Commander to the proper uniform to be wern after duty hours.

Concerned

co, 306th ARS

Flying Equipment. Maj Worrell asked if the Mq Sq has any equipment for flying personnel which is not being used. Capt Wallen advised that this equipment is being checked at the present time and all will be turned in except that required for Mq Sq personnel.

Info

Adjutant

Wing Security Officer. Lt Sparrow is the Acting Wing Security Officer during the temporary absence of Capt McMeil.

Info

Proper Uniform. The Provest Marshal announced at the Base Staff Meeting that he will have a Tampa Patrol to ascertain that all personnel wear proper uniforms in public places.

Info

Parado. The Wing will have its first parado on Saturday, 4 'pr. The Adjutant requested that squadron commanders turn in to him by 1000 hours Friday the names of personnel who are eligible for decerations so that they may be presented at the Parado on Saturday.

All Concerned

Armed Forces Day. The Adjutant announced that Maj Reeder is the Armed Forces Day Project Officer. Any questions should be directed

THIO

Base Reg 125-12. The 'djutant called the squadren commanders' attention to Base Reg 125-12 dated 19 March 1953, regarding visits to prisoners in the guardhouse by unit commanders.

Sq CO's

Signatures on Correspondence. The idjutant called attention to the fact that some Squadron idjutants are signing correspondence as Porsonnel Officer. These officers should be given the additional duty of Squadron idjutant and sign correspondence in that capacity.

Sq CO's

EXHIBIT "J"

Wing Staff Conference - 31 Mar 53

Subject

Adjutant (Cont'd)

Action

MacDill Blood Bank. During the month of April this Wing will be responsible for giving blood to the MacDill Blood Bank. Our quota is 100 pints. The Adjutant suggested that each squadron commander appoint a project officer to insure that the quota is mot. Further instructions will be published and distributed.

Sq CO's All Concerned

Outstanding limman Lward. The /djutent invited the attention of squadron commanders to 5°C Reg 3h-16 regarding Outstanding Limmen's Awards. The regulation requires that a panel of judges be appointed in each unit to select the airman. The Adjutent suggested that all squadrons expedite the appointment of their Boards.

Sq co's

Deputy Commander

Skytry. Col Thrift advised that the Skytry Final Report will be received within the next few days.

Tnfo

PIO Work. Col Thrift called attention to the lack of news stories about units of the Wing and requested that squadrons and staff sections submit all available stories to the Wing idjutant.

All Concerned

Maintenance Control Officer

Area Cleanliness. Maj Mink selicited the assistance of all personnel in keeping the area clean, and requested that they avoid storing papers outside where they can be scattered by the wind.

All Concerned

CO, 367th Bomb Sq

New Location. Col Shorman announced that the Operations and Personal Equipment Sections of the 367th Bomb Sq will move to Hangar 2 on 1 Apr.

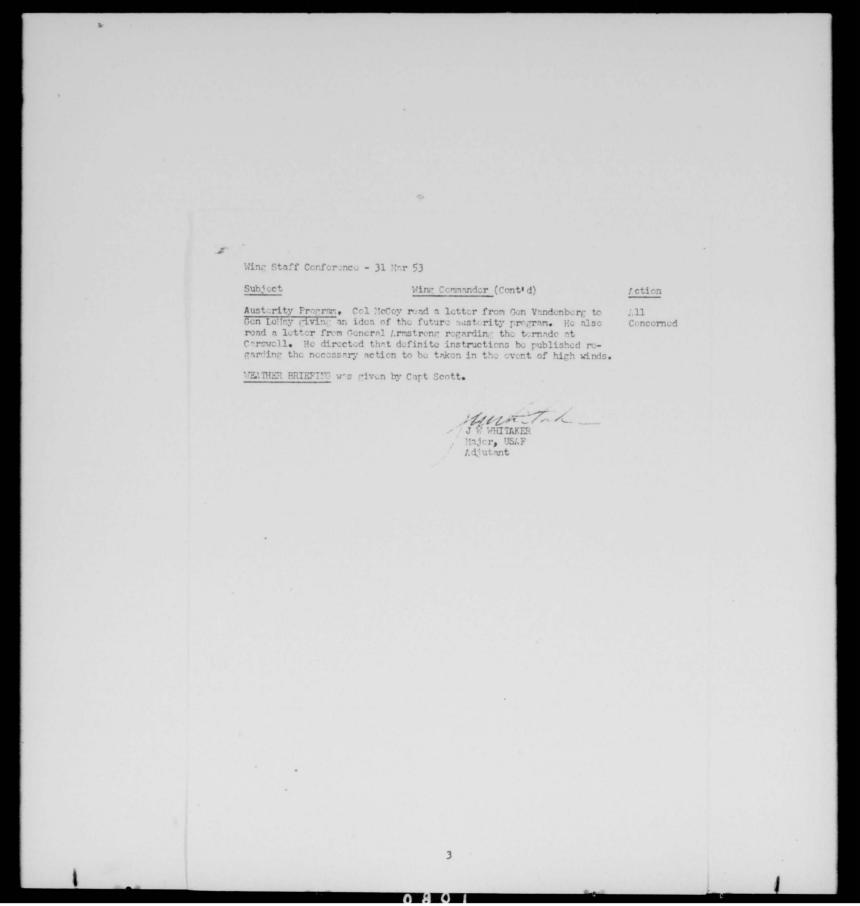
Info

Wing Commander

Visit by Secretary of the Air Force. Cel McCoy announced that Mr. Talbett, the Secretary of the Air Force, and a party of officials will arrive at MacDill AFB on 1 Apr and will tour the 306th Bemb Wing area on 2 Apr. He also announced that Maj Gen Landry will arrive at MacDill this afterneon and will spend the rest of the week here.

Int

Promotion List. The Wing Commander stated that the premotions of lst Lt's to Captains will be announced at 1100 hours on 1 Apr. The promotion list of Captains to Majors is also out and 61% will be published on 1 Apr, the balance on 30 June.



RESTRICTED

SECURITY INFORMATION

GO 9

GENERAL ORDERS)

NUMBER

HEADQUARTERS STRATEGIC AIR COMMAND Offutt Air Force Base, Omaha, Nebraska 24 February 1953

SECTION

ACTIVATION OF ALTITUDE CHAMBER INDOCTRINATION FLIGHTS
REORGANIZATION OF THE 320TH BOMBARDMENT WING, MEDIUM
REORGANIZATION OF THE 44TH BOMBARDMENT WING, MEDIUM

SECTION :

ACTIVATION OF ALTITUDE CHAMBER INDOCTRINATION FLIGHTS. --1. The units listed below, having been constituted and assigned to the Strategic Air Command, are further assigned to the air division indicated, and activated in accordance with T/O 1-4101-A, 15 December 1952, (inclosure 1), 1 x Part IIBF, Remark 1 applying (AFSC 9166), with an authorized strength of 1 officer and 11 airmen, each, effective 10 March 1953:

Station	Assignment
Barksdale AFB	4th Air Division
Biggs AFB	810th Air Division
Carswell AFB	19th Air Division
Davis-Monthan AFB	36th Air Division
Fairchild AFB	57th Air Division
MacDill AFB	6th Air Division
March AFB	12th Air Division
Smoky Hill AFB	802d Air Division
	Barksdale AFB Biggs AFB Carswell AFB Davis-Monthan AFB Fairchild AFB MacDill AFB March AFB

- 2. Equipment is authorized by Department of the Air Force letter cited in paragraph 5 below.
- Precedence categories are assigned as follows:

2d Altitude Chamber Indoctrination Flight - VIII-25
3d Altitude Chamber Indoctrination Flight - VIII-30
4th Altitude Chamber Indoctrination Flight - VIII-61
5th Altitude Chamber Indoctrination Flight - VIII-23
6th Altitude Chamber Indoctrination Flight - VIII-33
7th Altitude Chamber Indoctrination Flight - VIII-27
8th Altitude Chamber Indoctrination Flight - VIII-27
9th Altitude Chamber Indoctrination Flight - VIII-27

- Appropriate remark will be entered in organizational status table of morning report on effective date in accordance with Chapter 2, SAC Manual 171-1.
- Authority: Letter, Department of the Air Force, 322 (AFOMO 286h), subject: "(Unclassified) Constitution and Activation of the 2d and Other Altitude Chamber Indoctrination Flights," 21 January 1953.

RESTRICTED

Air Force-SAC, Offutt O-1526(5)

EXHIBIT "K"

0 8 0 2

RESTRICTED

GO 9

SECTION II

REORGANIZATION OF THE 320TH BOMBARDMENT WING, MEDIUM. --1. Announcement is made of the reorganization of the following units, effective 25 March 1953:

Auth Str

Unit	T/O	Auth Str OFF AMN
Hq 320th Bombardment Wing, Medium	1-1047P, 1 May 52 1 x Part II	51 108
Bomb Sq, Medium 441, 442, 443	1-1178P, 1 May 52 1 x Part II	57 107 (each)
320th Armt & Elect Maint Sq	1-7170P, 1 May 52 1 x Part II	13 318
320th Fld Maint Sq	1-7169P, 1 May 52 1 x Part II	8 356
320th Periodic Maint Sq	1-7171P, 1 May 52 1 x Part II	5 182

- Equipment is authorized by Department of the Air Force letter cited in paragraph 4 below.
- Appropriate remark will be entered in organizational status table of morning report on the effective date of status change in accordance with Chapter 2, SAC Manual 171-1.
- 4. Authority: Letter, Department of the Air Force, 322 (AFOMO 284h), subject: "(Unclassified) Reorganization of Elements of the 320th Bombardment Wing, Medium," 21 January 1953.

SECTION III

REORGANIZATION OF THE 44TH BOMBARDMENT WING, MEDIUM. --1. Announcement is made of the reorganization of the following units, effective 25 April 1953;

Unit	T/O	Auth Str OFF AMN
Hq 44th Bombardment Wing, Medium	1-1047P, 1 May 52 1 x Part II	51 108
Bomb Sq, Medium 66, 67, 68	1-1178P, 1 May 52 1 x Part II	57 107 (each)
44th Armt & Elect Maint Sq	1-7170P, 1 May 52 1 x Part II	13 318
44th Fld Maint Sq	1-7169P, 1 May 52 1 x Part II	8 356
44th Periodic Maint Sq	1-7171P, 1 May 52 1 x Part II	5 182

RESTRICTED

RESTRICTED

- 2. Equipment is authorized by Department of the Air Force letter cited in paragraph 4 below.
- 3. Appropriate remark will be entered in organizational status table of morning report on the effective date of status change in accordance with Chapter 2, SAC Manual 171-1.
- 4. Authority: Letter, Department of the Air Force, 322 (AFOMO 287h), subject: "(Unclassified) Reorganization of Elements of the 44th Bombardment Wing, Medium, "21 January 1953.

BY COMMAND OF GENERAL LeMAY:

OFFICIAL:



Brigadier General, USAF Chief of Staff

GLENN P. NELL Colonel, USAF Adjutant General

T/O 1-4101-A

DISTRIBUTION:

pius
50 - Hq USAF, AAG (ATTN: Publishing Div), Wash 25, DC
5 - TAG (ATTN: AGAO-I), Wash 25, DC
2 - Asst CofS, G-3, GSUSA (ATTN: Chief, Orgn & Tng Div), Wash 25, DC
2 - Asst CofS, G-4, GSUSA (ATTN: Chief, Movements Br, Service Gp), Wash 25, DC

2 - Chief of Military History, Special Staff, USA, Wash 25, DC

2 - CG, AMG-(ATTN: MCMSX02), Wright-Patterson AFB, Ohio 5 - CG, SBAMA, Norton AFB, Calif 5 - CG, OOAMA, Hill AFB, Utah

5 - CG, OCAMA, Tinker AFB, Oklahoma City, Oklahoma

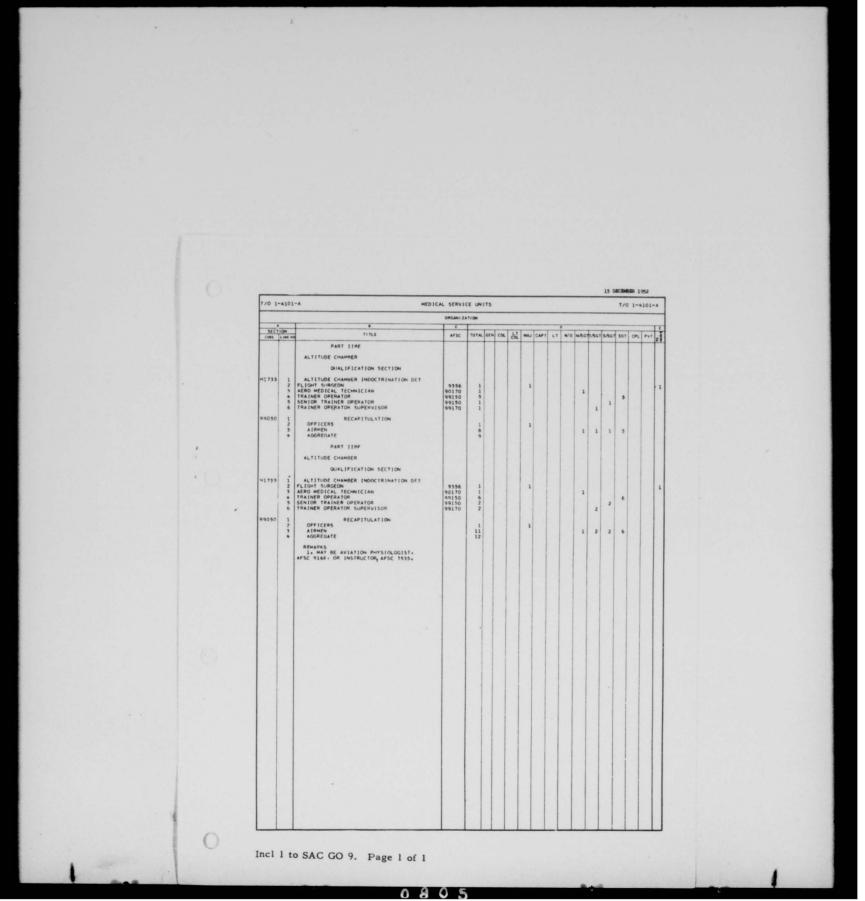
5 - CG, SMAMA, McClellan AFB, Calif

2 - Mil Air Div, Hq Sixth Army, Room 112, Bldg 38, Presidio of San Francisco, Calif

5 - CO, 831st Specialized Depot, Shelby, Ohio

2 - AF Ln Repr, KCRC, 601 Hardesty Ave, Kansas City 1, Mo

RESTRICTED



6 HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida GENERAL ORDER 19 March 1953 NUMBER SECTION ESTABLISHMENT OF WING SECURITY SECTION PERSONAL AND SPECIALIST STAFF STAFF ASSIGNMENT ESTABLISHMENT OF WING SECURITY SECTION -- Personal and Specialist Staff. -- Announcement is made of the establishment of the Wing Security Section on the Personal and Specialist Staff, this Headquarters, effective 10 March 1953. SECTION II STAFF ASSIGNMENT. Announcement is made of the appointment of CAPTAIN WILLIAM W MCNEILL A0911825, Headquarters 306th Bombardment Wing Medium, as Wing Security Officer, effective 10 March 1953. BY ORDER OF COLONEL McCOY: OFFICIAL J W WHITAKER Major USAF Adjutant Junitaker Julitaker Major USAF Adjutant DISTRIBUTION "A" EXHIBIT "L"

Ltr 6th Air Division, file, DCG, Subject: "Commendation"

COD (19 Mar 53)

1st Ind

HQ 306TH BONBARDMENT WING MEDIUM, MacDill AFB, Florida, 24 March 1953

TO: All Personnel, 306th Bombardment Wing Medium, MacDill Air Force Base, Florida

- 1. The foregoing messages from the Vice Chief of Staff, United States Air Force; Commanding General, Strategic Air Command; Commanding General, Second Air Force; General Mooney, and others clearly indicate the significance attached to our recent project, Operation "SKY-TRY", and the approval with which the results obtained therefrom have been
- 2. No one knows better than you the extent of planning, teamwork, and individual effort required for the successful completion of this project. Every individual --Officers, Airnen, and Civilian Technical Representatives-- of this Wing contributed in a greater or less degree to the accomplishment of our assigned tasks. To each of you I wish to say, "Well Done"&
- 3. Along with that hi hest award of all labors the personal satisfaction of having done a job well - know that your manner of performance of duty has reflected great credit upon yourself, your Wing, and the United States Air Force.

Commanding

HEADQUARTERS 6TH AIR DIVISION MacDill Air Force Base, Florida

DCG

19 Narch 1953

SUBJECT: Commendation

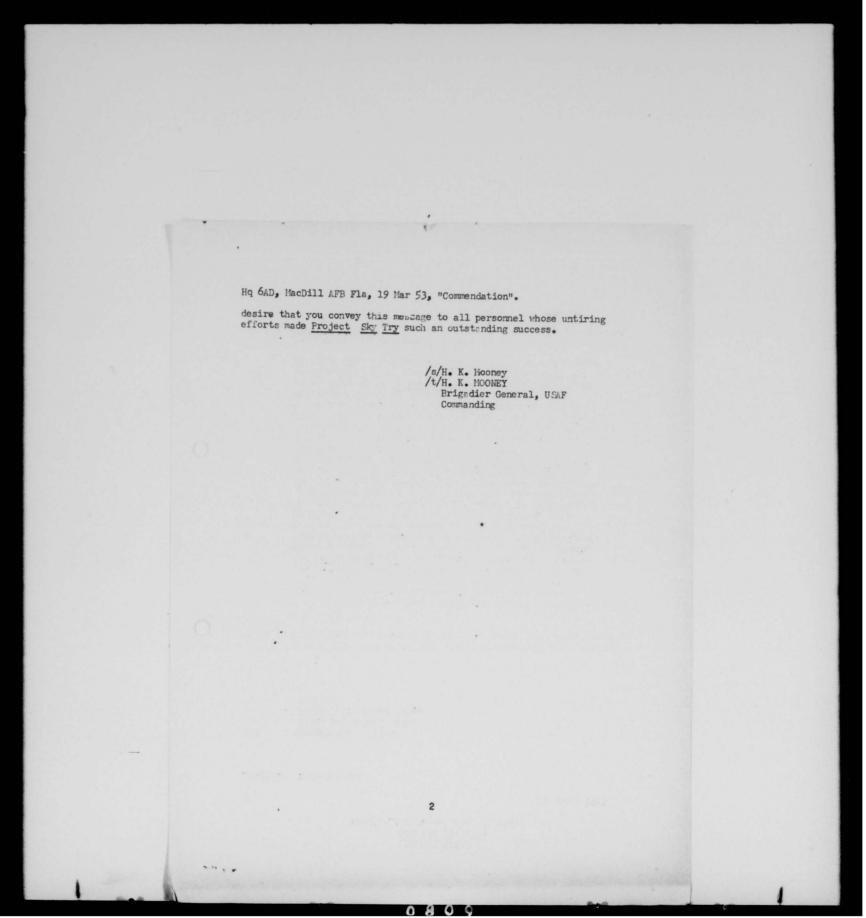
TO:

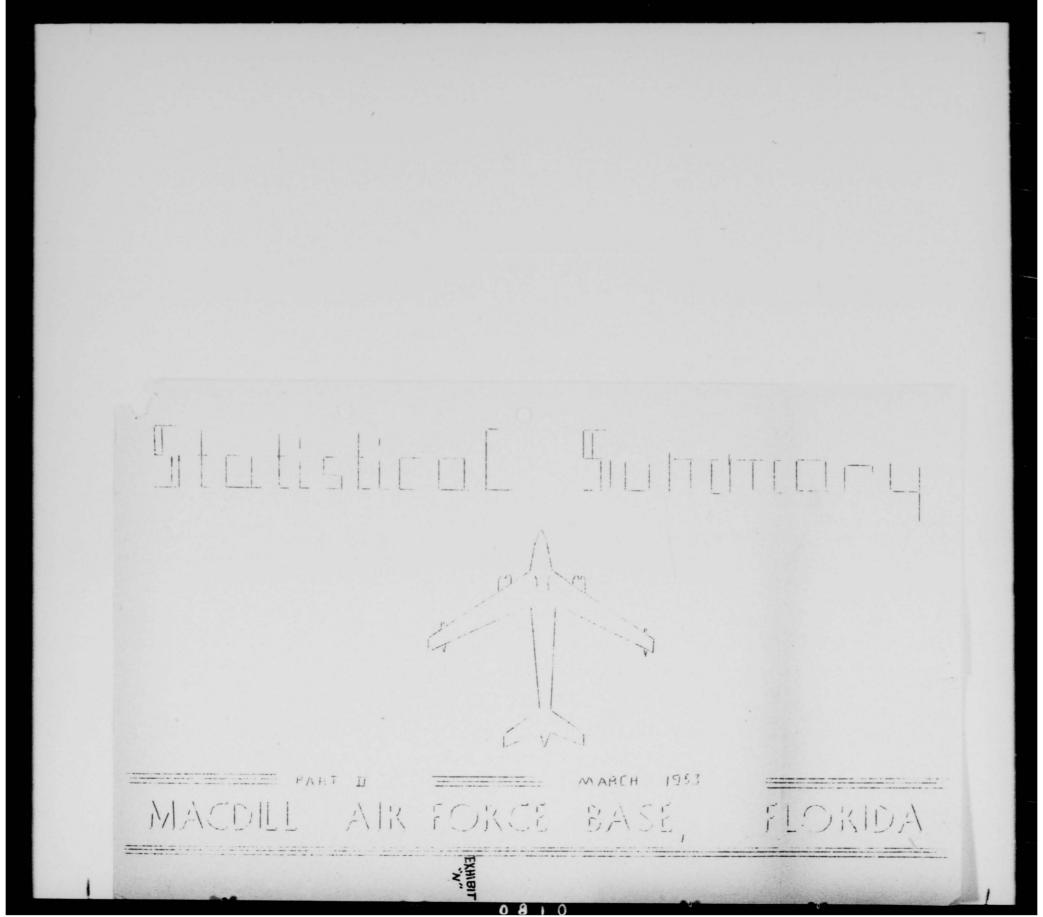
Commanding Officer 306th Bombardment Wing MacDill Air Force Base, Florida

1. I have this date received a personal wire from Major General Frank A. Armstrong, Jr., Commanding General, Second /ir Force, which is quoted:

> "I quote to you General LeNay's personal message to mo: 'I have received a personal letter from General Twining which I quote: "It has come to my attention that Project Sky Try has come to a conclusion and that the preliminary reports look cuite promising. It is quite obvious to all of us that the successful completion of such a strenuous test could only be accomplished by complete tearmork between the three major commands involved. This teamwork having been effected, only the most strenuous effort on the part of the operating personnel at MacDill could have assured the success of the test. Please accept my compliments and appreciation for the fine job done in bringing Project Sky Try to a very successful conclusion." I wish to add my own compliments and appreciation to those of the Vice Chief of Staff. I further quote General Power's personal message to me: "The Strategic Air Command Headquarters Staff joins me in congratulating you on the high caliber of operations and support functions exhibited at MacDill during the recent Project Sky Try. All Second Air Force joins me in saluting the oth Air Division on your distinguished execution of Sky Try. Please accept for yourself and convey to your command my congratulations."

2. Project Sky Try furnished the 6th Air Division an opportunity to demonstrate its spirit of teamwork and high motivation to get a job done. I am extremely proud of your accomplishments on Sky Try, and I





THIS PAGE IS DECLASSIFIED IAW EO 13526

																		te.					
										R-	3-T-R	-I-C-	T-E-D)									
								ST	ATIS:	TICAL	SUMMA	RY -	MARCH	19	953		Page	1 of	4 Pages	3			
											==												_
			70780								PERSO				-2.75							REPO	R
	P	MSFED A-15	TSUMM C.	ARY .M.	SPEC C.M	-		AWOL			vToL		IS	AR	POI	ICE	v.	.D.	GROUN	TD ACC	IDENTS	REPO)F
		MSPED A-15	SUMM C.	ARY M.	SPEC C.N	-	ING		tri	1	vf8£	FFI8:		1	1		٧.	.D.				REPO	DR
ODGANIZATE OVG						-	GOING		ARCH	1	vf8£	FFI8:		1	1)F
ORGANIZATI ONS	NGTH	MSFED A-15	TSUMM C.	RATE YAR	SPEC C.N	-	NO. GOING IN MARCH		WOL ON 31 MARCH	1	vf8£	FFI8:		1	1		NO.					M.R. LATE)F
ORGANIZATIONS EQ 6TH AIR DIV.	STRENGTH		NO.			-	O NO. GOING IN MARCH		O 31 MARCH	MAN-DAYS	vf8£	FFI8:		1	1	COMBINED S		O RATE	NON- DISABLING B	o DISABLING OF	DISABLING LCCIDENT SATE		OF-
	STRENGTH	RATE	ON 00.	O RATE	.01 110.	O RATE	-	RATE	O 31 MARCH	MAN-DAYS LOST	ON BASE ON WOVING	O MOVING		O DRUMEN-	o MISC.	COMBINED	o, NO.	RATE	NON- DISABLING	DISABLING	DISABLING ACCIDENT PATE	M.R.	DF -
HQ 6TH AIR DIV.	19	O RATE	ON 00.	O RATE	то.	O RATE	-	RATE	0	MAN-DAYS LOST	vf8£	FFI8:	COMBINED C RATE	O DRUMEN-	o MISC.	COMBINED	o, NO.	0 3.1	- NOW- C DISABLING	DISABLING	DISABLING ACCIDENT PATE	M.R.	D.F.
	19 3232 1	0 0 PATE NO.	ON 00.	0 11.4 2.6	.01 110.	O RATE	9	O RATE	2	MAN-DAYS O LOST	ON BASE ON WOVING	O MOVING	COMPINED O 3.4	O DRUMENT	0 WISC 19	COMBINED 7.1 2.6	o, NO.	O RATE	- NOW- C DISABLING	o DISABLING	DISABLING ACCIDENT PATE	M.R.	DF-
BO9TH AIR BASE GRP. Hq 809th Air Base G. 809TH Supply Sq.	19 3232 1 382 443	0 0 19 5.9 0 0 3 6.8	0 37 1 2	0 11.4 2.6 4.5	0 9 1	0 2.8 2.6	9 20 3 0	0 6.2 7.9 0	0 0 0	0 MAN-DAYS	vf84 vf8t on page of the page	OFF BASE	3.4 5.2 4.5	DEUTINE O	0 NISC 19 1 2	7.1 2.6 6.8	0 10 0 1	3.1 0 2.3	-NON O	S O N O DISABLING	DISABILIMA THECIDAL 0 2.0 0 14.6	0 0 1 EARL	DE
809TH AIR BASE GRP. Hq 809th Air Base G. 809TH Supply Sq. 809th Mtr Veh Sq.	19 3232 1 382 443 376	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 37 1 2	0 11.4 2.6 4.5	0 9 1 0 0	0 2.8 2.6 0	9 20 3 0 2	0 6.2 7.9 0 6.5	0 0 0 1	0 MAN-DAYS	on BASS 0 ON BASS 1 2	OFF BASE	3.4 5.2 4.5 9.8	-METINEG O	0 19 1 2 2	7.1 2.6 6.8 9.8	0 0 10 0 1	3.1 0 2.3 6.5	-NOW 0	O DISABLING	DISABILIMATE OF TAKES	0 6 0 1 1.H.R.	OF .
HQ 6TH AIR DIV. 809TH AIR BASE GRP. Hq 809th Air Base G. 809TH Supply Sq. 809th Mtr Veh Sq. 809th Air Police Sq.	19 3232 1 382 143 376 538	0 0 0 19 5.9 0 0 0 3 6.8 0 0 5 9.3	0 37 1 2 1	0 11.4 2.6 4.5 3.3 14.9	9 1 0 0 5	2.8 2.6 0 0	2n 3 0 2 2 2	0 6.2 7.9 0 6.5 3.7	0 0 0 1 0	167 9 8 19 14	viol	OFF BASE	GENICHOO 3.4 5.2 4.5 9.8 1.9	- NEXT OF I	0 19 1 2 2 6	7.1 2.6 6.8 9.8	0 10 0 1 2	3.1 0 2.3 6.5	19 1 1 2 5	O O DISABLING	DISABILING COLDENIA O 14.6 O	0 6 0 1 W.B.	Di
HQ 6TH AIR DIV. 809TH AIR BASE GRP. Hq 809th Air Base G. 809TH Supply Sq. 809th Mtr Veh Sq. 809th Air Police Sq. 809th Instal. Sq.	19 1 3232 1 382 1 382 1 376 1 538 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 37 1 2 1 8	0 11.4 2.6 4.5 3.3 14.9 30.2	0 9 1 0 5	0 2.8 2.6 0 0 9.3 2.5	9 20 3 0 2 2	0 6.2 7.9 0 6.5 3.7 17.6	0 0 0 1 0 0	167 9 8 19 14 35	vior	PASSE DASSE OF THE PASSE OF THE	3.4 5.2 4.5 9.8	0 1 1 0 1	0 19 1 2 2 6 4	7.1 2.6 6.8 9.8 11.2	0 10 0 1 1 2 1 4	3.1 0 2.3 6.5 1.9	19 1 1 2 5 5	O O DISABLING	LIVE COLDENIA O C 14.6 O C C C C C C C C C C C C C C C C C C	0 6 0 1 4 7 1 1	DF
BO9TH AIR DIV. BO9TH AIR BASE GRP. Hq BO9th Air Base G. BO9TH Supply Sq. BO9th Mtr Veh Sq. BO9th Air Police Sq. BO9th Instal. Sq. BO9th Food Svc Sq.	19 3232 1 382 443 376 538 397 550	0 0 0 19 5.9 0 0 0 3 6.8 0 0 5 9.3 5 12.6 6 10.5	0 37 1 2 1 8 12	0 11.4 2.6 4.5 3.3 14.9 30.2 18.2	0 9 1 0 5 1 2	2.8 2.6 0 9.3 2.5 3.6	20 3 0 2 2 7 5	0 6.2 7.9 0 6.5 3.7 17.6 9.1	2 0 0 1	167 9 8 19 14 35 60	viol	PATION O CONTROL	3.4 5.2 4.5 9.8 1.9 0	0 1 1 1 1 1	0 19 1 2 2 6 4	7.1 2.6 6.8 9.8 11.2 9.1	0 10 0 1 2 1	3.1 0 2.3 6.5 1.9 10.1 3.6	19 1 1 2 5 5 3	O O O DISABLING	2.0 0 14.6 0	0 6 0 1 4 0 1 1 0	OF The state of th
809TH AIR DIV. 809TH AIR BASE GRP. Hq 809th Air Base G. 809TH Supply Sq. 809th Mtr Veh Sq. 809th Air Police Sq. 809th Instal. Sq. 809th Food Svc Sq. 809th Opns. Sq.	19 3232 1 382 443 376 538 397 550 497	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 37 1 2 1 8 12 10 3	11.4 2.6 4.5 3.3 14.9 30.2 18.2 6.0	9 1 0 0 5 1 2 0	2.8 2.6 0 0 9.3 2.5 3.6	20 3 0 2 2 7 5	0 6.2 7.9 0 6.5 3.7 17.6 9.1 2.0	2 0 0 1 0 1	167 9 8 19 14 35 60 22	VIOL	PAT SYSTEM OF THE STATE OF THE	3.4 5.2 4.5 9.8 1.9 0 3.6 2.0	0 1 1 0 1 1 0 0 1 1 1 0 0 0 1 1 1 0	0 19 1 2 2 6 4	7.1 2.6 6.8 9.8 11.2 9.11	0 10 0 1 2 1 4 2	3.1 0 2.3 6.5 1.9 10.1 3.6	19 1 1 2 5 5 3 2	O DISABLING	DISABILING 2.0 0 14.6 0 0 0 0	0 0 1 1 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0	OF The state of th
BO9TH AIR DIV. BO9TH AIR BASE GRP. Hq BO9th Air Base G. BO9TH Supply Sq. BO9th Mtr Veh Sq. BO9th Air Police Sq. BO9th Instal. Sq. BO9th Food Svc Sq.	19 3232 1 382 443 376 538 397 550 497	0 0 0 19 5.9 0 0 0 3 6.8 0 0 5 9.3 5 12.6 6 10.5	0 37 1 2 1 8 12	0 11.4 2.6 4.5 3.3 14.9 30.2 18.2	0 9 1 0 5 1 2	2.8 2.6 0 9.3 2.5 3.6	20 3 0 2 2 7 5	0 6.2 7.9 0 6.5 3.7 17.6 9.1	2 0 0 1	167 9 8 19 14 35 60	viol	PATION O CONTROL	3.4 5.2 4.5 9.8 1.9 0 3.6 2.0	0 1 1 1 1 1	0 19 1 2 2 6 4	7.1 2.6 6.8 9.8 11.2 9.11	0 10 0 1 2 1	3.1 0 2.3 6.5 1.9 10.1 3.6	19 1 1 2 5 5 3 2	O O O DISABLING	2.0 0 14.6 0	0 6 0 1 4 0 1 1 0	DF C
HQ 6TH AIR DIV. 809TH AIR BASE GRP. Hq 809th Air Base G. 809TH Supply Sq. 809th Mtr Veh Sq. 809th Air Police Sq. 809th Instal. Sq. 809th Food Sve Sq. 809th Opns. Sq. 8th Crash Rescue Fl.	19 3232 1 382 143 376 538 397 550 497 119	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 37 1 2 1 8 12 10 3	11.4 2.6 4.5 3.3 14.9 30.2 18.2 6.0	9 1 0 0 5 1 2 0	2.8 2.6 0 0 9.3 2.5 3.6	20 3 0 2 2 7 5	0 6.2 7.9 0 6.5 3.7 17.6 9.1 2.0	0 0 0 1 0 0	167 9 8 19 14 35 60 22 0	vior	DELT BASE TO O O TT DO O O O O O O O O O O O O O	3.4 5.2 4.5 9.8 1.9 0 3.6 2.0	0 1 1 0 0 0	0 19 1 2 2 6 4 0	7.1 2.6 6.8 9.8 11.2 0	10 0 11 2 1 1 2 0	3.1 0 2.3 6.5 1.9 10.1 3.6 0	19 1 1 2 5 5 3 2 0	O O O DISABLING	2.0 0 14.6 0	0 6 0 1 4 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OF The state of th
HQ 6TH AIR DIV. 809TH AIR BASE GRP. Hq 809th Air Base G. 809TH Supply Sq. 809th Mtr Veh Sq. 809th Air Police Sq. 809th Instal. Sq. 809th Food Svc Sq. 809th Opns. Sq. 8th Crash Rescue Fl.	19 3232 1 382 443 376 538 397 550 497	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 37 1 2 1 8 12 10 3	0 11.4 2.6 4.5 3.3 14.9 30.2 18.2 6.0	9 1 0 5 1 2	0 2.8 2.6 0 0 9.3 2.5 3.6	20 2 2 7 5 1	0 6.2 7.9 0 6.5 3.7 17.6 9.1 2.0	2 0 0 0 1 0 1 0	167 9 8 19 14 35 60 22	VIOL	PAT SYSTEM OF THE STATE OF THE	3.4 5.2 4.5 9.8 1.9 0 3.6 2.0	0 1 1 0 0 0	0 19 1 2 2 6 4 0	7.1 2.6 6.8 9.8 11.2 9.11	0 10 0 1 2 1 4 2	3.1 0 2.3 6.5 1.9 10.1 3.6 0	19 1 1 2 5 5 3 2	O DISABLING	DISABILING 2.0 0 14.6 0 0 0 0	0 0 1 1 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0)
HQ 6TH AIR DIV. BO9TH AIR BASE GRP. Hq BO9th Air Base G. BO9TH Supply Sq. BO9th Mtr Veh Sq. BO9th Air Police Sq. BO9th Instal. Sq. BO9th Food Svc Sq. BO9th Crash Rescue Fl. 305TH BOMB WING Hq 305th Bomb Wing	19 3232 1 382 143 376 538 397 550 497 119 2273 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 37 1 2 1 8 12 10 3	0 11.4 2.6 4.5 3.3 14.9 30.2 18.2 6.0 0	9 1 0 5 1 2	0 2.8 2.6 0 0 9.3 2.5 3.6	2 2 2 7 5 1 0	0 6.2 7.9 0 6.5 3.7 17.6 9.1 2.0 0	2 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0	167 9 8 19 14 35 60 22 0	viol	S OPT BASE	3.4 5.2 4.5 9.8 1.9 0 3.6 2.0	1 1 1 0 0 5 0 0	19 11 2 2 6 4 4 0 0	7.1 2.6 6.8 9.8 112.6 0	0 10 0 1 2 1 2 0	3.1 0 2.3 6.5 1.9 10.1 3.6 0	19 1 1 2 5 5 3 2 0 11	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DISYBITION O COLUMN O	6 0 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
HQ 6TH AIR DIV. BO9TH AIR BASE GRP. Hq BO9TH AIR Base G. BO9TH Supply Sq. BO9TH Mtr Veh Sq. BO9TH Air Police Sq. BO9TH Instal. Sq. BO9TH Food Svc Sq. BO9TH Food Svc Sq. BO9TH BOMB WING Hq 305TH BOMB WING Hq 305TH BOMB WING 364TH BOMB Sq.	19 3232 1 382 113 376 538 397 550 119 2273 1 162	0 0 0 0 19 5.9 0 0 0 5 9.3 5 12.6 6 10.5 0 0 0 0 1 5.4	0 37 1 2 1 8 12 10 3 0	11.4 2.6 4.5 3.3 14.9 30.2 18.2 6.0 0	9 1 0 5 1 2 0	0 2.8 2.6 0 0 9.3 2.5 3.6 0	7 20 3 0 2 2 7 5 1 0	0 6.2 7.9 0 6.5 3.7 17.6 9.1 2.0 0	2 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0	167 9 8 19 14 35 60 22 0	VIOL ON BASE 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PETER PAGE TO OFT BASE OF OFT BASE OF OFT BASE OF OFT BASE OF OFT DATE OF OTT	3.4 5.2 4.5 9.8 1.9 0 3.6 2.0	1 1 1 0 0 5 0 0	19 11 2 2 6 4 4 0 0	7.1 2.6 6.8 9.8 11.2 6 9.1	0 10 0 1 2 1 2 0	3.1 0 2.3 6.5 1.9 10.1 3.6 0	19 1 1 2 5 5 3 2 0 0 11 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.0 0 14.6 0 0 0 0 8.52	6 0 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0) i
HQ 6TH AIR DIV. BO9TH AIR BASE GRP. Hq BO9TH AIR Base G. BO9TH Supply Sq. BO9TH Mtr Veh Sq. BO9TH Instal. Sq. BO9TH Food Sve Sq. BO9TH Food Sve Sq. BO9TH BOMB WING Hq 305TH BOMB WING Hq 305TH Bomb Sq. 364TH Bomb Sq.	19 3232 1 382 143 376 538 397 556 1497 1119 2273 1 162 185 190	0 0 0 0 19 5.9 0 0 0 5 9.3 5 12.6 6 10.5 0 0 0 0 1 5.4	0 37 1 2 1 8 12 10 3 0	11.4 2.6 4.5 3.3 14.9 30.2 18.2 6.0 0	9 1 0 5 1 2 0 0	0 2.8 2.6 0 0 9.3 2.5 3.6 0	20 3 0 2 2 7 5 1 0	0 6.2 7.9 0 6.5 3.7 17.6 9.1 2.0 0	2 0 0 1 0 1 0 0	167 9 8 19 14 35 60 22 0	VIOL VIOL ON BASE 1 0 0 0 0 0 0 0	ESPECIAL OF THE PROPERTY OF TH	3.4 5.2 4.5 9.8 1.9 0 3.6 2.0 0	0 1 1 0 0 5 0 1 1	0 19 1 2 2 6 4 4 0 0	7.1 2.6 6.8 9.8 11.2 12.6 0 0	10 0 11 2 1 2 0 0	3.1 0 2.3 6.5 1.9 10.1 3.6 0	19 1 1 2 5 5 3 2 0 11 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.0 0 14.6 0 0 0 0 8.52	6 0 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
HQ 6TH AIR DIV. 809TH AIR BASE GRP. Hq 809th Air Base G. 809TH Supply Sq. 809th Mtr Veh Sq. 809th Air Police Sq. 809th Instal. Sq. 809th Food Svc Sq. 809th Crash Rescue Fl. 305TH BOMB WING Hq 305th Bomb Wing 364th Bomb Sq. 365th Bomb Sq.	19 3232 1 382 143 36 538 397 550 119 1273 1 162 185 190	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 37 1 2 1 8 12 10 3 0	11.4 2.6 4.5 3.3 14.9 90.2 18.2 6.0 0	9 1 0 5 1 2 0 0	0 2.8 2.6 0 0 9.3 2.5 3.6 0	20 3 0 2 2 7 5 1 0	0 6.2 7.9 0 6.5 3.7 17.6 9.1 2.0 0	2 0 0 1 0 1 0 0	SALVET O 167 9 8 19 14 35 60 22 0 0 0 0 0	VIOL 90 PASE 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ESPECTION O C C C C C C C C C C C C C C C C C C	3.4 5.2 4.5 9.8 1.9 0 3.6 2.0 0	1 1 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0	19 1 2 2 6 4 4 0 0 0 1 1 0 1 1	7.1 2.6 6.8 9.8 11.2 0 0 10.8 0	0 10 0 1 1 2 1 4 2 0 0 1 0	3.1 0 2.3 6.5 1.9 10.1 3.6 0	19 1 1 2 5 5 3 2 0 0 11 0 1 1 0 1 1 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.0 0 14.6 0 0 0 0 0 0 0 0 0 0 0	0 6 0 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DF

THIS PAGE IS DECLASSIFIED IAW EO 13526

	P	unish	od Sur	mary	Spec	202	AWOI		Y - MA	ERSONN	EL	PA	GE 2	Polic		v.D.	1 50.	GRC	UND ACCIDENTS	required to the extraction and	eports
	No.	1	No.	-	No.	Rate	Going	AWOL O		On Base	Moving a	Combine Rate	Drunk- eness	Lise.	Rate	Rate.	Non	Disab-	Disabl- ing Accidenticov Rate	M/R Late	I/R Errors
	100		710	0	0	0	2 5, 0 0 1 2, 1 7,	1 0 0 3 0	5 0 4 16	0 0	0 0	5.1 0 0 7.7	0 0	2	.1 0	15.2	1	4	33.2	0	0
	389	3 7.7 1 5.2 5 11. 0 0	7 0 0 0	0 0 0	0	0	1 2.	3 0 1	16	1	0	7.7	4 0	0 1	.0 0	0	3 0	0	7.5	0	0 1
305th Fld. Maint 305th Per Maint 305th Air Ref Sq 305th Medical Gp 306th Bomb Wing Hq 306th Bm Wg 367th Bm Sq 366th Bm Sq 369th Bm Sq	389 191 429 130 462 178 192 162 180	9 3.7	2 0 0 0 0 0	0 .81 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.41	1 7. 4 1. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24 0 0 0 0 0 0	1 5 1 0 1 1 0 0 0	!	7.7 3.2 0 10.4 0 5.6 2.6 2.6 0 7.1	5 0 0 0 0 0 0 1 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.6 0 1 .6 1 0 .9 1	1.2	6 1 0 0 0 0 2 1 1 2 0 0 0		7.5 0 1.31 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 1 3 0 0 2 0 8 0 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

	GTE	FNI A-	SHED 15	SUM	MARY		CIAL	1	AWO	L			T. I AFFIC LATIO		MMARY AIR I	OLICE	RCF 19	53 V.1			f 4 pa	IDENTS		
ORGAMIZAMI ONS	STREET	NO	RA-	No	RA-	NO	RA-	No.	RA-	AWOI 31 MAR.	MAYS	ASE.	ASE ASE	COM- FINED RATE	IHUNK- NESS		影響	NC	FATE	-	DIS-		M.R. LATE	ERFC
7th ALT. CHB. I		0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	. 0	ADL ING	0	0	0	1 .
740TH AIR FORCE BAND	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
98TH AIR REFUEL ING SQDN.	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	-	1 0
TOTAL SAC ORGANIZATIONS	932	38	4.7	39	4.8	10	1.2	28	3.4	5	216	16	7	2.8	14	31	5.5	18	2.2	36	9	3.6	8	55
WEATHER DET- 26-1	33	1	303	0	0	0	0																	
1928TH AACS SQ.	182		-			-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	102	0	0	0	0	0	0	0	0	0	0	1	0	5.5	0	0	0	0	0	1	0	0	0	0
DET. 3 136TH COMM.	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C-97-2 MOBILE	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B-47-5 MOBILE	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		-
POTAL TENANTS	291	1	3.4	0	0	0	0	0	0	0	0	1	0	3.4	0	0	0	0	0	1	0	0	0	0
	-													-							1			+
MACDILL TOTAL	8423	39	4.6	39	4.6	10	1.2	28	3.3	5	216	17	7	2.8	14	31	5.3	18	2.1	37	9	3.4	8	55
The 306th Medica through 25 March are based on the are based on the accidents in whi SOURCES: Report Control	num num	her o	of di	sabl	per l	000 njur	of mo	onthly er 10	ave:	rage a	assign days	assignabl Air P	rsonr ned m ing i rovos	nel. (rates, Fround ry per es. shal, Tlying	accio sonne: Hosni	nt gro dent r	und a ates	ccide	nts,	e6 Febr	ruary		L

- 5																	
1				~~~~			-0										
			F AIRC		CAL SUM									-			
					4 55	NO OF	HRS. FLY	TING #	l.	% OF TI	E AIRCI	LAFT ON F	AND PUF	IPOSE OF	FLIGHT		lons
		Average IN.	at E.O.M.	Total Hrs On Hand	Number of Landings	TOTAL	Avg. Hrs. flying Fer A/C	s.Nig	% of Time in Comm Util.	Commission	ACOF	T/O Compliance	Othersons Familiariza	POSE OF LEGISLAND A 72.3	o 140 Administra-	Other	Total Gallons
ORGANIZATION	TYPE									CO C		CO CO	Fami	7 Oper	Adm t		Tota
	KC-97	30	. 30	22320	331	780	26	154	5.1	68.4 15288 59.1 23352	10.1 2256 5.9 2352	6.5 1440 0	15 2. 1336 1 35 3824 0	9 .564	170	3.5 27 0 6.4	. 11
305TH BOMB WING	B-47 T-33	53	51	39528 6696	676	256	21.2	294	5.6	23352	2352	0 1	2024	1000	0	3.1	83
	C-47	2		1488						58.1	19.7 1320 .4 96	0 1 0 3	1.8 1. 792 5 5.5 1. 528	9 89.1 228 8 0 3 0	97	1.2	
	B-47	45	2 45	33480	61 443	163	21.5	38	7.1	70.5	6.5	5.6 1 1890 5	528 7.4 .0	6 95.1	0	4.84	
	KC-97	31	31	23064	274	752	24.2			65.5	2166 15.3 3530	1.9 1	7.3 3.2		23.5	87 1	
306TH BOMB WING	T-33	9.9	9	7368	345	292	29.5		6.7	59.2	6.8	12.3 2	985 24 1.7 46.2	46.9	4.1	2.8	1 -
	C-47	2	2	1488	65	172	86		14.6	4359	505	0	600 135 21 2.9	0	95.4	8 0	
	B-25	4.1	4	3048	105	219	53.4		13.0	1176 55.1	ε.7	0 3	312 5 6.2 7.3	0	164 89.5	3 0	1
	C-45	3	3	2232	59	99	33			1′80	19.3	2.1 3	7.7 19.2	0	196 76.8	7 0	3
809TH	T-7	.52	0	384	11	26	50	0	10.8	912	432	0	0 0	0	0	100	
AIR BASE GROUP	T-6	5	5	3720	42	44	8.8	0	2.5	384 45.4	7.2		0 0	0		26 0 63.6	
		.23	0	1.68	0	0	0	0	0	1728	254	01		0	0 0	18 0 0 0 0	
3908th S.E.S.	B-29																

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida

GENERAL ORDER NUMBER 11

6 March 1953

By direction of the President, under the provisions of Executive Order 10163, 25 September 1950 (AF Bul 38, 1950) and purcuant to authority contained in Air Force Regulation 35-500, dated 21 December 1951, the Armed Forces Reserve Medal for the completion of ten years honorable and satisfactory service with the Reserve components of the Armed Forces of the United States during periods indicated is awarded to the following named officers, organizations indicated:

1	HQ 306	TH POMB WG ((M)								
LT COL MIC"AEL I BERKOWITZ		A0725112	1/	13	Jun	1,2	to	6	Oct	52	
The state of the s		A0359446			Oct						
MAJ JOSE CASTRO MAJ RALPH F CHAFFEE		A0659871			Nay						
MAJ JOSEPH W WHITAKER		A0564606		16	Sep	1.2	+0	53	000	50	
MAJ CHARLES B LOUNSBURY		A0566025		28	Oct	1.2	+0	2)	1/20	72	
CAPT WILLIAM W MCNEILL		A0911825		20	Jul	1.0	+-	2	Har	23	
CHILL WILLIAM INVESTIG		HONTTOSA		22	JUL	42	to	3	Mar	53	
	367T	H DOMB SQ (M	1)								
MAJ ALBERT G PETETTE	2-10	A0791648	-/	3	Oct	1,0	+0	2	Ont	50	
CAPT HAROLD J EMMINGER		A0731165			Nov						
CAPT CYRIL G MURRAY		AO 794847			Dec						
CAPT ROBERT R REIBER		A0576023			Mar						
CAPT WILLIAM B SIGLER		A01106408			Nov						
CAPT JAY D TITUS		A0731116			Sep						
CAPT ANTON O UNGSTAD		A0730312									
1ST LT ROBERT S HEISER		A0738150			Sep						
TOT BY RODERLY O HELDER		HO120120		0	Feb	43	to	5	reb	53	
	368TH	BOMB SQ (M)									
LT COL BENJAMIN B KLOSE		A0412943		5	Feb	1.0	+-	6	Feb	52	
LT COL LAWRENCE H GRANT		A0728201			Jun				Feb		
MAJ JOHN T CLANCY		A0671283									
MAJ JAMES T KNICHT		A0727639			Jan				Feb		
MAJ JAMES T KNIGHT MAJ DWIGHT C VAN ATTA		A01699LL2			May						
MAJ JAIES W MACCABE		A0133091		20	May	42	to	0	Feb	53	
CAPT WILLIAM N CARRITHERS					Jan						
CAPT ROY L JONES		A0431676		10	Dec	41	to	0	Feb		
CAPT JOHN F KETCHUM		A0730035		20	Dec	41	to	6	Feb		
CAPT OLIVER M WOLCOTT		A0747129			Apr				Feb		
		А0707440			May				Feb		
CAPT EVERT M WORTHINGTON		A0727690			Jul				Feb		
1ST LT HARVEY S POSNER		A02023527		24	Nov	42	to	1	Dec	52	
		market and									
CADA ADMIND O DANIE		BOMB SQ (M)									
CAPT ARTHUR C BANNING		A0747967	*		Apr						
CALT GEORGE S WALLINGFORD		A02069304			Oct						
CAFT CARL H AMOS		A0789746		23	May	42	to	22	May	52	
CAPT BENJAMIN F DEHAAN		A0696223		26.	Oct	42	to	25.	Oct	52	
										-	

EXHIBIT "O"

Separation Sep	6 March 1953 (continued)	ARDMENT WING NEDIUM, MacDill AFB, Flor
AUTOCOPE F ADAMS AUJ MILIUR R EVERTT AUJ MILIUR R EVERTT AUJ CHARLES K FORAN AUTOSOF791 AUGUSTA AUJ CHARLES K FORAN AUGUSTA	30611	AIR RFIG SQ (N)
AG STATE AG AG AG	AJ GEORGE F ADAMS	A0752376 9 Dec 40 to 6 Mar 53
AJ GENL L PUEMIRE AJ GENLAND H WORRELL JR AJ JENN LA PUEMIRE AJ JOHN R PATTERSON AO60519 JOHN L C MARY APT WILLIAM R BARRETT AO60709 L Nov 11 to 6 Mar AO711135 AO71610 AO71	AJ WILPUR R EVERTT	A0435678 16 Jul 41 to 6 Mar 53
AG GLEN L PUCHINE AGJ ROLLAND H WORRELL JR AGJ JOHN R PATTERSON AD60519 Dec 11 to 6 Mar ACF MULLIAM C APCAR AD60519 Dec 11 to 6 Mar ACF MULLIAM C APCAR AD60519 Dec 11 to 6 Mar ACF MULLIAM M BARRETT AD60709 1. NOV 11 to 6 Mar ACF CHESTER W CLARK JR AD711135 APT LIL J COADY APT CHESTER W CLARK JR AD711135 APT MULLIAM M BARRETT AD60709 1. NOV 11 to 6 Mar ACF CHESTER W CLARK JR AD711135 AD711135 APT MULL CAPCAL JR AD711135 AD7111	AJ CHARLES K FORAN	A0789791 8 Feb 41 to 6 Har 53
AS HOWLAND H WORKELL JR AOGHOSTS AND JOHN R PATTERSON AOGHOSTS APT WILLIAM C APGAR AND AOGHOSTS APT WILLIAM M BARRETT AOGHOSTS AND JOHN JL to 6 Mar AND WILLIAM M BARRETT AOGHOSTS AND JOHN JL to 6 Mar AND JOHN JL to 6 Mar AOGHOSTS AND JOHN JL to 6 Mar AOGHOSTS AOGHOSTS AND JOHN JL to 6 Mar AOGHOSTS AOGH	AJ GLEN L PUGNIRE	A0674399 6 Jul 42 to 6 Mar 53
AD JOHN R PATTERSON AD660519 AOFT MILLIAM C APGAR APT MILLIAM C APGAR APT MILLIAM C APGAR APT MILLIAM M BARRETT AOFT MILLIAM M BARRETT AO660709 APT CHESTER W CLARK JR AO711135 APT MILLIAM M BARRETT AO660709 AO71135 APT DELI J COADY AO813328 AO813075 AO7 CLARENCE D JONES AO758695 AO	AJ ROWLAND H WORRELL JR	A0401988 6 Sep 40 to 6 Mar 53
AFT MILLIAM C APGAR APT MAURICE I ASHLAND AFT MURICE I ASHLAND AFT MURICE I ASHLAND AFT MURICE I ASHLAND AFT WILLIAM M BARRETT AO660709 1.NOV 11 to 6 Mar AFT MEIL J COADY AO613328 29 Apr 12 to 6 Mar AFT MEIL J COADY AO613328 26 May 12 to 6 Mar AFT MEIL J COADY AO671610 AO756063 AO7560695 AO7560695 AO7560695 AO7560695 AO7560693 AO7560695 AO756095 A	AJ JOHN R PATTERSON	A0660519 9 Dec 41 to 6 Mar 53
APT WILLIAM M BARRETT APT WALL V GREENWADE APT PAUL W GREENWADE APT HOMAS R HARTFIELD APT HOMAS R HARTFIELD APT PAUL WORLLS APT PAUL WORLLS APT JOHN F LAST APT JOHN F LAST APT GORDON C LINGREN APT HOMAS R NARKOW APT HOMAS W MILLER JR APT HOMAS R NORTH APT THOMAS R NO	APT WILLIAM C APGAR	A0693726 6 Apr 42 to 6 Mar 53
APT CHESTER W CLARK JR AOFO1640 APT EDWARD M EASTBURN AOF1640 APT EDWARD M EASTBURN APT EDWARD M EASTBURN APT EUGENE W GAUCH JR APT EUGENE W GAUCH JR APT PAUL V GREENWADE JR APT PAUL V GREENWADE JR APT HERSCHEL D JONES APT THOMAS R HARTFIELD AOF36055 APT PAUL KOZELKA APT PAUL KOZELKA APT JOHN F LAST APT JOHN F LAST APT JOHN F MENEILL AOF36013 APT HENRY W MARKOM APT JOHN F MENEILL AOF360249 APT HENRY W MARKOM APT HENRY W MARKOM APT HENRY W MARKOM APT THOMAS R NORTH APT DEAN H WILLIAMS AOF36267 AND ARROW AOF36249 AND AOF36249 AND ARROW AOF36249 AND AOF36249 AND ARROW AOF36249 AOF36267 AOF3626 AND ARROW AOF36249 AOF3626 AND ARROW AOF36249 AOF3626 AND ARROW AOF36249 AOF3626 AND ARROW AOF36249 AOF3626 AND ARROW AOF3626 AND ARROW A	APT MAURICE I ASHLAND	A0523431 10 Apr 41 to 6 Mar 53
APT CHESTER W CLARK JR AO711135 29 Apr 12 to 6 Mar APT MEIL J COADY APT MEIL J COADY APT DEMARD M EASTBURN AO671610 26 Jul 11 to 6 Mar APT JAMES R EURE AO568063 29 Jan 10 to 6 Mar APT JOSEPH P GRANINGER APT JOSEPH P GRANINGER AO758695 17 Oct 12 to 6 Mar APT THOMAS R HARTFIELD AO758695 25 Jul 10 to 6 Mar APT THOMAS R HARTFIELD AO758695 25 Jul 10 to 6 Mar APT TRUMAN G KOLLS AO736249 21 Mar 12 to 6 Mar APT TRUMAN G KOLLS AO736249 21 Mar 12 to 6 Mar APT CLARENCE D LAMAR AO57777 25 Aug 12 to 6 Mar APT JOHN F LAST APT GORDON C LINGREN APT GORDON C LINGREN APT GORDON C LINGREN APT HOMAS W MILLER JR AO761139 10 Aug 12 to 6 Mar APT THOMAS W MILLER JR AO779121 28 NOV 10 to 6 Mar APT THOMAS W MILLER JR AO7671221 18 Mar 12 to 6 Mar APT THOMAS R NORTH AO720917 40 Nov 12 to 6 Mar APT THOMAS G PAGANO AO801865 10 Feb 12 to 6 Mar APT THOMAS G PAGANO AO801865 10 Feb 12 to 6 Mar AO711567 11 Aug 12 to 6 Mar AO711618 10 Mar 12 to 6 Mar AO801265 10 Feb 12 to 6 Mar AO801266 10 Feb 12 to 6 Mar AO801268 11 Jul 11 to 6 Mar AO801268 11 Aug 12 to 6 M	APT WILLIAM M BARRETT	A0660709 1-Nov 41 to 6 Mar 53
APT EDWARD M EASTBURN APT EDWARD M EASTBURN APT EUGENE W GAUCH JR APT JOSEPH P CRANINGER APT PAUL V GREENWADE JR APT HEMSCHEL D JONES APT TRUMAN G KOLLS APT TRUMAN G KOLLS APT TRUMAN G KOLLS APT PAUL KOZELKA APT PAUL KOZELKA APT PAUL KOZELKA APT PAUL W GREENWADE JR APT TRUMAN G KOLLS APT JOHN F LAST APT GORDON C LINGREN APT JOHN F MCNEILL APT JOHN F MCNEILL APT JOHN F MCNEILL APT THOMAS R NORTH APT THOM	APT CHESTER W CLARK JR	A0741135 29 Apr 42 to 6 Mar 53
APT JAMES R EURE AD568063 APT JAMES R EURE AD568063 APT JOSEPH P GRANINGER APT JOSEPH P GRANINGER APT HOMAS R HARTFIELD AD758695 AD758695 AD758695 AD708649 AD71610 AD758695 AD758695 AD71610 AD7607132 AD7607132 AD7607132 AD7607132 AD761139 AD77611 AD7761 AD	AFT NEIL J COADY	A0813328 26 May 42 to 6 Mar 53
APT JAILES R EURE APT JAILES R EURE APT LUGENE W GAUCH JR APT JOSEPH P GRANINGER APT PAUL V GREENMADE JR APT THOMAS R HARTFIELD APT THOMAS R HARTFIELD APT THERSCHEL D JONES APT TRUMAN G KOLLS APT GORDON C LINGREN APT JOHN F LAST APT GORDON C LINGREN APT HENRY V MARKOW APT HENRY V MARKOW APT HENRY V MARKOW APT HOMAS W MILLER JR APT ROBERT MCWHORTER APT THOMAS W MILLER JR APT THOMAS W MILLER JR APT THOMAS G PAGANO	AFT EDWARD M EASTBURN	A0671640 26 Jul 41 to 6 Mar 53
APT JOSEPH P GRANINGER APT JOSEPH P GRANINGER APT JOSEPH P GRANINGER APT JOSEPH P GRANINGER APT THOMAS R HARTFIELD APT THOMAS R HARTFIELD APT THOMAS R HARTFIELD APT TRUNAN G KOLLS APT JOHN F LAST APT JOHN F LAST APT JOHN F LAST APT JOHN F LAST APT GORDON C LINGREN APT HENRY V MARKOW APT HENRY V MARKOW APT HENRY V MARKOW APT HENRY V MARKOW APT HOMAS R NORTH APT THOMAS R NORTH APT THOMAS R NORTH APT THOMAS G PAGANO APT HOMAS G PAGANO APT THOMAS R NORTH APT THOMAS R NORTH APT THOMAS G PAGANO A	APT JAMES R EURE	A0568063 29 Jan 40 to 6 Mar 53
APT PAUL V GREENWADE JR APT PAUL V GREENWADE JR APT HOMAS R HARTFIELD APT THOMAS R HARTFIELD APT THOMAS R HARTFIELD APT TRUMAN G KOLLS APT JOHN F LAST APT CLARENCE D LAMAR APT JOHN F LAST APT GORDON C LINGREN APT JOHN F LAST APT HENRY V MARKOW APT JOHN F MCNEILL APT ROBERT MCUNORTER APT THOMAS W MILLER JR APT THOMAS W MILLER JR APT THOMAS R NORTH APT THOMAS G PAGANO APT THOMAS G PAGANO APT THOMAS G PAGANO APT LOWERT REMINITE APT THOMAS G PAGANO APT LOWERT MWILLIAMS APT LORTIUMER F EENNET APT LORTIUMER F EENNET APT LIT ROSCOE J FROOKS APT LIT RAYMOND J CYR APT LIT ROSCOE J FROOKS APT LIT WILLIAMS APT LIT VINCENT R D LAESSANDRO APT LIT GENE O HUBBARTT APT LIT OVERN H MCCARTY APO 20204914 APT LIT JOSEPH O PASCHAL APT LIT JOSEPH O PASCHAL APT LIT WILLIAM R SIFFORD APT LIT MELVIN F SLICKER APT LIT MELVIN F SLICKER APT LIT HARRY E STAHL APT BALL APT LO CHARTY APT LIT HARRY E STAHL APT LIT LIT LIT LIT LIT LIT LIT LIT LIT LI	APT EUGENE W GAUCH JR	A0935075 17 Oct 42 to 6 Mar 53
APT THOMAS R HARTFIELD APT THOMAS R HARTFIELD APT THOMAS R HARTFIELD APT THUMAN G KOLLS APT TRUMAN G KOLLS APT TRUMAN G KOLLS APT TRUMAN G KOLLS APT JOHN F LAST APT JOHN F LAST APT JOHN F MCNEILL APT HOMAS W MILLER APT JOHN F MCNEILL APT HOMAS W MILLER APT THOMAS R NORTH APT THOMAS R NORTH APT THOMAS G PAGANO APT THOMAS G PAGANO APT HOMAS G PAGANO APT HOMAS G PAGANO APT HOMAS G PAGANO APT THOMAS G PAGANO APT THO	APT JUSEPH P GRANINGER	A02067132 12 Dec 41 to 6 Mar 53
APT HERSCHEL D JONES APT TRUNAN G KOLLS APT TRUNAN G KOLLS APT PAUL KOZELKA APT PAUL KOZELKA APT CLARENCE D LAMAR APT CLARENCE D LAMAR APT GORDON C LINGREN APT JOHN F LAST APT GORDON C LINGREN APT HOMAS C LINGREN APT HOMAS C LINGREN APT HOMAS R NORTH APT THOMAS R NORTH APT THOMAS G FAGANO APT THOMAS G FAGANO APT THOMAS G FAGANO APT WAYNE D WHITCOMB APT WAYNE D WHITCOMB APT LIT MORE F BENNET APT LIT CARL L HUDNALL APT LIT CARL L HUDNALL APT LIT CARL L HUDNALL APT LIT WILLIAM B LAROCCA APT LIT WILLIAM R SIFFORD APT LIT MELVIN F SLICKER AO839278 AO8204971 AO820595 AO826177 AO8206177 AO8206178	AFT FAUL V GREENJADE JR	A0675761 6 Jun 42 to 6 Mar 53
APT HERSCHEL D JONES A02056933 A02056933 A0736249 21	AFT THOMAS R HARTFIELD	A0758695 25 Jul 40 to 6 Mar 53
APT PAUL KOZELKA APT CLARENCE D LAMAR APT JOHN F LAST APT JOHN F LAST APT GORDON C LINGREN APT HENRY V MARKOW APT HENRY V MARKOW APT HENRY V MARKOW APT HENRY V MARKOW APT HONEILL APT ROBERT MCWIENTER APT THOMAS W MILLER JR APT THOMAS W MILLER JR APT THOMAS R NORTH APT THOMAS G PAGANO APT HAMAN D WHITCOMB APT HOMAS G PAGANO APT HOMAS G PAGANO APT THOMAS G PAGA	AFT HERSCHEL D JONES	A02056933 10 Nov 42 to 6 Mar 53
APT PAUL ROZELKA APT CLARENCE D LAMAR APT CLARENCE D LAMAR APT JOHN F LAST APT GORDON C LINGREN APT GORDON C LINGREN APT HENRY V MARKOW APT JOHN F MCNEILL ACCOUNTY APT HENRY V MARKOW APT HENRY V MARKOW ACCOUNTY APT HONEST MCWHORTER APT ROBERT MCWHORTER ACCOUNTY APT THOMAS W MILLER JR ACCOUNTY ACCOUNTY APT THOMAS R NORTH ACCOUNTY ACCOU	APT TRUMAN G KOLLS	A0736249 24 Mar 42 to 6 Mar 53
APT JOHN F LAST APT GORDON C LINGREN APT HENRY V MARKOW APT HOBERT MCCHRORTER APT ROBERT MCCHRORTER APT THOMAS W MILLER JR APT THOMAS R NORTH APT THOMAS R NORTH APT THOMAS R NORTH APT THOMAS R NORTH APT THOMAS G PAGANO APT HAYWOND H TRAYWICK APT HOMAS G PAGANO APT LOBERT MCLILIAMS APT LOBERT MCLILIAMS APT THOMAS G PAGANO APT LIT MAYWOND H TRAYWICK APT THOMAS G PAGANO AP	APT PAUL KOZELKA	A0557977 25 Aug 42 to 6 Har 53
APT JOHN F LAST AO683013 16 Jun 42 to 6 Mar 9 APT GORDON C LINGREN APT GORDON C LINGREN APT HENRY V MARKOW APT JOHN F MCNEILL AC2001973 20 Sep 42 to 6 Mar 9 APT THOMAS R NORTH AC720917 AC7	APT CLAMENCE D LAMAR	A0813915 10 Jan 43 to 6 Mar 53
ACT61139 10 Aug 42 to 6 Mar 54 ACT61139 10 Aug 42 to 6 Mar 55 ACT61130 10 AUg 42 to 6 Mar 55 AUg 42 to 6 Mar	APT JOHN F LAST	A0683013 16 Jun 42 to 6 Mar 53
## HENRY V MARKOW A0799421 28 Nov 10 to 6 Nar 9 A0799421 20 Sep 1/2 to 6 Nar 9 A0801867 10 Feb 1/2 to 6 Nar 9 A0801867 10 Feb 1/2 to 6 Nar 9 A0801867 10 Feb 1/2 to 6 Nar 9 A0801867 11 Aug 1/2 to 6 Nar 9 A0801868 10 Mar 1/2 to 6 Nar 9 A0801868 10 Ma	APT GORDON C LINGREN	A0761139 10 Aug 42 to 6 Mar 53
APT ROBERT MCWHORTER APT THOMAS W MILLER JR APT THOMAS R NORTH APT THOMAS G FAGANO APT RAYMOND H TRAYLICK APT WAYNE D WHITCOMB APT LI RORTHER F EENNET APT LI ROSCOE J EROOKS APT LI ROSCOE J EROOKS APT LI VINCENT R D LEESSANDRO APT LI VINCENT R D LEESSANDRO APT LI VINCENT R D LEESSANDRO APT LI WILLIAM E D LOGAN APT LI WILLIAM E STETORD APOSOSOFO APO	APT HENRY V MARKOW	A0799421 28 Nov 40 to 6 Mar 53
## ADERT HOMAS W MILIER JR AD67h23h APT THOMAS R NORTH APT DEAM H WILLIAMS APT DEAM H WILLIAMS APT DEAM H WILLIAMS APT LIT ROSCOE J FROOKS AD54168h AD612383 AD73212 AD793212 AD79322 AD793212 AD	AFT JOHN F MUNEILL	A02001973 20 Sep 42 to 6 Mar 53
## HOMAS W MILLIAM A0720917	APT RUBERT PICHORTER	A0827894 6 Oct 42 to 6 Mar 53
A072917 A072917 A072917 A0804865 A0804865 A0711567 A0804865 A0711818	APT THOMAS W MILLER JR	A0674234 18 Mar 42 to 6 Mar 53
ACSOL865 10 Feb 12 to 6 Mar start HATMOND H TRAYWICK AO711567 11 Aug 12 to 6 Mar start RATMOND H TRAYWICK AO711567 11 Aug 12 to 6 Mar start DEAN H WILLIAMS AO711818 10 Mar 12 to 6 Mar start DEAN H WILLIAMS AO793212 1 Jan 12 to 6 Mar start DEAN H WILLIAMS AO511681 31 Jul 11 to 6 Mar start LT ROSCOE J EROOKS AO511681 31 Jul 11 to 6 Mar start LT VINCENT R D'ALESSANDRO AO82021538 14 Oct 12 to 6 Mar start LT CARL L HUDNALL AO826178 18 Nov 12 to 6 Mar start LT CARL L HUDNALL AO826178 18 Nov 12 to 6 Mar start LT WILLIAM E D LOGAN AO757623 13 Oct 12 to 6 Mar start LT WILLIAM E D LOGAN AO757623 13 Oct 12 to 6 Mar start LT JOSEPH O PASCHAL AO805968 27 Apr 12 to 6 Mar start LT WILLIAM R SIFFORD AO818148 1 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO818148 1 Aug 12 to 6 Mar start LT MELVIN F SLICKER AO839278 8 Aug 12 to 6 Mar start LT HARRY E STAHL AO758095 6 Jul 12 to 6 Mar start LT HARRY E STAHL AO758095 6 Jul 12 to 6 Mar start LT HARRY E STAHL AO758095 6 Jul 12 to 6 Mar start LT HARRY E STAHL AO758095 6 Jul 12 to 6 Mar start LT HARRY E STAHL AO758095 6 Jul 12 to 6 Mar start LT WILLIAM R SIFFORD AO818148 1 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO818278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 Mar start LT WILLIAM R SIFFORD AO839278 8 Aug 12 to 6 M	AFT THOMAS R NORTH	A0720917 4 Nov 42 to 6 Mar 53
A0711567 11 Aug h2 to 6 Mar s A0711818 10 Mar h2 to 6 Mar s A0711818 10 Mar h2 to 6 Mar s A0711818 11 Jan h2 to 6 Mar s A0711818 11 Jan h2 to 6 Mar s A0793212 11 Jan h2 to 6 Mar s A02077693 13 Nov h2 to 6 Mar s A02077693 13 Nov h2 to 6 Mar s A081283 31 Jul h1 to 6 Mar s A081283 31 Jul h1 to 6 Mar s A081283 31 Jul h1 to 6 Mar s A0826178 10 Oct h2 to 6 Mar s A0826178 10 Oct h2 to 6 Mar s A0826178 11 Nov h2 to 6 Mar s A0826178 12 Nov h2 to 6 Mar s A0826178 13 Nov h2 to 6 Mar s A0826178 14 Oct h2 to 6 Mar s A0826178 15 IT CARL L HUDNALL A0826178 18 Nov h2 to 6 Mar s A0826178 18 Nov h2 to 6 Mar s A0826178 13 Oct h2 to 6 Mar s A0826178 14 Oct h2 to 6 Mar s A0826178 15 IT UNILLIAM R D LOGAN A0826178 13 Oct h2 to 6 Mar s A0826178 14 Oct h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A082618 14 Aug h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A0818 H48 14 Aug h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A0818 H48 14 Aug h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A0818 H48 14 Aug h2 to 6 Mar s A0826178 14 Aug h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A0818 H48 14 Aug h2 to 6 Mar s A0826178 14 Aug h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A0818 H48 14 Aug h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A0818 H48 14 Aug h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A0818 H48 14 Aug h2 to 6 Mar s A0826178 15 IT UNILLIAM R SIFFORD A0818 H48 14 Aug h2 to 6 Mar s	AFT THUMAS G FAGANO	A0804865 10 Feb 42 to 6 Mar 53
A0701818 10 Mar 12 to 6 Mar 5 A0793212 1 Jan 12 to 6 Mar 5 A079321 1 Jan 12 to 6 Mar 5	DE MATER D MITTERSON	A0711567 11 Aug 42 to 6 Mar 53
1 DEAN H WILLIAMS	ATT WAINE D WHITCOMB	A0741818 10 Mar 42 to 6 Mar 53
1	ATT DEAN H WILLIAMS	A0793212 1 Jan 42 to 6 Mar 53
A0541684 31 Jul 41 to 6 Mar 5 T LT RAYMOND J CYR A0812383 3 Jul 42 to 6 Mar 5 T LT VINCENT R D'ALESSANDRO A02024538 40 oct 42 to 6 Mar 5 T LT CARL L HUDNALL A0826178 18 Nov 42 to 6 Mar 5 T LT HARRY B LAROCCA A0812282 2 Nov 42 to 6 Mar 5 T LT WILLIAM E D LOGAN A0757623 13 Oct 42 to 6 Mar 5 T LT OVEN H MCCARTY A02024914 5 Sep 42 to 6 Mar 5 T LT JOSEPH O PASCHAL A0805968 27 Apr 42 to 6 Mar 5 T LT WILLIAM R SIFFORD A0818448 30 Sep 42 to 6 Mar 5 T LT WILLIAM R SIFFORD A0818448 1Aug 42 to 6 Mar 5 T LT MELVIN F SLICKER A0839278 8 Aug 42 to 6 Mar 5 T LT HARRY E STAHL A0758095 6 Jul 42 to 6 Mar 5	OI LI HOWITHER L RENNET	A02077693 13 Nov 42 to 6 Mar 53
ACMINISTRED ACMINISTRED ACMINISTRED ACMINISTRED ACCORDANCE	T IT DANKON TOTAL	A0541684 31 Jul 41 to 6 Mar 53
1	TI TANDENE D DIAMETER	A0812383 3 Jul 42 to 6 Mar 53
A0820177 L1 CARL L HUDNALL A0826178 L8 Nov L2 to 6 Mar 5	T IT CENT O HIPDARM	A02024538 14 Oct 42 to 6 Mar 53
A0820178	T IT CARL I HUDWALL	A0826177 4 Oct 42 to 6 Mar 53
AOST	T IT HADDY D LADOGA	A0826176 18 Nov 42 to 6 Mar 53
AO757623 13 Oct 1/2 to 6 Mar 5	T IT WITHIAM E D ICCAN	AU012202 2 Nov 42 to 6 Mar 53
## ACCORD ACCORD 5 Sep 12 to 6 Mar 5	T IT OUT I NOCEDER	AU/5/623 13 Oct 42 to 6 Mar 53
A0805968 27 Apr 12 to 6 Mar 5 T LT SINEON T PRICE A0823952 30 Sep 12 to 6 Mar 5 T LT WILLIAM R SIFFORD A0818148 1 Aug 12 to 6 Mar 5 T LT MELVIN F SLICKER A0839278 8 Aug 12 to 6 Mar 5 T LT HARRY E STAHL A0758095 6 Jul 12 to 6 Mar 5	T IT JOSEPH O PASSALT	AU2024914 5 Sep 42 to 6 Mar 53
T LT WILLIAM R SIFFORD A0818448 1 Aug 42 to 6 Mar 5 T LT MELVIN F SLICKER A0839278 8 Aug 42 to 6 Mar 5 T LT HARRY E STAHL A0758095 6 Jul 42 to 6 Mar 5	T IT STIFFON TO PRICE	A0005966 27 Apr 42 to 6 Mar 53
T IT MELVIN F SLICKER A0839278 8 Aug 42 to 6 Mar 5 TIT HARRY E STAHL A0758095 6 Jul 42 to 6 Mar 5	T IT WILLIAM B CTEROPE	AU023952 30 Sep 42 to 6 Mar 53
T LT HARRY E STAHL A0758095 6 Jul 42 to 6 Mar 5	T IT WILLIAM R SIFFORD	AU010448 1 Aug 42 to 6 Mar 53
A0758095 6 Jul 42 to 6 Mar 5	T IN HADDY B GEAR	A0839278 8 Aug 42 to 6 Mar 53
	T LI HARRY E STAHL	A0758095 6 Jul 42 to 6 Mar 53
T LT ENNEST C SNIDER A0681224 18 Apr 42 to 6 Mar 5	T LT ERNEST C SNIDER	A0681224 18 Apr 42 to 6 Mar 53
T LI MARION P WILSON A0759673 16 Nov 42 to 6 Mar 5	T LT MARION P WILSON	A0759673 16 Nov 42 to 6 Nar 53

GO 11 HEADQUARTERS 306TH LONEARD WINT LING LEDIUM, MacDill AFB, Florida 306TH AVII SQ BOLD (M) A0398527 A0865227 MAJ ALVER N SPIVEY CAPT MARL B OSBORNE CAPT NICHAEL TONS 4 Oct 40 to 3 Oct 50 1 Nov 40 to 21 Jul 51 14 Nov 42 to 13 Nov 52 A01551131 NAJ DONALD R CHINNOCK A0855113 5 Sep 12 to 28 Feb 53 A0851056 11 Jun 12 to 28 Feb 53 306TH FLD WART SQ A05129C1 A0481160 MAJ JOHN F CASTLE 15 Feb 43 to 14 Feb 53 MAJ CAROL V HUNTER 1 Aug 42 to 31 Jul 52 306TH FURTODIC MAINT SQ A0792052 A0553411 9 0ct 42 to 8 0ct 52 28 Aug 42 to 27 Aug 52 MAJ HENRY J NARY IEL CAPT ROYCE E HUDSON 28 Aug 42 to 27 Aug 52 BY ORDER OF COLONEL MCCOY: OFFICIAL J W WHITAKER Major USAF Adjutant UNITAKER WHITAKER Major Adjutant DISTRIBUTION: 5 cys Ea Off concerned 5 cys CG SAC & 2AF 5 cys CG SAD & NacDill AFB

HEADQUARTERS 306TH BOMBARDHENT WING MEDIUM MacDill Air Force Base, Florida

GENERAL ORDER

11 March 1953

By direction of the President, under the provisions of Executive Order 10163, 25 September 1950 (AF Bul 38, 1950) and pursuant to authority contained in Air Force Regulation 35-50C, dated 21 December 1951, the Armed Forces Reserve Medal for the completion of ten years honorable and satisfactory service with the Reserve components of the Armed Forces of the United States during periods indicated is awarded to the following named officers, 306th Air Refueling Squadron Medium:

CAPT HOMER G HALE JR
CAPT RUSSELL J MOSS
CAPT CASIMIR R SKOWROMSKI
LST LT GEORGE E REID

A0692490 30 Mar 42 to 7 Mar 53 A0664337 27 Feb 42 to 7 Mar 53 A0805212 22 Jul 36 to 7 Mar 53 A0887003 30 Oct 42 to 7 Mar 53

BY ORDER OF COLONEL McCOY:

OFFICIAL:

J W WHITAKER Major USAF Adjutant

Adjutant
DISTRIBUTION:

Major USAF

5 cys Ea Off concerned 5 cys CG SAC & 2AF 5 cys CG 6AD & MacDill AFB

EXHIBIT "P"





THIS PAGE IS DECLASSIFIED IAW EO 13526





THIS PAGE IS DECLASSIFIED IAW EO 13526



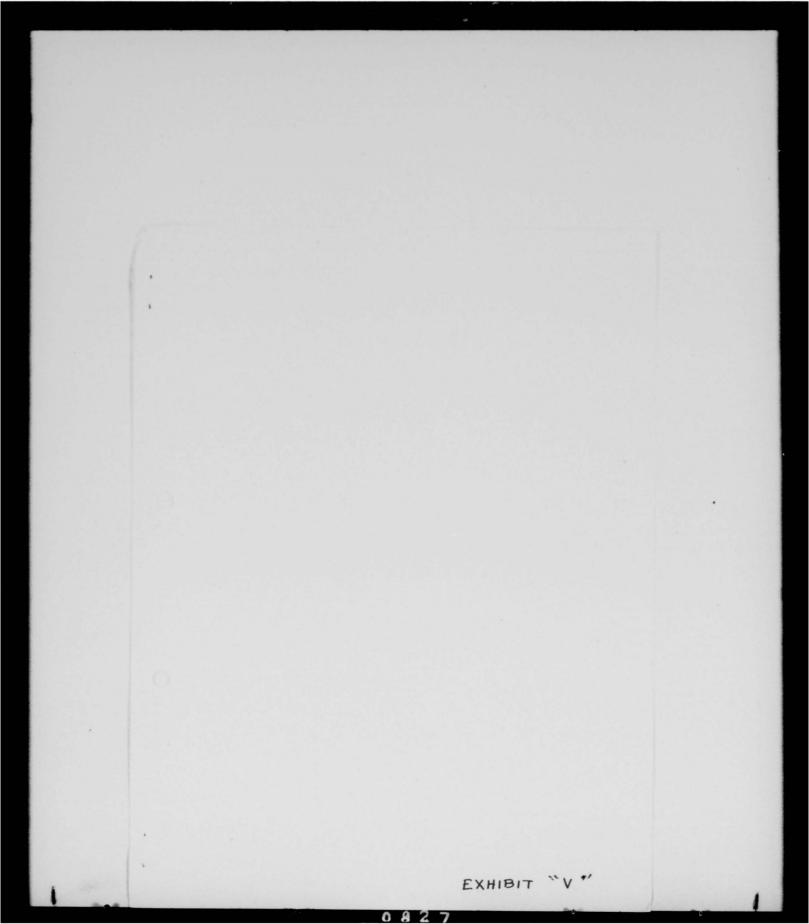


THIS PAGE IS DECLASSIFIED IAW EO 13526



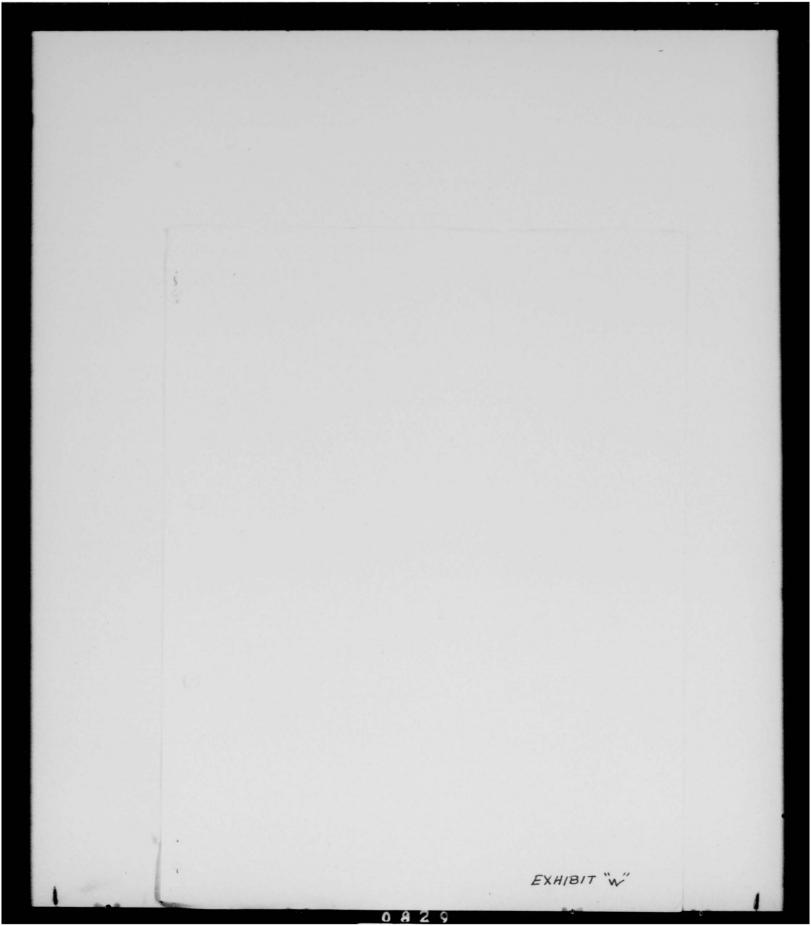


THIS PAGE IS DECLASSIFIED IAW EO 13526

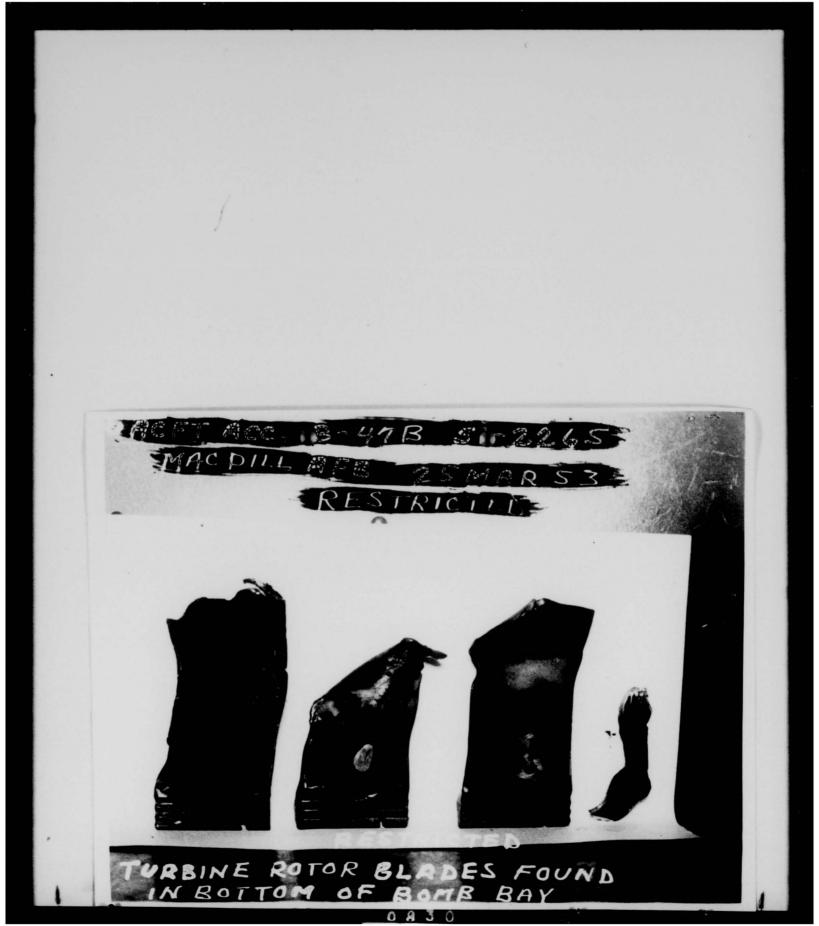




THIS PAGE IS DECLASSIFIED IAW EO 13526



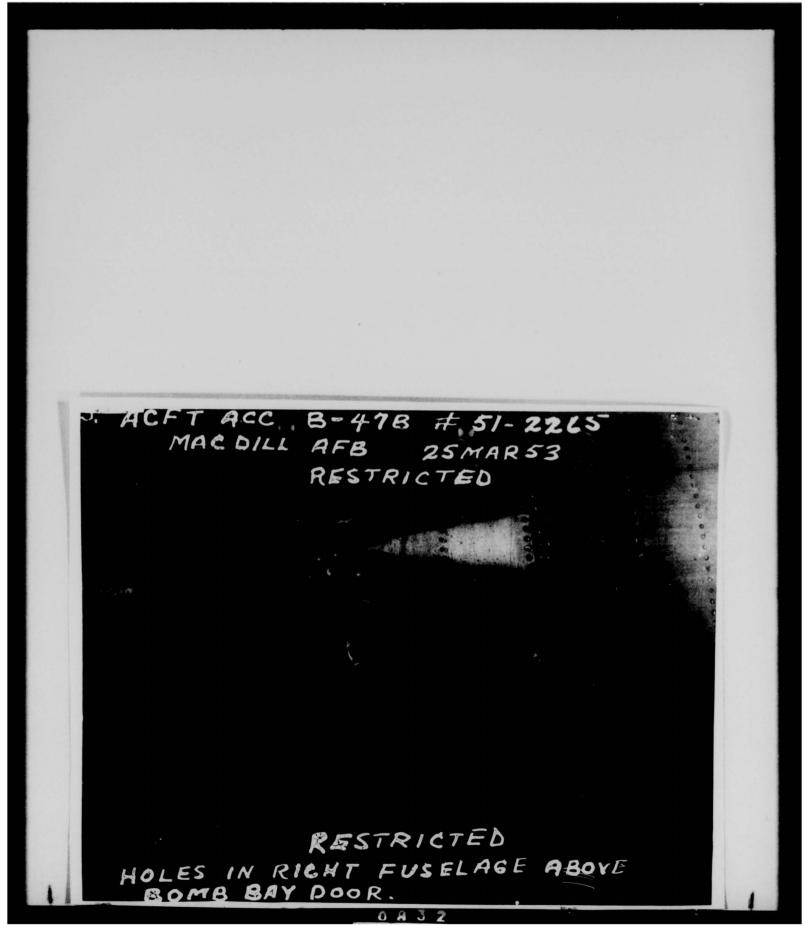
THIS PAGE IS DECLASSIFIED IAW EO 13526



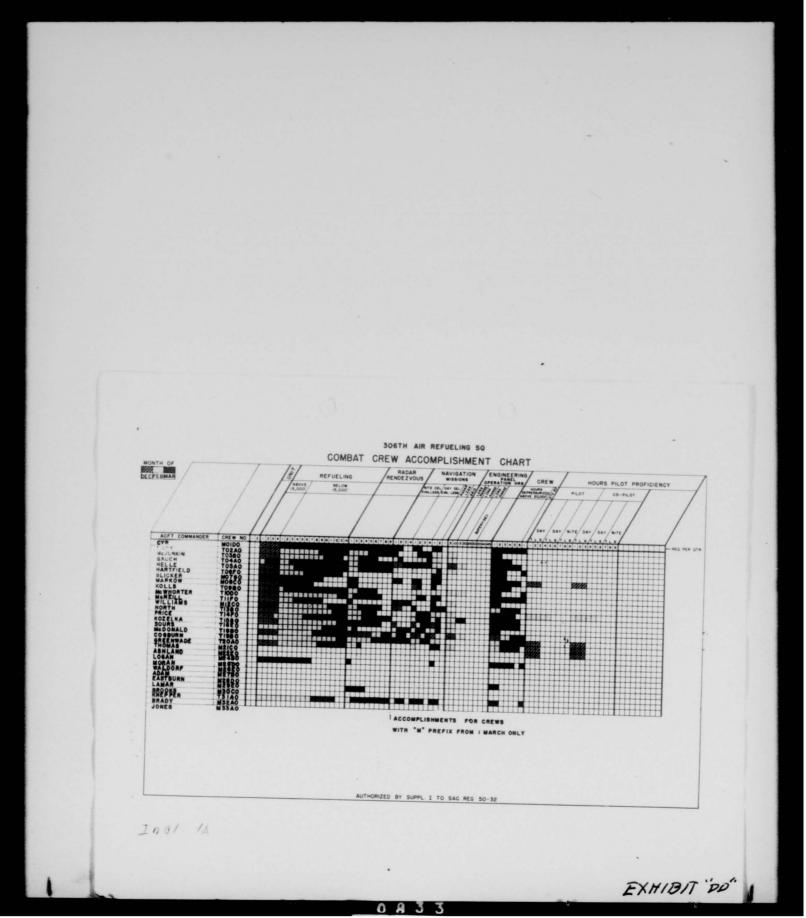
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



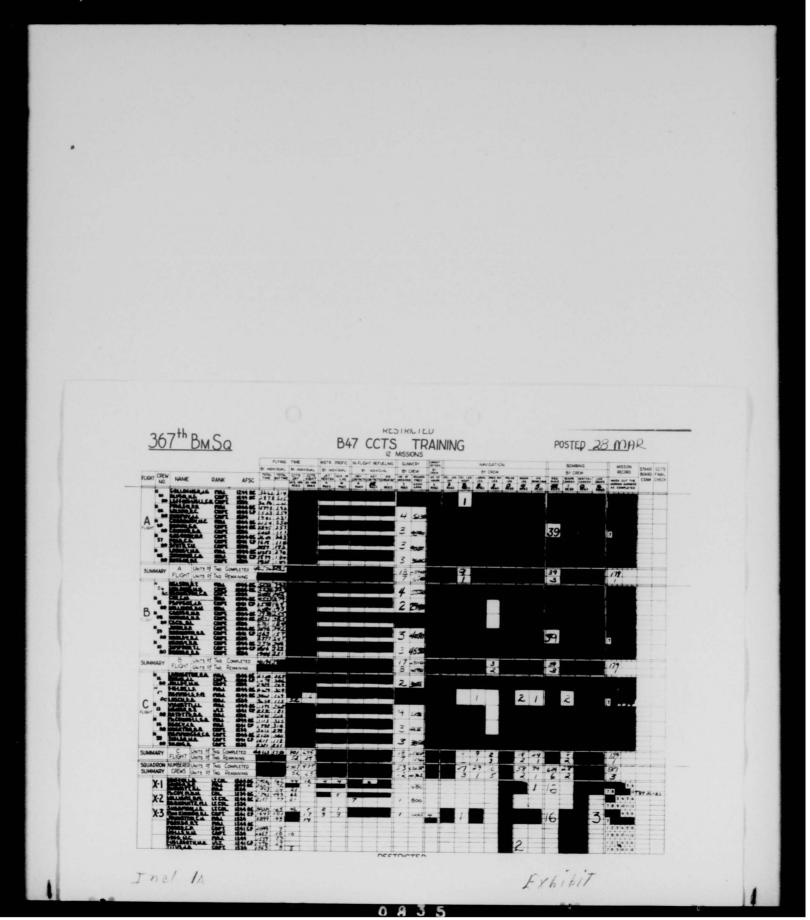
THIS PAGE IS DECLASSIFIED IAW EO 13526



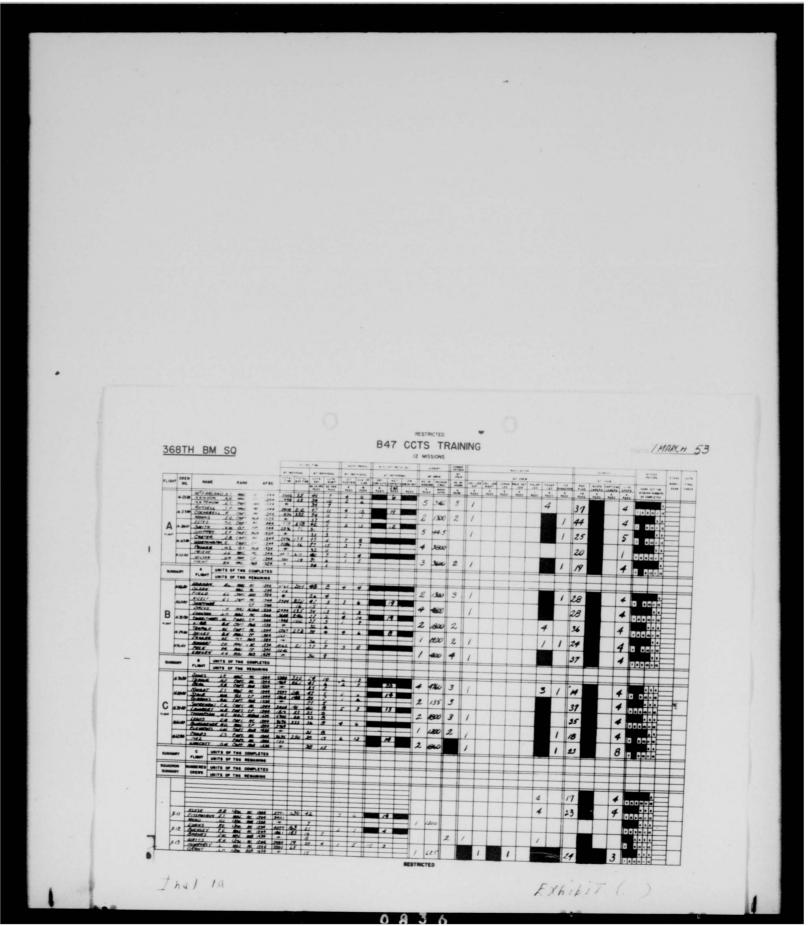
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



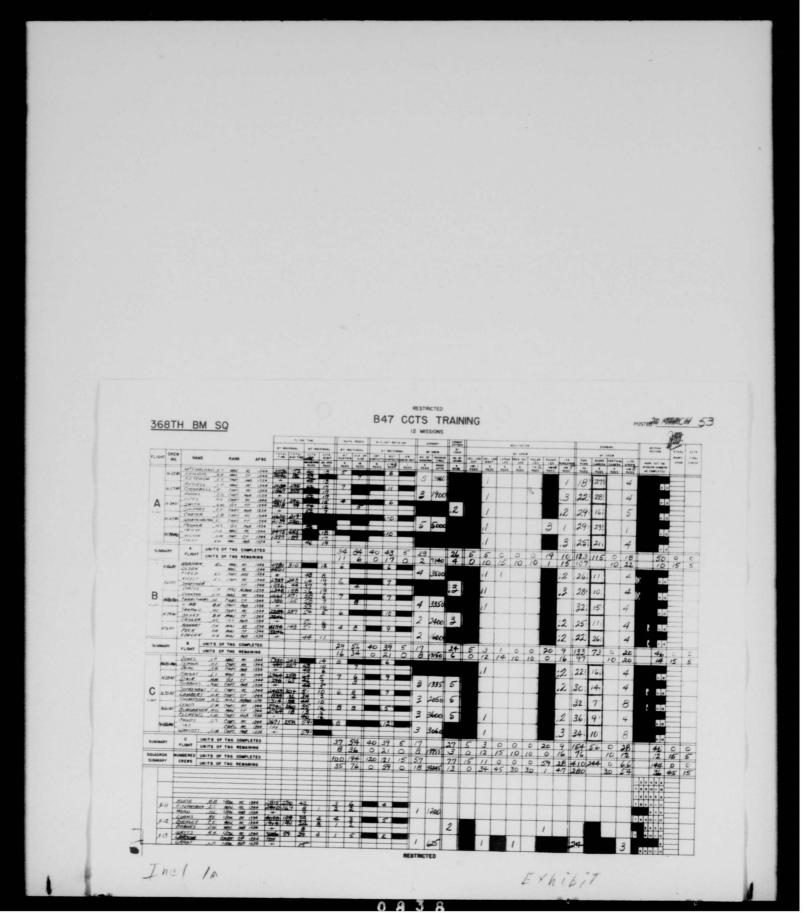
THIS PAGE IS DECLASSIFIED IAW EO 13526



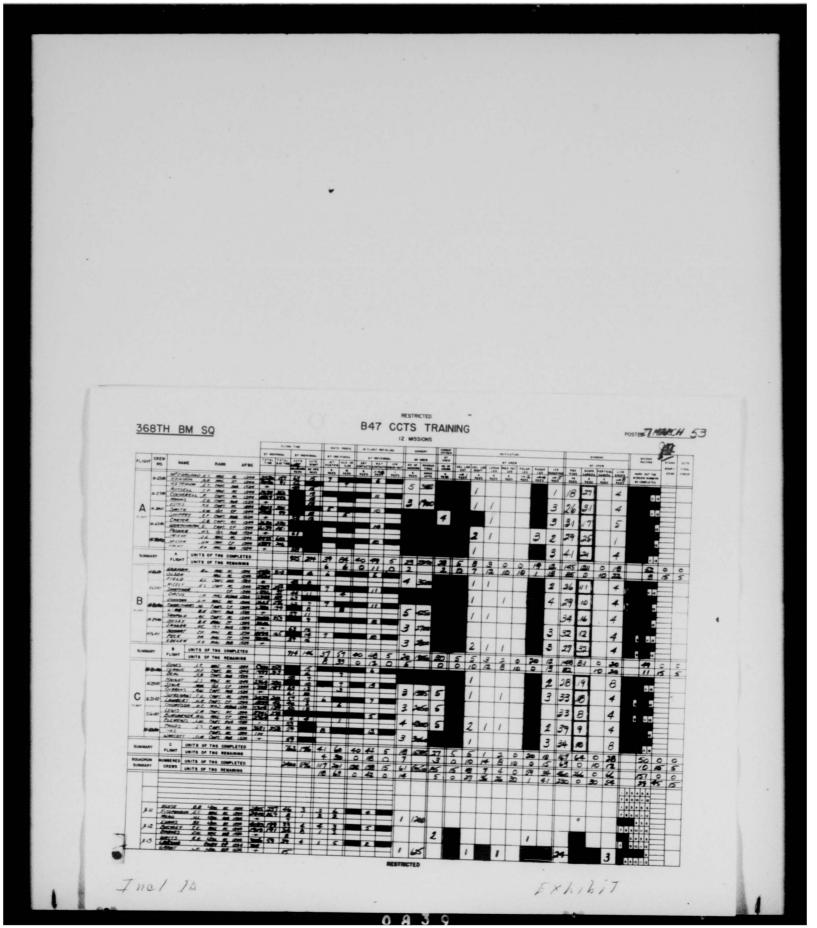
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



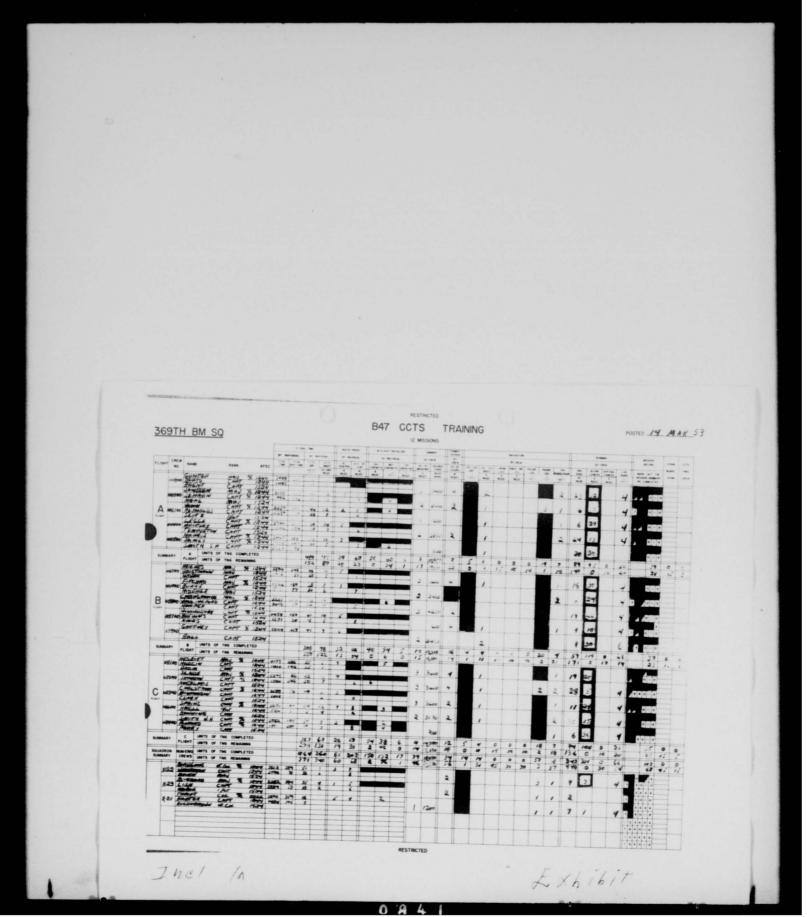
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



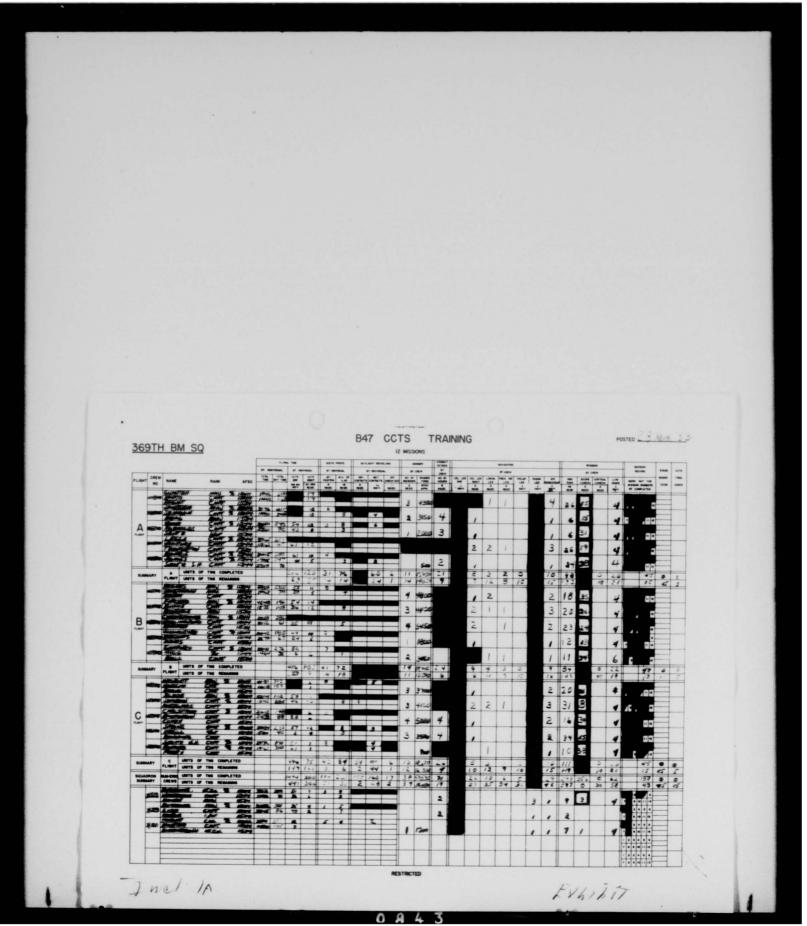
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

```
306TH BOMBANDMENT WING OPERATIONS ORDERS: 14.4-53 - EXHIBIT "FF" 104 -53 - EXHIBIT "GC" 106 -53 - EXHIBIT "HH" 108 -53 - EXHIBIT "II" 114 -53 - EXHIBIT "IJ" 272 -53 - EXHIBIT "KK" 273 -53 - EXHIBIT "LL"

No copies of the above listed Operations Orders are available at this
```

No copies of the above listed Operations Orders are available at this headquarters. One copy of each has been forwarded previously to your headquarters for your file.

EXHIBITS "FF THRULL"





THIS PAGE IS DECLASSIFIED IAW EO 13526

306TH-BOUBARDMENT WING MEDIUM Synthetic Trainer Schedule For Month of April 1953

Published 26 March 1953

DATE	Supers	sonic	Lor	an	#3 0	NT #4	9-47 F1	t Sim	C- 11	Link
Mar	0730-09	10 0930-1/30	0730-094	0 0930-1130		1280-1680	0780-1080	0980-1230	1280-1430	1480-16
30 Mar	368	369	ARS	369	367	ARS	369	367	368	369
31 April	368	369	ARS	367	368	ARS	368	369	367	368
1	368	369	ARS	368	369	ARS	367	368	369	367
3	368	369	ARS	367	368	ARS	369	367	368	369
	368	369	ARS	368	369		368	369	367	368
6	368	369	ARS	369	367	ARS	367	368	369	367
7	368	369	ARS	368	369	ARS	369	367	368	369
8	368	369	ARS	369	367	ARS	368	369	367	368
9	368	369	ARS	367	368	ARS	367	368	369	367
10	368	369	ARS	367	367		369	367	368	369
13	368	369	ARS	368	368	ARS	368	369	367	368
14	368	369	ARS	369	369	ARS	367	368	369	367
15	368	369	ARS	367	368	ARS	369	367	368	369
16	368	369	ARS	367	369	ARS	368	369	367	368
17	367	367	ARS	368	367		367	368	369	367
20	368	369	ARS	369	369	ARS	369	367	368	369
21	367	368	ARS	368	367	ARS	368	369	367	368
22	369	367	ARS	369	368	ARS	367	368	369	367
23	368	369	ARS	367	367	ARS	369	367	368	369
24	367	368	ARS	368	368		368	369	367	368
27	369	367	ARS	369	369	ARS	367	368	369	367
28	368	369	ARS	369	368	ARS	369	367	368	369
29	367	368	ARS	367	369	ARS	368	369	367	368
30	369	367	ARS	368	367	ARS	367	368	369	367
1	368	369	ARS	367	368		369	367	368	369

REMARKS:

1. Supersonác - March 30 thru April 16 to be utilized by AOB's scheduled to fly GGTS Missions. April 17 thru May 1 scheduled AOB and Pilot-same crew.

2. Loran - Two seats each period.

3. CMT - AOB & Pilot same crew.

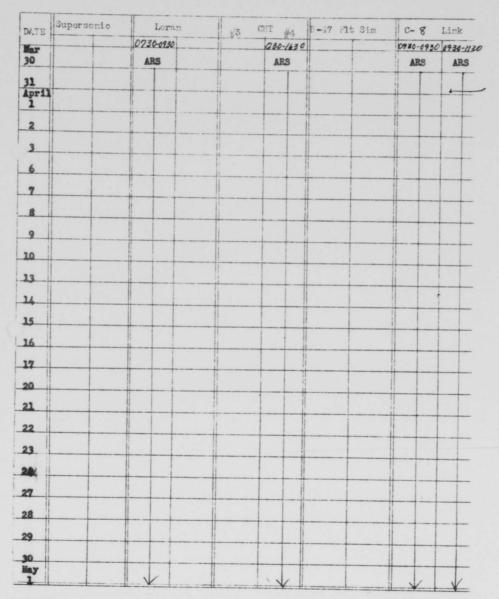
4. Flt Sim - Two Pilots same crew and one Sim IP.

5. G-11 Link - One Pilot.

306TH BONBARDMENT WING MEDIUM Synthetic Trainer Schodule For Month of April 1953

306TH ARR REFLE SOON.

Published 26 March 1953



REMARKS:

1. Two navigators will be detailed, when possible, to each CNT Period allocated.

2. Additional C-8 Link Trainer Time may be obtained on each Saturday Morning 0730-1130 by contacting Link Trainer Section, Phone 20-371, NLT 1200 hours Friday preceding the Saturday on which the trainer is desired.

0 8 4 8

D-47	IIDO	CTR	IM	TION	PROGRAM
COMMA	ND &	OP	EPA	THOMS	PERSONNEL

TIME	ACTIVITY	PLACE	INSTRUCTOR FROM
1ST DAY			
0745-0800	Welcone	305th Wg Brief Rm	Division
0800-0900	Jet Noise	11 11 11	FitSur
0900-1100	CES	305th Wg Conf. Rn	DES
1100-1030	LUMCH		
2nd Day	Tech Reps(Boeing)	305th Wg Brief Rm	306TH
0800-0900	Personnel Equipment	306th Wg Brief Rm	305th
0900-1000	Capabilities&Limitations of	11 11 11	306th
	Fonbing Equipment		
1000-1100	Capabilities&Limitations of	11 11 11 11	11
	Navagation Equipment		
1100-1230	LUNCH		
1230-1630	Analysis of Mission Planning Factors	11 11 11 11	ff
3rd DAY			
300-0900	Forecast of Problems in Supply	306th Wg Brief Rm	306th
0900-1000	Forecast of Problems on Personnel	11 11 11 11	200011
1000-1100	Meet Opposite Merbers	11 11 11 11	tt
1100-1230	LUNCH		
1230-1630	Practical Instruction	Job Location	
Ath Day			
0800-1000	Maint Problems	306th WG Brief Rm	306th
1.000-1100	Incident Reports	11 11 11 11	11
1100-1230 •	LUNCH		
1230-1330	Forecast of A&E Maint Problems	11 11 11 11	Ħ
1330-1630	Visit A&E Shops	AME Shops	Maj Swinde
5th DAY			12, OUNTING
0800-0900	T-33 for Training	306th Wg Brief Rm	206+1-
0900-1000	B-47 Simulator Program	Simulator Eldg	306th
1000-1100	Visit B-47 Simulator	n n	Capt Campb
1100-1230	LUNCH		
?30-1630	Practical Instruction	Job Location	
6th D.Y	- 2 do o 2 do 12 million do 0 1 o 1	000 DOGETION	
	astruction on Sat. Morning. Off in af	fternoon.	
	T. C.		
The Day 41	CUI D		
7th Day th	ru 9th Day - Personnel will report to	their Job Location for 1	Prac. Inst.
7th Day th 10th Day- F	ersonnel will prepare a detailed repo	ort for their ling CO on	Prac. Inst.
7th Day th 10th Day- F all SOP's.f	ersonnel will prepare a detailed report to forms, and diagrams deemed worthy of a forms will deliver their reports t	ort for their Wing CO or	Prac. Inst.

EXHIBIT "00"

B-47 INDOCTRINATION FROGRAM MATERIAL & MAINTANANCE

TIME	ACTIVITY	PLACE	INSTRUCTOR FROM
1st DAY			
0745-0800	Welcome	305th Wg. Brief. Rm.	Division
0800-0900	Jet Noise	11 11 11	Flt.Surg.
0900-1000	Drag Chute Rep&Opns	Base Hanger	305th
1000-1100	Tour of Fld Maint Shops	Shops	305th
1100-1230	LUNCH		
1230-1630	Tech Reps (Boeing)	305th Wg. Brief Rn	306th
2nd Dny			
0800-1100	Maint Problems	305th Wg. Brief. Rm.	306th
1100-1230	LUNCH		
1230-1330	B-47 Maint (66-12)	11 11 11 11	305th
1230-1530	Flt Test & Inspection	11 11 11 11	"
1530-1630	Open Discussion	11 11 11 11	11
3rd DAY			
0800-6900	Maint Incident Reports	305th WG. BRIEF. RM.	305th
900-1100	Special Tools & Uses	Hanger #2	306th
1100-1230	LUNCH		
1230-1530	Ground Towing, Handling&Refueling		305th
1530-1630	Fld Maint Specialist Pers (only)meet	opposite members at Bas	e Hanger
4th D.Y			
0730	Fld Maint Spec Pers (only) to Job Lo	ertion for Practical Ins	truction.
0800-0900	Fuel System & fuel tank inspection	305th Wg. Brief. Rm.	306th
0900-1000	Forecast of Problems on Ground Power Equip.	Hanger #4	306th
1000-1100	Demonstration of Ground Power Equip.	11	305th
1100-1230	LUNCH		חזכיכ
1230-1430	Jet Engine Buildup	Hanger #2	305th
1430-1530	" " Minor Repairs	11	303011
1530-1630	Open Discussion	11	11
5th DAY			
0800	Meet opposite members.	305th Wg Brief Rm.	205+1
	Fracticel Instruction until 11th day	September 101.	305th

Ine/ 112

EXLIBIT

B-47 INDOCTRINATION	FROGRAM		
A & E FERSONTE			
1ST DAY 0830-0930 Welcome	Place	Instructor	
0930-1130 OE3-Furpose, History, Function	305th Brief.Br.	Division A&E	
1300-1400 Jet Noise 1400-1600 Tech Reps 1600-1700 Open discussion	" "	FltSurg. 306th	
2nd DAY 0830-1130 Maint Control			
Stock Work Order	A&E Shops	306th	
1130-1300 LUNCH 1300-1600 Procedures in 66-12 1600-1700 Open discussion	n n	" "	
3rd DAY 0830-1130 Feriodic Maint on "K" System			
1130-1300 LUNCH	A&E Shops	306th	
1300-1600 Feriodic Maint 1600-1700 Open discussion	11	n n	
4th DAY 0830-0930 Forecast of PRoblems on Ground Fewer Equipment	306th Brief.Rr.	305th	
1130-1300 LUNCH	A&E Shops	306th	
1300-1700 .12D Auto Filot Corm Rendz Equip	"	п	
th Day 0830-1130 AFS42 & Assoc 1130-1300 LUNCH	A&E Shops	306th	
1300-1700 APS42 & Assoc	11	п	
0830-1130 Critique for past week training	AME Shops	306th	
7th DAY - Off			
Sth DAY & 9th DAY - F.M. on "K" Sys. Oth DAY - F.M. on Assoc Equip	II .	306th	
14h D.Y & 12TH DAY - F.M. Line Maint on all Equip. 3th DAY - 0830-1130 Critique 6th Air Divisi	in ion	"	
Inel 113	£×41	617	
			1

					Ar									

1														
Classes B	EGDNI G DU	TO TO IS THOUGHT	OF se	3-47 MT	L CLAS	SES FOR A INCREE	TAPT	TEALNO	DE PER					
		when it will be a first		MRGR						CIT				
CLASS TIT	IE IEI-GTH	HOURS		1	CL NO	1953	367	368	369		THE HQ	V. II.BLE TOTAL	1	THIS MO
CLASS TIT	IE IEI-GTH		ROOM			1953	367	368	-	Phi			1	THIS MO
CLASS TIT	IE IEI-GTH	HOURS	ROOM	BLDG	83	1953 INCL DLITES			-	Pl. 1	TH HQ	TOTAL	NO MAN HAS	
CLASS TIT	1E IEFGTH	HOURS	ROOM	BLDG	62	1953 INCL DLITES 2 Mar-22 Apr			-	Pl. 1	HQ HQ	TOTAL	NO HAN HAS	1584
FALL	LE IEFGTH 160 Hrs 60 Hrs	0700-1100	6	BIDG	62	1953 INCL D. TES 2 Mar-22 Apr 16 Mar-8 May			-	Pl. 1	1 HQ	18 • 1	NO MAN HAS 24 x 22 24 x 30	1584
FLEST TIT	160 Hrs 60 Hrs	1200-1600	6 2 7	T-301	62	1953 INCL D. TES 2 Mar-22 Apr 16 Mar-8 May			-	Pl. 1	1 HQ	18 • 1	NO MAN HAS 24 x 22 24 x 30	1584
FLEST TIT	160 Hrs 60 Hrs	0700-1100 1200-1600	6 2 7	#-301	62	1953 INCL D. TES 2 Mar-22 Apr 16 Mar-8 May 9 Mar-27 Mar				Pl. 1	1 HQ	18 • 1 9	NO HAN HAS #4 x 22 #4 x 10 #4 x 15	1584 40 540
FLEST TIT	160 Hrs 60 Hrs	1200-1600	6 2 7	T-301	62	1953 INCL D. TES 2 Mar-22 Apr 16 Mar-8 May	8			6 A	1 HQ	18 • 1 9	NO MAN HAS 24 x 22 24 x 10 24 x 15	1584 40 540
FLEST TIT	160 Hrs 60 Hrs 32 Hrs	1200-1600 1200-1600	6 2 7 11	T-301	62	1953 INCL D. TES 2 Mar-22 Apr 16 Mar-8 May 9 Mar-27 Mar	8			6 A	1 HQ	18 • 1 9	NO HAN HAS #4 x 22 #4 x 10 #4 x 15	1584 40 540
FLH ELECT	160 Hrs 60 Hrs 32 Hrs	1200-1600	6 2 7 11	T-301	\$3 62 9 27 28	1953 INCL D. TES 2 Mar-22 Apr 16 Mar-8 May 9 Mar-27 Mar 2-6 Mar 16-20 Mar	8			6 6 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 HQ	7 • 2	NO HAN HAS #4 x 22 #4 x 10 #4 x 15	1584 40 540
FLEST TIT	160 Hrs 60 Hrs 16 Hrs 16 Hrs	1200-1600 1200-1600 1200-1600	7 11 5	T-301	\$3 62 9 27 28	1953 INCL DLITES 2 Mer-22 Apr 16 Mer-8 Mey 9 Mer-27 Mer 2-6 Ner	8			6 6 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HQ 2 1 5 1	7 TORAL 9	NO MAN HRS 24 x 22 24 x 10 24 x 15	1584 40 540
FLH ELECT	160 Hrs 60 Hrs 16 Hrs 16 Hrs	1200-1600 1200-1600	7 11 5	T-301	\$3 62 9 27 28	1953 INCL D. TES 2 Mar-22 Apr 16 Mar-8 May 9 Mar-27 Mar 2-6 Mar 16-20 Mar	8			6 6 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HQ 2 1 5 1	7 TORAL 9	NO HAN HAS #4 x 22 #4 x 10 #4 x 15	1584 40 540 112 32

			KC-97	MTD CL.	LSSES	FOR LIRCHLET MLI	TUTERA FICE	E PERSO	177				
CIASSES BEG	DINING DUR	I G I ON TH C		RCH	19					a.Va. II a.E	I.E		
CLASS TITLE		HCURS 0700-1600	ROCL			INCL DATES	306LRS	Fld I				LLI HRS	HIS NO
Fall	100 111	0700-1000		2.201	-22	2 Her-27 Her	3		1		*4	x8 x20	640
		1	1	30mm-5510-1									
	1			Total	_63_	16 Mar-10apr	5_					26 x10	400
	40 Hrs	0700-1600		T-424	24	30 Her-24 Apr	53	5	2		* 1	26 22	16
	40 Hrs	0700-1600			_63_		5	5	2		* 1	x8 x2 x6 x5	280
ELECT		0700 - 1600		T-424 T-424 T-424	24 10	30 Hered Apr 2 Hered Her	5		2		* 1	26 22	16
ELECT	40 Hrs	0700-1600		T-424 T-424	24 10	30 Hered Apr 2 Hered Her	5		2		* 1	x8 x2 x6 x5	280
ELECT	40 Hrs		1	T-424 T-424 T-424 T-424	24 10 11	30 Hered Apr 2 Hered Her	5		2		7 5	x8 x2 x6 x5	280
ELECT HYDR ENG	40 Hrs	0700-1600	1	T-424 T-424 T-424 T-424 T-424	24 10 11	30 Mar-24 Apr 2 Mar-6 Mar 30Mar-3 Apr 10 Mar-17 Mar	5	5	2		* 1 7 5	x6 x2 x6 x5 x6 x2	16 280 80
ELECT HYDK ENG	40 Hrs	0700-1600 0700-1600	1	T-424 T-424 T-424 T-424	24 10 11	30 Mar-24 Apr 2 Mar-6 Mar 30Mar-3 Apr 10 Mar-17 Mar 2 Mar-5 Mar	5		2		* 1 7 5 5 5	x6 x2 x6 x5 x6 x2	16 280 80 240
ELECT HYDR ENG INST	40 Hrs 48 Hrs 32 Hrs	0700-1600 0700-1600	,	T-424 F-424 F-424 F-424 F-424 F-424 F-424	24 10 11	30 Mar-24 Apr 2 Mar-6 Mar 30Mar-3 Apr 10 Mar-17 Mar	5	5	2		* 1 7 5	x6 x2 x6 x5 x6 x2 x6 x2	16 280 80
ELECT HYDR ENG	40 Hrs 48 Hrs 32 Hrs	0700-1600 0700-1600	,	T-424 F-424 F-424 F-424 F-424 F-424	24 10 11	30 Mar-24 Apr 2 Mar-6 Mar 30Mar-3 Apr 10 Mar-17 Mar 2 Mar-5 Mar 30 Mar-2Apr	5	5 5 5 5	2		* 1 7 5	x6 x2 x6 x5 x6 x2	260 80 240 260 80
ELECT HYDR ENG INST	40 Hrs 48 Hrs 32 Hrs 40 Hrs	0700-1600 0700-1600		T-424 F-424 F-424 F-424 F-424 F-424 F-424	24 10 11 24 5 3	30 Mar-24 Apr 2 Mar-6 Mar 30Mar-3 Apr 10 Mar-17 Mar 2 Mar-5 Mar 30 Mar-2Apr	3	5 5 5	2		* 1 7 5	x6 x2 x6 x5 x6 x2 x6 x2	260 80 240 260 80
ELECT HYDR ENG INST PROF	40 Hrs 48 Hrs 40 Hrs 40 Hrs	0700-1600 0700-1600 0700-1600 0700-1600	1	T-424 T-424 F-424 F-424 F-424 T-301	24 10 11 14 4 5	30 Mar-24 Apr 2 Mar-6 Mar 30Mar-3 Apr 10 Mar-17 Mar 2 Mar-5 Mar 30 Mar-2Apr	5	5 5 5	2		* 1 7 5	x6 x2 x6 x5 x6 x2 x6 x2	260 80 240 260 80
ELECT HYDR ENG INST PROF	40 Hrs 48 Hrs 40 Hrs 40 Hrs	0700-1600 0700-1600 0700-1600	1	T-424 T-424 T-424 F-424 F-424 F-424 F-424 F-424	24 10 11 14 4 5	30 Mar-24 Apr 2 Mar-6 Mar 30Mar-3 Apr 10 Mar-17 Mar 2 Mar-5 Mar 30 Mar-2Apr	5	5 5 5	2		* 1 7 5	x6 x2 x6 x5 x6 x2 x6 x2	260 80 240 260 80
ELECT HYDR ENG DIST PROF SPEC FLM SCOOL MAINT * Insufficie	40 Hrs 48 Hrs 40 Hrs 40 Hrs 40 Hrs	0700-1600 0700-1600 0700-1600 0700-1600	will ru	T-424 T-424 F-424 F-424 F-301 T-301	24 10 11 14 4 5	30 Mar-24 Apr 2 Mar-6 Mar 30Mar-3 Apr 10 Mar-17 Mar 2 Mar-5 Mar 30 Mar-2Apr	5 1	5 5 5	2		* 1 7 5	x6 x2 x6 x5 x6 x2 x6 x2	260 80 240 260 80

HEADQUARTERS 306 TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida

ODCTD 353

2 March 1953

SUBJECT: KC-97 Maintenance Training Requirements

TO: Cosmanding Officer

1. To properly qualify maintenance personnel in their primary and duty AFSC's, the following training requirements will be accomplished:

- a. Aircraft Maintenance Supervisors and Technicians 43170 and 431718;
 - (1) HTTU.
 - (2) M. TD General (160 hours).
 - (3) Certification of training equivalent.
- b. Aircraft Mechanic 431 31B and 43151B:
 - (1) HTTU.
 - (2) MTD General (160 hours).
- e. Engine Mechanic 43132A and 43152A:
 - (1) HTTU Power Plant Course.
 - (2) Hartford R-4360 Course and local 35 hour "F" Course.
 - (3) Chanute R-4360 Course and local 35 hour "F" Course.
 - (4) MTD Engine Specialist Course (48 hours), and local 35 hour "F" Course ("F" Course may be waivered by certificate after three months of line experience).
- d. Propellor Mechanic 42330 and 42350,
 - (1) Hamilton Standard Prop School.
 - (2) Warner-Robbins Prop Course.
 - (3) Local MTD 32 hour Prop Specialists Course.

EXHIBIT 'PQ"

Hq 306th Bomb Wg M, File ODCTD 353, Subj: KC-97 Maintenance Training Requirements

- e. Hydraulic Mechanics 42530, 50, 70 and 71:
 - (1) HTTU Hydraulic Course.
 - (2) Local 32 hour NTD Hydraulic Specialist Course and 35 hour "F" course (Hydraulic Specialist selected to maintain booms must complete 80 hours boom maintename NTD im addition to above training).
- f. Instrument Mechanic 43136, 43156, 40433, 40453, 40470 and 40471:
 - (1) Local 28 hours Instrument Specialist Course and 35 hour "F"
- g. Electricians 43134B, 43154B, 42630, 50 and 70:
- Course (Elect solected to ...aintain booms must complete 80 hours boom maintenance MTD in addition to above training).
- h. Airframe Repairmen.
- (1) Local 35 hour MTD "F".

Note: Completion of one of the above numbered itams constitutes full training.

BY ORDER OF COLONEL THRIFT:

JOSEPH C HUDAK Capt, USAF Asst Adj



THIS PAGE IS DECLASSIFIED IAW EO 13526

WHAT EVERY B-47 CTEN MEMBER SHOULD KNOW ABOUT THE MACHETER
Captein Voto Turrin

During the past several months many questions have arisen concerning the operation of the Machmeter. It is felt that the following article may clear up some of the misconceptions regarding this instrument.

- 1. Q. What does the word Mach stand for?

 A. The word Mach is the proper name of an Austrian physicist who was instrumental in exploring and defining what we now call Mach number.
- 2. O. Define Mach number.

 A. Mach number is most properly defined as: Mach = TAS Speed of Sound .
- 3. Q. Doos Mach number have any unit value, that is, is it measured in APH or knots?
 - ... No, Mach number has no unit value, it is what is known as a numeric, a number which is unitless. For instance, if the TAS were h25 knots and the speed of sound 57h knots, M = \frac{125 \text{ Inots}}{57h \text{ knots}} \text{ or .7h and the knots will cancel.
- 4. Q. Is it correct to say that linch number is the percentage of the speed of sound?
 - A. Although many people use this definition, and it is generally known what is meant, it is not exactly correct. If Mach number were a percentage of the speed of sound it would have unit definition, which of course is untrue. Mach is generally meant by the expression, percentage of speed of sound is that the TAS is a certain percent of the speed of sound which in turn is of course Mach number.
- 5. Q. Give the formula for the speed of sound.

 A. The formula for the speed of sound is h5/T where T = air temperature in degrees centigrade absolute.
- 6. 1. How do you change contigred to degrees absolute?
 1. By adding 273 degrees to the contigred temperature.
- 7. Q. That atmospheric conditions offect the speed of sound?
 A. Temperature is the only condition which will effect speed of sound.
- 8. Q. When flying at a given Mach number, say .74 and the temperature becomes hotter does the T/S increase or decrease?
 - A. Since it is assumed that the Mach is printerined constant, the TAS will increase when the temperature becomes better and decrease when the temperature becomes colder. A good rule of thumb for this is that for every degree of temperature change the TAS will change I knot.
- 9. Q. When flying at a given Mach number and pressure altitude, (altimater 29.92) is there any particular indicated airspeed which must be maintained?
 A. For any given Mach number and pressure altitude there is one and only one indicated airspeed. If the Mach is held constant and altitude

increased the indicated air speed will drop off. The reverse is true when the cltitude is decreased.

- 10. Q. When flying at a given Mach number and pressure altitude, does temperature effect the LAS reading?

 A. No, temperature will have no effect whatsoever on the IAS.
 - A. FO, temperature will have no effect whatsoever on the IAS.
- 11. Q. What is the Machmeter composed of and what pressures are fed into the instrument?
 - A. The Machineter is composed of an Ameroid, similar to an airspeed indicator, and a bellows very much like an altimeter. Pitot pressure is fed into the Ameroid and the inside of the case is vented to the static pressure.
- 12. Q. Does the Machineter have any sort of temperature correction?

 L. There is no temperature correction of any sort on the Machineter.
- 13. Q. What pitot static system is the Machineter connected to?
 A. The pitot pressure is taken from the pilots left pitot tube, and the static is taken from the two lower static vents.
- 14. Q. How is the Machineter corrected for the effects of compressibility?
 A. There is no known correction for the effects of compressibility.
- 15. Q. How often and where does one calibrate the Machineter? A. A local policy is being put into effect which will require the Machineter to be checked every 200 hours. If the instrument is within tolerance it will be re-installed. However, any instrument not within tolerance will be replaced as calibration will not be done at base level.
- 16. Q. What is the telerance of the Machaeter?

 A. Plus or minus 0.01 Mach from .700 to 1.000.

 Plus or minus 0.02 Mach from .500 to .699.

 plus or minus 0.03 Mach from .300 to .499.
- 17. 9. Which instrument is the most accurate for determining TAS, the Machineter or the IAS gage?
 - A. At present, as they say in law, this is a mute question. However, the wing is running a survey to try and settle this very controversial subject.
- 18. Q. What is the tolerance of the Airspeed Indicator? A. Plus or minus 3 knots between 200 and 290 knots indicated.
- 19. Q. How is the OfT gage colibrated?

 A. The instrument may be checked at the base instrument shop. If out of telerance it is replaced. The OAT gage is checked only when requested by special work order.

B-47 ENGIVE FIRE

The pilot ren his engine up for check prior to take off from MacDill. Butwoon 80 and 90 percent all EGT's stabilized at 525°C except engine #4 and 5 which indicated approximately 700°C. The pilot held the throttles and waited for number 4 and 5 to stabilize. He then advanced the throttles to the 100% the essential inverter on the MG-97 position. The temperature on number 5 ongine increased to approximately 1000°C. ments to go out and a loss of turbo. The pilot immediately retarded the throttle on number 5. A visual check of called break away twice over the VH the engine showed fire coming through the top of the necelle on number 5 eng. The fire warning light was on. The pilot pulled number 5 fire butten and placed the throttle in cut off. The fire was extinguished and the aircraft taxied in to the ramp.

Investigation revealed fuel lockage from the main fuel filter was the cause of of the fire. It appeared that an incorrect sized "O" ring had been installed Investigation revealed that the in the fuel filter. Meintenance personnel -17 crew was on interphone when the are reminded that B-17 aircraft at MacDill tanker pilot called breakway over UNF. have two types of fuel filters, the Hydro Air Filter and the Air Maze. On the Hydro Air Filter the "O" ring seel fits up into the grove above the fuel cop, on the Air Maze the seal fits around the outside of the fuel cap.

IF YOU DON'T KNOT HOW, USE THE TECH ONDER. B-47 DEEP TANK FAILUE

E-47 CAMOPY LEAKS

ed who reby canopy seals have been found looking and have caused loss of cortain pressure. Nost of the leaks seem to be courring in the vicinity of the windshield. In order to prevent these locks, for this mission. Good in-flight refueling padding beneath the seals in order to better support the upper surfaces. Another refueling on attempt was made to transpossible explanation of leaks around the tenk transferred normally but the right they enter their seet grabbing the metal trak indicated no flow. The left trak strip attached to the upper portion of the was turned off in order to maintain windshield for support. This motel strip belance. The mission was completed and windshield for support. This metal strip is not strong and will bond under slight pressure. Since the ennopy upon closing fits snugly against this strip, it is folt was made with goar down, full flaps and

that any deformation of the strip could prevent the ecnopy from closing properly.

DON'T USE THE WINDSHIELD FOR A HIMD HOLD

IN FLIGHT REFUELING

During the recent refueling flight of KC-97 and B-47 of the 305th Bomb went out, causing the engineers instru-The aircraft commander on the MC-97 radio. The B-47 followed the KC-97 on the climb out. The B-47 approached a stall due to the decreased mirspoud of the climbing KC-97.

andio contact was finally established. P-47 crow was informed of the difficulty. The inverter trouble was corrected by manually turning spare inverter on and mission was continued.

Investigation revealed that the

Recommendation was made that all tankor sireraft have aldis lamp available in boom operators position for all IVI missions and use red filter on lamp in case of emergency and failure of radio equipment.

The #10 mission of the "STYTER" Several recent incidents have occurr-series included a maximum in-flight refueling shortly after take off. Wing drop tanks were fully loaded prior to take off. Najor Carraway's crow, 367th to maximum fuel load. .. fter in-flight for fuel from the wing tenks. The left upon return to MacDill he attempted to salvo the tanks. The attempt to salvo

IAS 190 knots. The left tank dropped

Plans for a landing wore made.' .. practice approach was made at 2500 feet at correct approach speed. It was necessary to hold approximately 70% ailcron to maintain wings leve.

The actual approach was made with Captain Brown, the co-pilot, operating the throttles to maintain 10 knots above best approach speed on the final. Touchdown was okay. On reaching taxi speed the right wing dropped extremely low and the right outrigger tire blow.

Investigation revealed that lack of power to the cone release and booster pump solenoid was caused by the release of the snep type connon plug.

PILOTS AND GROUND CLEVS - CHECK THIS THO DUCKLY ON PREFLIGHT.

B-47 TH OTTIES ON DAG CHUTE

Major McConnell, 367th Bomb Sqdn, while flying at 40,000 feet during "SKY-T.Y" 9 in the coll noticed that he was over running the lead aircraft. While watching the lead circraft.he reached to od. retard the throttles and inadvertently grabbod the drag chute deployment handle. B-47E CLICKED CLICPY A quick visual check and he corrected this error. He states that he has made this same error, three or four times during the past thirty days during the same #51-2230. type mission.

ment handle be relocated to the position of the canopy on left side. The crack of the jettison handle and re-locate the started on the outer layer and after jettison handle further down the throtale descent it was observed to be completely stand. A U. H. was submitted.

Captain B. E. Caro and Master/Sgt Investigation revealed more than the following incident failure. U.L. was submitted.

During climb to traffic pattern altitude following GCA low approach, #2 engine started a mild backfire. Power was reduced to 30" MP and operated normally for 30 seconds. At this time the

engineer reported a rapid drop in oil okay. The right tank failed to release. pressure. Scanners reported puffs of white smoke coming from #2 engene. Engine was feathered and mission was continued.

> Investigation revealed internal failure of gyrotor oil scavenge pump. Number 2 engine was replaced.

MC-97 WASTE GATE MOTO.

Captain Kozelka, 306th ALS made the following report on KC-97 #51-218.

Immediately after take off, number 3 engine manifold pressure went to 65 inches. Throttle was reduced until manifold pressure stabilized at 40 in. ifter reaching safe airspeed and altitude the fuse and emplifier were changed. Turbo remained inoperative.

Investigation revealed waste gate motor passed internal stops and became inoperative. Waste gate motor was replaced.

Engineering recommended that additional external limit stops be provided on waste gate motors. U.L. was submitt-

it 36,000 foot, Captain Burko It was recommended that the deploy- noticed a crack in the entire length through the conopy. Hejor Fitchko suitched to combat pressure, and descended to 20,000 feet and returned to McDill.

Investigation revealed material

KC-97 MUIDER THREE ENGINE PATTLE

coport by Captain Kolls and Wagt Gorski on aircraft #1232.

Engineer noted excessive oil consumption on number 3 engine. Oil was

noted by scanners coming out of necello several growling noises but settled and running across wing. Engine was

Investigation revealed scavenger line from blower section through fire wall to rear main sump loose. It was recommended that hose clamp inspection be conducted more often.

Coport by 1st Lt. Slicker on aircraft /51-218.

Scommer informed crew of oil and dense white smoke coming from number 1 to white cousing bearing failure. The engine. Engine was shut down using fire rotor shaft then failed at the oft bearprocedure.

Investigation revealed oil cross over line had broken due to excessive torque on rocker box end fittings.

GLOUND CLEWS - USE THE CO. ECT TOOKS AND USE TIEN CO. ECTLY.

B-47 BLOKEN ACCESSON COME SUPPOR

Report by Injar Slade, 369th Borb Squadron on circraft \$51-2094.

On routine check of engines while sirborms, the accessory cone was noted to be loose and cocked up, resting against the top of the agine cowling. Engine lowered seat. Pressure dump handle was instruments checked normal. Returned to pulled. Gear was lowered and descent

Investigation revealed that the engine nose come attaching rod showing evidence of being creeked previously. The attaching rod broke leaving the engine The econopy is turning by the connected and re-adjusted in accordance connected and re-adjusted in accordance.

Recommend that the engine nose demo attaching rod be inspected on every 50 hour and post-flight inspection.

B-47 AIR COLPRESSOR

Report by Coptain Harris, 369th Bomb Squadron on direraft #51-2273.

Approximately one hour after take off the air conditioning compressor made

down and operated perfectly for seven hours. When the temperature rhoostat was placed to full cold prior to letdown, the combpy fogged up and the duets blow hot air. Captain Harris held the manual heat switch in the full cold position at the end of punctration and again on the cross wind log. The conpressor blew up with a loud report on the cross wind log. System was then shut down .

Investigation revealed the forward lock nut on the rotor assembly shaft became loose permitting the rotor shaft ing point permitting the turbine wheel to strike the housing resulting in disintegration of the wheel and housing. A U.R. was submitted. It was recommended that a better method of safetying the rotor lock nuts be adapted.

B-47D CATOPY LATCH HOOKS

Report by Major Fitchko, 369th Bomb Squadron on aircraft #51-2105.

While flying at 31,000 feet with a cabin pressure of 9000 feet, the emopy raised and became unserted. Crow was

Investigation revealed canopy latch hooks to be locsely adjusted.

The ernopy latching system was diswith existing maintenance directives.

CREM CHIEFS - MAKE SURE THAT WORK DON'E OH YOUR AIRCRAFT IS TOP QUALITY.



A HELPING HAND is extended to the Red Cross by four MacDill unit commanders, as they present checks to Mrs. Russell Padgham, Gray Lady. Left to right are Mrs. Padgham, Col. R. H. Lackay, hospital commander; Col. Michael N. W. McCoy, 306th Wing commander; Col. Brintnall H. Merchant, base commander and Col. E. Vandevanter, Jr., commander of the 305th Bomb Wing.—(Photo by T/Sgl. Ted Wasil.)—Courtesy Tampa Morning Tribune.

306 Bomb Wing Announces February 'Crew of the Month'

The B-47 crew commanded by Maj. Paul D. Pohlen this week was named 306th Bomb Wing February "Crew of the Month" in an announcement by Col. Michael N. W. McCov.

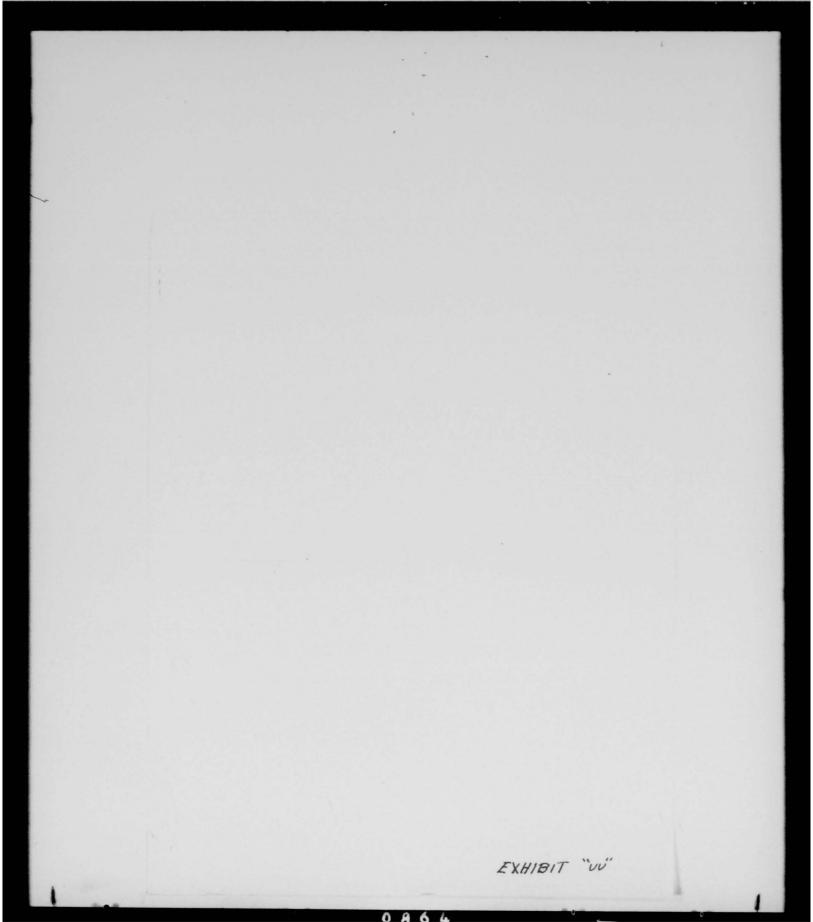
Other members of the 367th Eomb Sq crew are Capt. Richard C. Wilson, pilot, and Capt. Joseph J. Murphy, observer,

"This crew." said Colonel Me-Coy, "is to be highly commended for their initiative, their outstanding performance of duty, and their contribution to the EAC Flying Safety program."

Major Pohlen and his crew have served as the 367th Bomb Sq standardization crew since last October, personally monitoring the training of new crews, in addition to performing their own routine flying duties and completing a test of E-47 communications equipment for the B-47 Operational Enimeering Section.

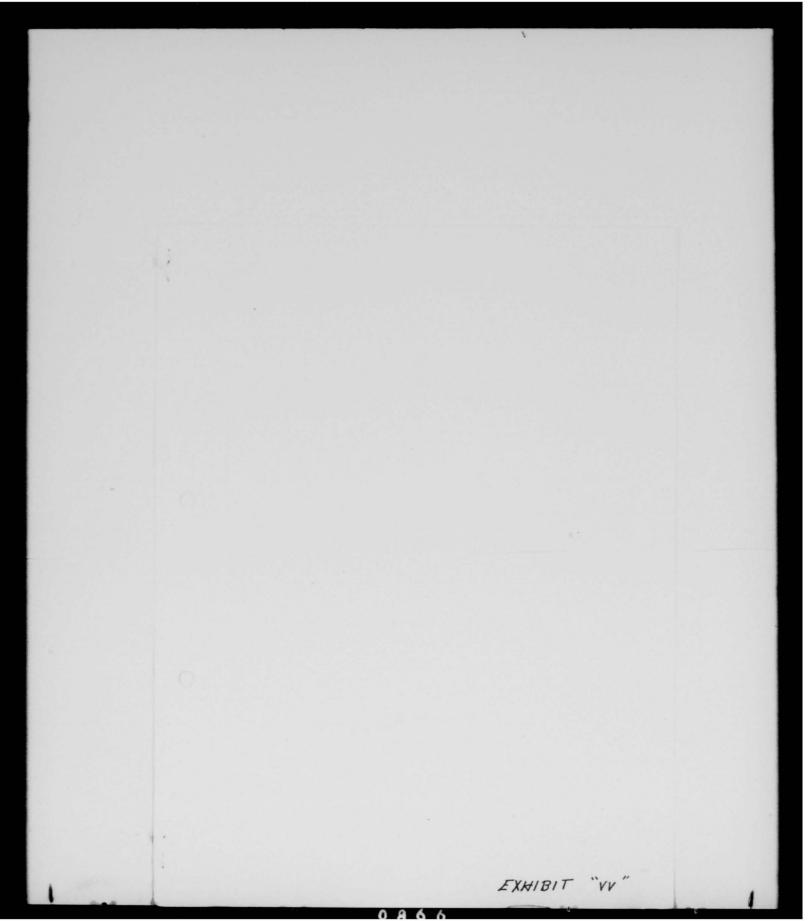
Captain Wilson is squadron ruise control and weight and balance officer. He has been aided in preparation of combat crew training master flight plans by Captain Murphy, who also devised an observer's check list.

EXHIBIT "TT"





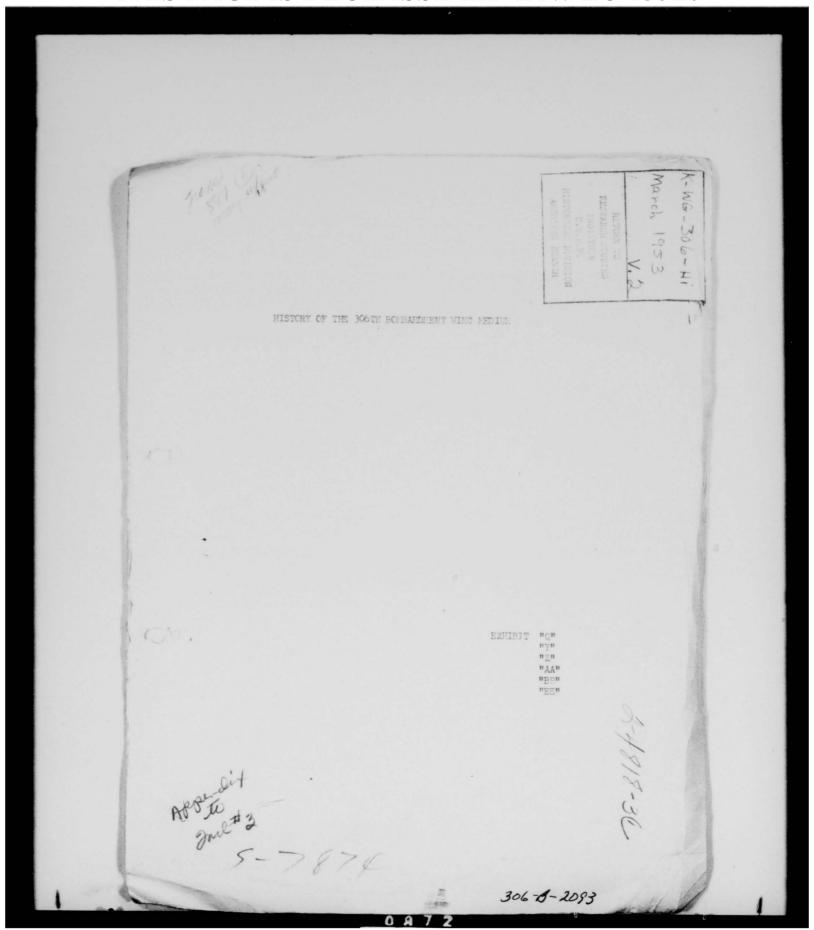
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS 6TH AIR DIVISION MacDill Air Force Darg, Florida

MD0MD 452

SUBJECT: 100 Hour Periodic Inspection

Commanding General Second Air Force Barksdale Air Porce Dase Louisiana

- 1. Reference: 2AFREF 4287, dated 7 March 1953.
- 2. The analysis of data produced from ten Project "Sky Try" sireraft versus ten sireraft under "Service Test" for the 100 hour Periodic Inspection is submitted herewith.
- 3. It is believed advise he to point out the reasons for the excessive masher of cannon plug discrepancies and cracked ribs in the wing trailing edge noted on the 100 hour Service Test Inspections. The majority of the sircraft received by this Wing from the factory did not have the current Technical Order CL-1A-C coupli & with concerning the sefetying of cannon plugs. A suitable fix for the cracked ribs was applied to the "Sky Try" aircraft which had their first lock inspection accomplished at 50 hours. Therefore it is concluded that these discrepancies will not reoccur after each sircraft has had its first dock inspection, which is evidenced by the moted decrease shown on the aircraft which have been through the docks twice. docks twice.
- 4. Inclosed is the total sircraft time at inspection and dock men hours expended to assi t your headquarters in evaluating this survey.

FOR THE COMMANDING GENERAL:

- 1. Second Periodic Deck
 - Discrepancies.
- 2. Second Per Quality Control Discrepancies
- 3. First Per Dock discrepancies 4. First Per Quality Control
- Discrepancies
- 5. Acft Times and Manhours Expended Survey

EXHIBIT "AA"

				Barrier Barrier
			A Comment of the Comm	
	The state of the s			
	THOOMS PERIODIO INSPIONON ("SEY-WRY") UNSCHEDUIND NATURANCE DISCREPANCIES			
	ALEYRAND			
	REST STEAL:			
	Wing Greating odge Loose Fivets Greated Skin Dies	Cina Oracked	34.0	
	Flans 2			
	Fleperons 2			
	Wheel Well doors			
	MISC. SHIFT METAL:			
	PLACE but missing on madder neutral panel Airlock missing from penel on gan turner	The state of the s	1	
	Crack in shin on left sailboat			
	Screw broken on left horizontal stabilizer		1	
	Data fastener dissing on the total compling		1	
	Shirtune and excess batel smale town on deteriors and			
	Entrance and escape hatch scale torn or deteriorated Campy scale torn or deteriorated		2	
	Gracked or craced windows in newligators compartment	1	1	
	Cockpit Sirty Flap screws Sirty		6	
	Vortex generators loose or corroled			
	Frie tabs will not ratchet Flap forque tube cotter key missing		2	
	Porking brake linkage out of adjustment	1	2	
	Elevator control cables chafing electric wires at sta. Newligators escape hatch not refetted			
	Pilots left windshield cracked		2	
~	Right adjustment arm broken on co-pilate seat	1	1	
	IVR static cable missing Look ring on cable pressure scal grounds missing	1	1	
	LANDING CEAR			
	Anti-shid torque diaphraga hr ben	THE REAL PROPERTY.	1	
	Brake blocks broken		2	
	SYDRAULIC-PNEUMATIC			
			A STEEL STATE OF THE STATE OF T	
	Power control machages leaking Accumulator preload low	?	?	
	Accumulator gage broken	1		
	Left flaperon accumulator ruptured	1		

	The second of th	
		16.7
and and		
The second of th		
HYDRAULIC-PUBLIKATIC (Continued)		
Elevator bypass valve leaking		
Sydrethic lesh in left win	1	
THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN T		
Ox the stated pressure low		
Oxygen breather hose term or deterior and	P C C C C C C C C C C C C C C C C C C C	
Oxygen regulators overdue replacement		40
Air duct val e disconnected		
Co-Pilots expen regulator electrically inco.	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
A20 fire extinguisher missing from cooksit	The second secon	
Omgen Winker top.		
Canopy wir bottle pressure low Oxygen breather line allow claffing regulator line	Marketin & Stages de La Carte	
Pilots shoulder harness torn		
POUR PLANT		
Inlet screen cracket Flapper unives cracket or broken	3	
Hispper withe cracked or broken	3 10 5 2	
Exhaust conn tels broken		
Inlat screen Jan's ingregarly cafetied	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Shroud ring warned	1	
Broken stud at 12th stage air duct	* * * * * * * * * * * * * * * * * * * *	
Tail pipe drain line broken	1	
Broken latch on cowling Dome assy air duct seals deteriorated	Mark the Carlot and t	
Nozzle dispirate broken	Approximately the second secon	
Turbine wheel haldes tent	1	
Anti-icing valve weld assy cracked	1	
THEL SYSTEM		
Fiel lines chading		
Fuel leak at aft main tank hose connection	1	
Secondary shut-off valve inon.		
IFR scavange jump leeking	2	
AWW. ONLY COURSE		
CIL SYSTEM		4
Oil leak inside PTO escy	1	
IGNITION SYSTEM		
No discrepancies		
PTROPPTOLT		
FIECTRICAL		
Cannon place broken		
Cannon plugs loose	1	
Cannon place improperly safetied	3 3	
Spare bulbs missing	3	

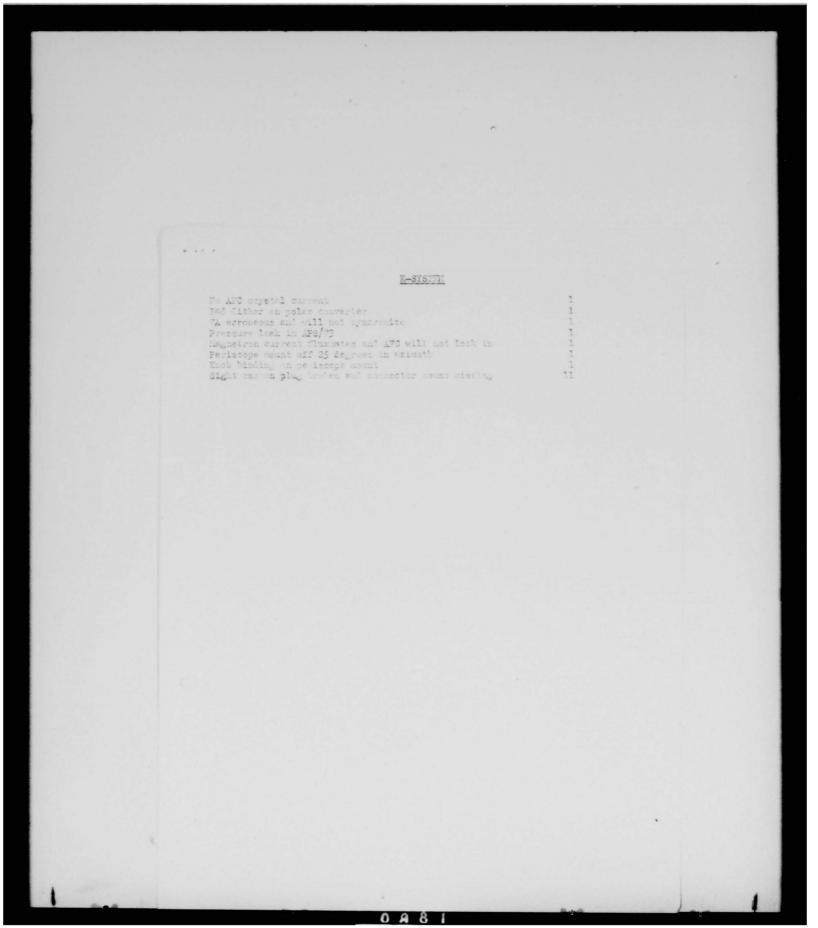
SECTRICAL (Continued) C-W light red lens missing Starter releg bracket broten Main inverter impo. IFR receptable light and glass cracked C-W light mount broken IFR light imp, on right wing Windshield defroster motor impo. The shult-off velve broken Anti-skid conduit broken Lights on copilots IFR renel imp. Link limiter broken in right wing panel Left anti-skid velve loose on front genr In-line flost which impo, in forward wheel well Fire detector lead stid broken Lamifold purge pump impo. Hanifold purge pump inop. Auto-pilot altitude control imp. 197 termess impp. Pilots machanter erratic Fund pressure page erratic Auto-pilot hash broken RADIO AND RADAR Cani inop. ARN/1b antenna plug disconnected Cannon plug broken on turret junction box C-1 amplifier inop. ABKANINT APG/30 indicator target light inop. PHOTOGRAPHIC E-SYSTEM System will not slew No sweep on ID-218 Gyrosen MH amplifier inop

	FIRST PERIODIC INSPUCTION ("SERVICE TEST") WESCHEDULED MAINTHANCE DISCHPANCIES
	AIRYPANE
	SHEET WITAL: Popped or Area Loose Riveto Orecked Slin Clasin Created Pile
	Area Loose Riveto Drecked Shin Chefin Concled Dile Wing Trailing of 16 h 75 Flags 5 2 7 Flags 9 2 h Allerons 1 Book bay doors 5 2 h Wheel well doors 1 1 2
	Empermage 2 7 HISC. SIRET METAL: Drag cluste door support brace broken 1 Latch broken on forward main power shield 1 Book lay door chafing strips broken 2
	Oreg cluse housing compertment dented or crecked 2 Access panelunder pilots seat crecked 1 Fi e wall crecked at mid-franc brace 2 Hean entrance door stop badly bent 1 Fairing crecked sutboard of #6 Th_ine 1 Plate but broken on engine fairing 1
	CENERAL: Entrence and escape hatch seals torn or deteriorated 2 Campy seals torn or deteriorated 3 Cracked window in pays atoms compartment
	Cockpit dirty Flap screws dirty Flap screws dirty Eattery compartment anti-corrosion paint peeling Inside of bomb bay doors need painting Vortex generators loose or corroded Copilots seat swivel binding
	Phenolic protector panels broken Flap screws claffing water injection lose Flap torque tube chaffing in rib boles Sextent storage case straps pulled lose Lending gear door seals deteriorated Fiber glass cover for oxygen tank in bomb bay cracked
	Airflow outlet selector inop. Plexiclass cover on keying panel cracked Wing scaled bay fabric needs patching Drain plugs not drilled and safetied Defrosting line to navigators escape hatch torn Canopy actuating cover cracked
	Guard over pressure door release cracked 2 Chain couplings on both wings need grease 2 Flaperon rollers chafing floating rib 2
1	

Chain coupling incroperly safetied Mavicators sent covering torn Pavicators escape batch not safetied LANDING GRAR Slippage marks detoriorated Valve stem lock nut missing Left outrigger tire flat Power control pek leaking Power pak fust covere mineing Accumulator prolose pressure low Accumulator preload pressure low Accumulator pue broken Accumulator valves leaking Mydraulic lines loose at fittings Campy requence valve leaking Mydraulic leak in left wing connections Bond bay accumulator leaks Flaperon disconnect valve looks Mydraulic leak at bond bay latch valve Mydraulic leak at engine fire wall elbow Oxygen system pressure low Oxygen breather hose torm or deteriors ted Oxygen regulators overdue replacement Eand fire extinguisher overdue weight test IFR fire bottles overdue inspection Canopy air bottle pressure low First aid kits overdue inspection Parachute static line unpacked Canopy curtain torn Navigators oxygen regulator shut-off valve inop. CO2 indicator disc missing from copilots Tuel panel Portable oxygen bottle missing Inlet screens cracked Inlet screens chafing Rivet broken on forward nose done duct Inlet guide vanes ballooned excessively Anti-icin lines chefing Flapper valves cracked or broken Broken stud on exhaust cone Exhaust cone warped or cracked EGT harness bracket on exhaust come crecked

POWER PLANT (Continued) Anti-icing cover missing Mounting pin installed becomerds Insufficient clearance between turbine wheel and shroud ring Flow divider drain sutlet lasking Low pressure fuel filter element damaged Low pressure fuel filter drain line cap looke Low pressure fuel filter drain line cap looke Low pressure fuel filter drain look looke Drain line broken on ATO tank booster pump Sut-off value leaking on aft main tank Large slot manifold fitting cracked Fuel line chaffing bulkheed at forward samiliary tank Stul loose on aft bomb bay tank booster pump Low pressure fuel filter hose chaffing Two booster pumps on panel of aft main tank improperly installed Two fuel lines need thats in left wing root OIL SYS EM No discrepancies IGNITION Spark plug porcelin cracked Ignition coil lead broken Cannon plugs broken Cannon plugs loose Cannon plugs improperly safetied Bonding loose Spare bulbs missing Battery capacity check overdue Battery sump jars need service C-4 light red lens missing C-4 light broken Taxi light inop. Starter relay bracket broken Fire detector conduit broken Anti-skid solenoid loose Anti-skid solenoid inop. Bolt missing from anti-skid detector EGT harness cracked Bomb bey "OPEN" li ht inop. Aileron power pak solenoid valve inop.

PLEOFRICAL (Continued) Flap motor noise filter bracket broken Yew famper blows fuses Right hend squat ewitch loose Lower mount for conduit loose in forward year control box No. 1 generator control panel improperly safetied Flow indic for clock valves not safetied Power lead on forward bown bey tank boneter pump loose Loose conduit on limit switch box on aft year Noise filters need replacing Loose bypess valve in right wing Bo. 1 alternator bearing excessively worn Two electrical leads need terminal ends Express solenoid value on engine loose Yellow light on tail inop. Two dome lights in bomb bey inop. No. 5 fire warning light shorts out intermittently Lead broken on left forward auxilliary boaster pump Booster pump inoperative Society flap motor contenser by chet broken Secondary flap motor contenser by chet broken Head band light has internal short Leads on copilots radio call light broken Inverter voltage too high Cover glass loose on machmeter Cover glass loose on altimeter Airspeed indicators overdue calibration Altimeter erratic Clock inop. Cannon pluga improperly safetial Screws missing from directional gro cover Machineter requires calibration Copilots attitude gyro erratic Copilots magnetic compans off 30 degrees Pilots bank and turn indicator inop. Auto-pilot altitude control out The guntity corner like bank Fuel quantity cover glass broken Instrument panel vibrator inop. ARM/18 inop. ARMANGENT Elevation stow lock spring broken Left gun jammed after firing 100 rounds No discrepancies



SECOND PERIODIC INSPECTION ("SKY_TRY") QUALITY CONTROL DISCREPANCIES AIRPRAME

Metal torn on left upper side of fuselage
Rivet loose on lower right wing at sta. 422
Rib cracked beyond stop drill at sta. 357
Rivet head pulled on lower side of right flaperon
Several loose rivets on right flaperon
Inboard flap screw shows evidence of chafing trailing edge
Screw missing from right flaperon fairing
Navigators escape hatch improperly safetied
Fire wall attachment cracked at frame between engines
Wing insignia faded out
Cockpit needs cleaning for loose hardware
Seal missing on camera hatch door
Fairing worn on flap control shaft

LANDING GEAR

Right rear main tire has hole cut in tread

HYDRAULIC-PNEUMATIC

Hydraulic leak on flaperon power pak Hydraulic hose loose on flaperon power pak Self locking nut loose on aileron power pak Pressure gage case broken on right accumulator Hydraulic leak at tee fitting on rudder power pak Flaperon accumulator low Hydraulic pressure indicator improperly safetied in left wing Leak on aileron power pak Lock nut and boot loose on elevator power pak Hydraulic leak on canopy sequence valve Flaperon accumulator gage loose Lock nut loose on top hydraulic fitting on right spoiler door Lock nut loose on hydraulic vent overflow line Hydraulic leak at connections of lines in sailboat Dust cover on power pak torn Hydraulic leak under navigators table

YTLLITY

No discrepancies

POWER PLANT

Clevis pin worn on water injection tab

Mounting bolts missing from lower retractable screen

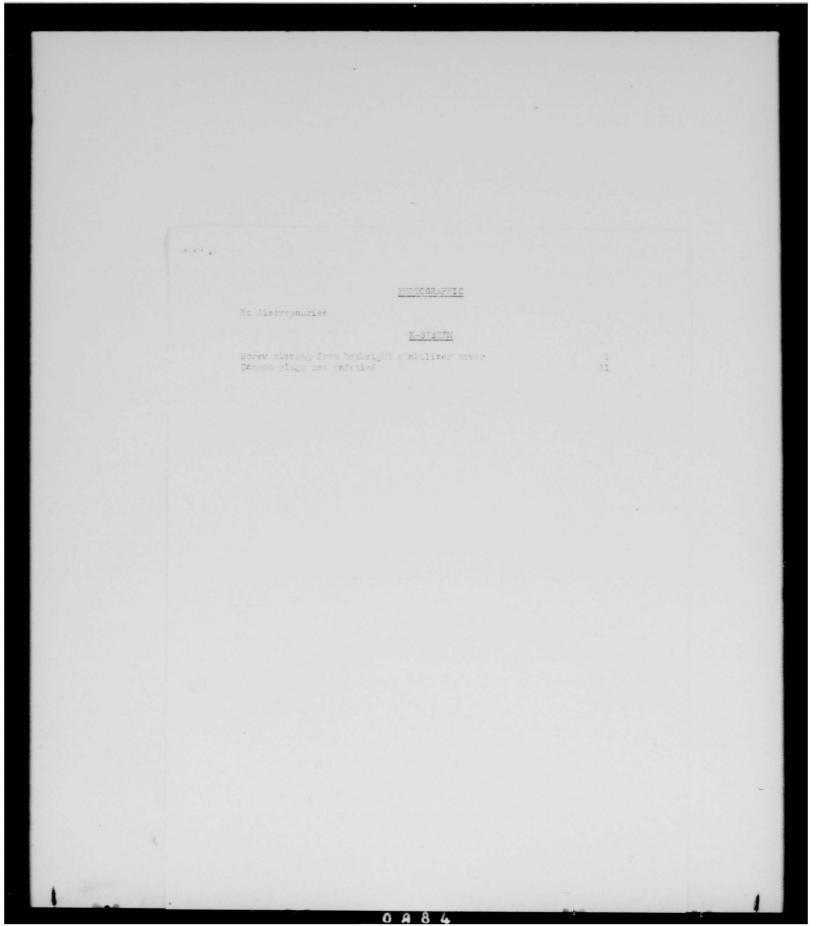
Adel clamp not secured from flex drive to screen

Jam nut loose on throttle control bell crank

1

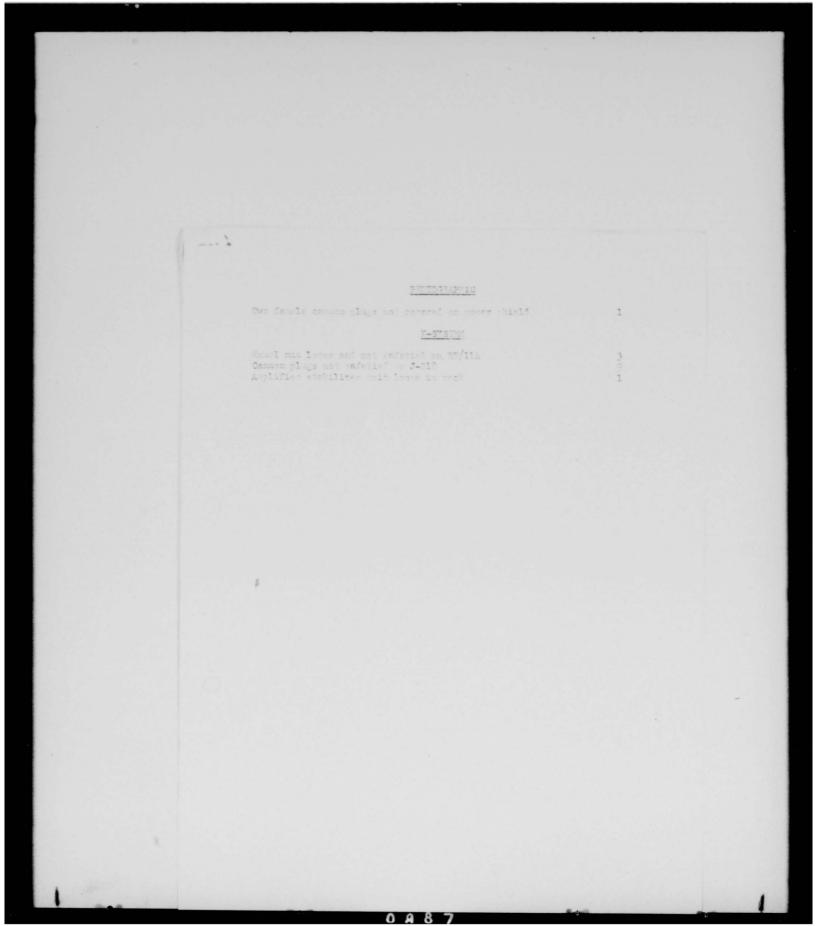
0 A 8 2

BOWER PLANT (Continued) Plug not emfetive on back of high pressure fuel filter Screw loose in forward spider drain beneath combustion chamber Front oil drain plug improperly safetied No threads showing on tell pipe bolts Loose look nut on wil line fitting from filter to center bearing De-icing line chafing bolt at front of compressor 5th stage air line chafing small slot manifold line Puel leak on forward main buster pump Fuel line loose and chafing on right wing at siz. 173 Fuel leak on forward main boaster pump drain cock Large slot fuel line loose at nosele Inlet fuel line chafing compressor case Metal fuel line chafing on aft strut fairing Drain plug safetied backwards on fuel boost pump IGNITION SYSTEM PLECTRICAL Cannon plugs not safetied Cannon plugs improperly safetied Spare bulbs sissing What mut not safetied on No. 5 generator panel Starter solenoid bracket cracked Wire on fe-icing valve at mid-frame burned and loose Generator relay case broken INSTRUMENTS Directional gyro rate damper not safetied Copilots compass card incomplete Tachometer indicator slippage mark worn off Anti-icing temperature gage elippage mark worn off Cannon plug on vertical ground safetied Cannon plugs not safetied on No. 1 and 6 oil pressure indicators Two cannon plugs loose & safetied backwards on auto-pilot amplifier 1 No discrepencies ARMAMENT No discrepancies



FIRST PERIODIC INSPECTION ("SERVICE TESE") QUALITY CONTROL DISCREPANCIES Oracked ribe in wing trailing edge Pepped rivets on top of left wing Two screws loss on left flageron on outboard hinge Right flag chaffing wing Wight flap chafin, wing wing flap torque tube chafing wing. Two vented tays not sealed on left borisontal articlizer Fuselage insignia faced. Oanopy are gent teeth need Intrication. Insufficient clearance on torque tube chain drive thru rib adel clamp broken on brake line in wheel well. Two zerk fittings missing on flap carriage. Lock not broken on canopy by copilots seat. Improve lock not intabled on serveted plate to left of capilot Ruder lock and broken are tabled on serveted plate to left of capilot. Ruider look rod chafing when controls are looked TYDRAUTIC-PHEMATIC IFR accumulator for receptacle door reads zero After accumulator for receptacls for reeds zero Right wing accumulator air pressure gage case broken Dievator power pak improperly safetied Mydraulic pump seal leaks excessively on right outboard wing Adapter on rudder-elevator reservior leaks Hydraulic leak in left wing at sta 114 Flaperon accumulator preload low Connection leaking on flaperon disconnect valve Shuttle valve above spoision deer leaks Shutder valve and experience accumulator in farmer and accumulator. Shader valve not safetied on accumulator in forward wheel well Hydraulic line to actuator in spoiler door chafing Right hand flaperon accumulator gage case loose Atlaron power pak relief valve lines chafing Endraulic line chafing on flaperon carriage Moint bolt improperly safetied on rudder power pak Heed screw missing from brake expander Main system hydraulic reservior low Oxygen system empty POWER PLANT De-icing line chefing oil line Clamp on fuel line improper size No cotter pin in engine support bolt at top of saddle Clamp loose on brake pressure line at PTO

POWER PLANT (Continued) No washers under aft mounting bolts Oil return line look mut loose Cotter pin missing from throttle actuating arm Inlet screen frive improperly safetied Two tail one attachment bolts loose Oil filter cover safetied backwards on PIO Inlet screen co pling safetied backwards Lock mut loose on line from filter to flow divider Internal leak on boost pump on left side of forward min tank Fuel lines chafing bulbhead at sta. 370 Plus in fuel lines not safetied in bomb tay Fuel filter drain leaking Flexible fuel line to wing tank twisted Fuel purging sump in aft wheel well not pluyed No disoremencies LECTRICAL Cannon plugs loose Cannon plus improperly safeticd Spare bulbs missing "A" lead broken on right forward main booster pump Alternator leads not safetied Phenolic strips cracked at external power receptacle Slippage mark worn on silots EOT gage No range or index markings on anti-icing temperature gage Copilots instrument panel vibrator not safetied Cannon plug improperly safetied on oil pressure transmitter Fuel pressure transmitter cannon plug loose Knurl nut loose on RT-178 Detonator switch cover not safetied on APX/6 ARMAMENT No discrepancies



	ana.					
	A	AIRORAFT TIME	RS EXPENDED	TICH		
SMD SESTO	old imspection	("SKY-TRY")	1st project	OIC ("SPROTICE (3773187 013 000-03	
ACFT	TOTAL ACET	DOOK NAM	AOFT	TOTAL ACTT	DOOK HAN	
SER. MO.	TIME AT INSP.		SIR. NO.	TIME AT IMSP.	TOUS TXP.	
51-2234	92:20	256:00	51-2233	94:10	264:00	
51-2246	92:30	327:00	51-2099	89:50	254:00 .	
51-2076	89:50	233:00	51-2075	98:50	251:00	
51-2212	97:10	244:00	51-2272	91:10	299:00	
51-2225	96:25	283:00	51-2084	101:55	334:00 .	
51-2271	92:30	256:00	51-2276	105:45	229:00	
51-2230	95:15	232:00	51-2273	94:55	305:00	
51-2251	95:15	311:00	51-2287	103:45	256:00	
51-2254	101:45	231:00	51-2295 51-2106	99:20	284:00	
TOTAL	947:20	2645:00	51-2105 TOTAL	92:05 971:45	303:00	
(10 ACFT)			(10 ACFT)	21+1-2	2779:00	
AVERAGE PER ACFT	94:44	254:30	AVERAGE FER ACFT	97:11	277:54	

MAINTENANCE SOP

NULBER 021

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 26 February 1953

SPECIAL HANDLING OF PRE-ISSUE ITEMS

1. FURPOSE: To establish a procedure for handling of Pre-Issue items and to provide a simplified flow of Reparable items from the aircraft through Field Maintenance for bench-checking prior to their being returned to Reparable Processing. This will enable the accomplishment of base level repair of such items, wherever possible, and their return to the serviceable Pre-Issue level for re-use without the expenditure of wasteful man hours involved in processing such items through Base Supply.

- 2. TO WHOM THIS SOP APPLIES: All Flight Line Maintenance Officers of the 306th Bomb Wing (M); Periodic Maintenance Officer, 306th Periodic Maintenance Squadron; Armament and Electronics Officer, 306th Armament and Electronics Squadron; Field Maintenance Officer, 306th Field Maintenance Squadron.
 - 3. AUTHORITY: Second Air Force Manual 65-1.
 - 4. PROCEDURE:
 - a. Establishment of levels.
 - The Maintenance Control Officer will be responsible for determining those items required for Pre-Issue levels.
 - (2) All items determined to be required as Pre-Issue levels will be published and disseminated by the Wing Supply Liaison Officer.
 - (3) Initial levels for these items will be procured by submission of a 446 to Base Supply. Subsequent replacements will be acquired, by request to service unit, in accordance with Second Air Force Manual 65-1.
 - (4) Field Maintenance Shop Officers will conduct inventories as required to assure themselves that overages within Pre-Issue levels are turned in and that shortages are requisitioned from Base Supply.

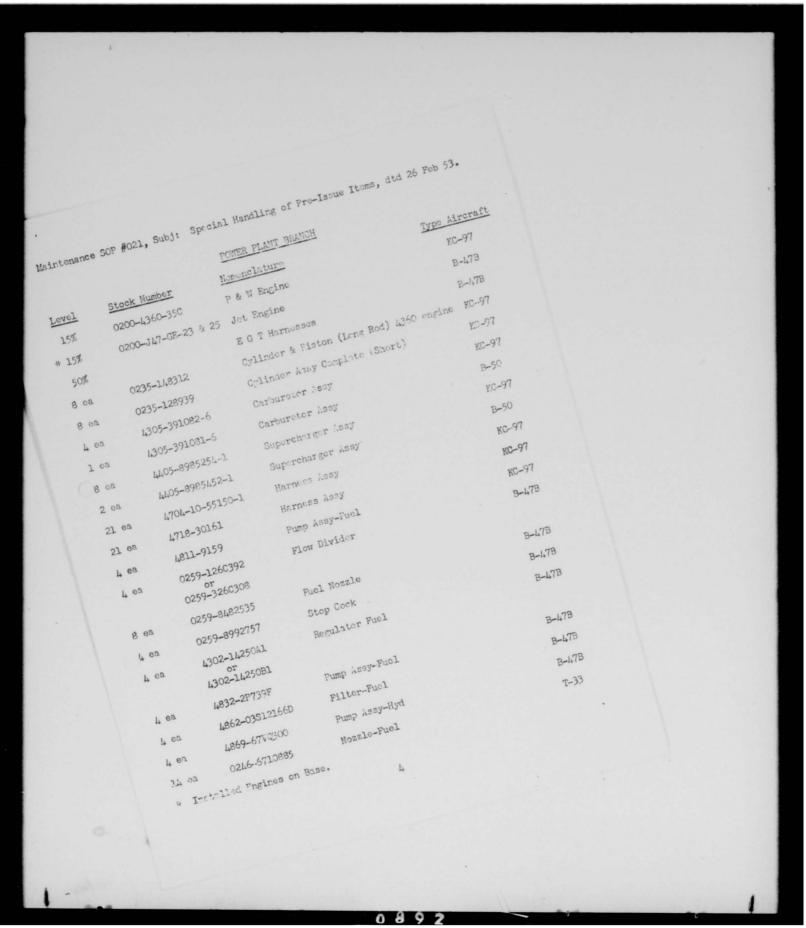
EXHIBIT 'BB"

Maintenance SOP #021, Subj: Special Handling of Pre-Issue Items, dtd 26 Feb 53

- (5) Replacements for Pre-Issue items will not be requisitioned until such time as the reparable items removed from the aircraft have been bench-checket and every effort has been made within the total Field Maintenance capacity of the station to repair the item at base level.
- b. Issue of Pre-Issue Items.
 - (1) Flight Line and Dock Maintenance personnel will request Fre Issue items and/or bench-check of Fre-Issue items from Maintenance Centrol by radio. Maintenance Control will coordinate the work, make notification of the parte requirement or make dispatch of specialist to the Field Maintenance Shore.
 - (2) Pre-Issue items will be issued on an item for item exchange basis. On rare occasions, when this exchange is not possible, the maintenance shop will issue the desired item on a 24 hour loan basis. Delinquent hand receipts under this exception will be forwarded to the Wing Supply Liaison Officer for action.
 - (3) When the maintenance shop does not have a requested Pre-Issue item, the shop will notify the Sumply Controller immediately and request the item by specific aircraft serial number. The priority of the non-available requested item will be established by the Wing Supply Liaison Officer.
 - (a) These requests for items, non-available within maintenanc shops, will be over and above the prescribed levels established within this SOP. For example: The Pre-Issue level for a specific item is five; the shop has five on back-order from Base Supply. This request for a specific aircraft will increase the back-order to six, with a definite priority being established for the sixth since it is for a specific aircraft.
 - (b) When the shops receive the priority item requested in paragraph (3) above, they will prepare it for installation and deliver it to the appropriate aircraft.

Maintenance SOP #021, Subj: Special Handling of Pre-Issue Items, dtd 26 Feb 53

- (c) The Wing Supply Liaison Officer will notify the organization possessing the aircraft of the non-availability of the Pre-Issue item and also verify the priority.
- c. Return of Reparables.
 - (1) All reparable parts listed as Pre-Issue items and appearing on a 72 hour loan, as the result of issues to Field Maintenance, will be cleared by the appropriate shop.
 - (2) The non-availability of Pre-Issue items, within maintenance shops, will not preclude the requesting organizations from turning in reparable Pre-Issue items to the shop. Reparable parts will be turned in immediately and the shop will furnish the organization with a credit hand receipt, which will be cleared when the serviceable part arrives on the station and is prepared and issued by the shop.
 - (3) Field Maintenance Officers will be responsible for the processing of reparable items prior to turn-in, in accordance with Air Force Manual 67-1, Section XXI and V of parts L and III.
- d. Transportation Responsibilities.
 - Field Maintenance thops will deliver all Pre-Issue items to the using organization.
- e. Listed in the following races are items and levels maintained by the maintenance shops, in addition to the aircraft engines.



	Ananaa Con Haaa		
	onance SUP #021, Subj	j: Special Handling of Pre-Iss	ue Itoms, dtd 26 Feb 53.
		POWER PLANT BRANCH	
<u>Level</u>	Stock Number	Nomenclature	Tune 42
15%	0200-4360-35C	P & W Engine	Type Aircraft
* 15%	0200-J47-GE-23	25 Jet Engine	KC-97
50%		E G T Harnesses	B-47B
8 ca	0235-148312	Cylinder & Fiston (Long R	B-47B lod) 4360 engine w og
8 ea	0235-128939	Cylinder Assy Complete (S	hort) KO-97
4 ea	4305-391082-6	Carburetor Assy	KC-97
l ea	4305-391081-6	Carburetor Assy	B-50
8 ca	4405-8985254-1	Supercharger Assy	KC-97
2 ea	4405-8985452-1	Supercharger Assy	B-50
21 ea 21 ea	4704-10-55150-1	Harness Assy	KC-97
4 ea	4718-30161	Harness Assy	KC-97
4 ea	4811-9159	Pump Assy-Fuel	KC-97
4 6d	0259-1260392 or	Flow Divider	B-47B
8 ea	0259 - 3260308 0259 - 8482535		
4 ea	0259-8992757	Fuel Nozzle	B-47B
4 ea	4302-14250A1	Stop Cock	B-47B
	or 4302-14250B1	Regulator Fuel	B-47B
4 ea	4832-2P739F	n	
4 ea	4862-03S12166D	Pump Assy-Fuel	B-47B
4 ea	4869-6770300	Filter-Fuel	B-47B
24 ea	02465710885	Pump Assy-Hyd Nozzle-Fuel	B-47B
* Install	ed Pagines on Base.	wasste-tnet	T-33
		4	

Maintenance	SOP	#021	Suhi	Sportal	Uendline		Dec Terus	*****	
26 Feb 53			ouoj.	opecial	nandiing	01	PLE-188 70	items,	ata

		ELECTRICAL SHOP	
Level	Stock Number	Nomenclature	Type Aircraft
5000 ea	4708-AC281	Spark Plug	KC-97
3000 ea	4708-AC37S1	Spark Plug	B-29 & B-50
200 ea	4708-706SR	Spark Plug	Ground Power
500 ea	47080263	Spark Plug	Ground Power
20 ea	4904-AN31.50	Battery Type G-1	KC-97
5 ea	4904-AN3151	Battery Type F-1	C-45 & T-11
30 ea	4904-AAF043550	Battery Type K-1	B-47
7 ea	4213-1042-17A	Regulator Assy-Generator Contro	1 B-47 & KC-97
4 ca	4224-746-2	Inverter Assy	E-47 & ×C-97
4 ea	4406-RG7002A1	Amplifier-Turbo	KC-97
20 ea	4922-AAF054020	Battery D6-A	Ground Power
		PROPELLER SHOP	
6 ea	4013-AAF657292- DJ17F3-8V	Propeller Assy (Internal Blade Switch)	KC-97
6 ea	4013-AAF657290- DJ17F3-83	Propeller Assy (External Blade Switch)	KC-97
4 ea	4013-322080	Synchronizer Assy	KC-97
8 ea	4013-322116	Head Assy Type 5F	KC-97
12 ea	4013-79567	Control Assy Prop Integral Oil	KC-97
6 са	4013- 79744	De Ising and Control Assy	KC-97
6 ca	4013-79812	De Joing Assy Electric	KC97

Maintenance SOP #021, Subj: Special Handling of Pre-Issue Items, dtd 26 Feb 53.

TMS	TRAFF	30523034	CHO
TIME	TIME	Allah da W. J	DIL

		INSTRUMENT SHOP	
Level	Stock Number	Nomenclature	Type Aircraft
2 ea	6034-14602-1J-A1	Indicator-Attitude Gyro	B-47 & KC-97
2 ea	6040-654514-11	Indicator-Vertical Gyro Elec	KC-97
2 ea	6119-8DJ43BAD	Indicator-Tach Electric	B-47B
2 ea	6119-8DJ43BAH	Indicator-Tach Electric	KC-97
2 ea	6125-1228-041040	Transmitter-Pres Multi Purpose	KC-97
2 ea	6125-1369-041042	Transmitter-Cil Pressure	KC-97
2 ea	6126-149E5	Indicator-Exhaust Temp. 8 Ohm Syst.	B-47B
2 ea	6126-149-E27	Indicator-Exhaust Temp, 22 Ohm Syst. Type K-9	B-47B
2 ea	6134-4165-21B25	Transmitter-Oil Pressure	B-47B
2 ea	6134-4166-28A25-2	Transmitter-Fuel Pressure	B-47B
2 ea	6143-ST3C	Transmitter-Fuel Pressure	B-47B
		PARACHUTE SHOP	
40 ea	2010-032200	Band-Parachute Pack Opening	
40 ea	2010-032300	Band-Parachute Pack Opening	
10 ea	2010-149800	Cushion Assy-Parachute Seat	
10 ea	2010-383527	Harness Assy-Seat Style	
10 ea	2010-610950	Pack Assy-Parachute Chest Style	
10 ea	2010-623060	Pack Assy-Parachute Seat Style	
20 ea	2010-691050	Riser-Jettisonable Canopy	

Maintenance SOP #021, Subj: Special Handling of Pre-Issue Items, dtd

		TIRE SHOP	
Level	Stook Number	Nomenclature	Type Aircraf
25 ea	3900-610000	Tube Inner 26 x 6.6 in.	B-47B
15 ea	4109-9530322	Wheel, Main Gear	T33A
14 ea	3900-207923	Casing, 26 x 6.6 in.	T-33A
9 ea	3900-610000	Tube Inner 26 x 6.6 in.	T-33A
7 ea	4103-145102M2	Wheel, Nose Gear	
12 ea	39002081.00	Casing, 22 x 7.25 in.	T-33A
ll ea	3900-531000	Tube Inner 22 x 7.25 in.	T-33A
		HYDRAULIU SHOP	T-33A
4 ea	1AFB-5-40678	Nouzle Assy - Fuel	
4 ea	1AFE-9-18732		KC-97
4 ea	4801-10012	Valve Assy -Brake Deboost	B-47B
4 ea	4841-AA14307A	Valve Assy-Hydraulic Shut-Off	KC-97
4 ea	4841-AA14305A	Accumulator Assy-Main System	KC-97
		Accumulator Assy-Emergency Brake	B-47B
2 ea	4841-AA25503	Putt Assy-Hydraulic Gear Box	KC-97
2 ea	4841-PF40-3915- 30YJ2	Pump Assy Hydraulic Engine Driven	KC97
2 ea	4841-AA14007B	Accumulator Assy-Flaperon	B-47B
2 ea	1AFW-15-21377-27	Unit Assr-Aileren Boost	B-47B
2 ea	1AFD- 5-24377-28	Unit /sey-E evator Boost	R-47R

Maintenance SOP	#021,	Subj:	Special	Handling	of	Pre-Issue	Items.	dtd 2	6 Feb 5	3.
-----------------	-------	-------	---------	----------	----	-----------	--------	-------	---------	----

			AERO REPAIR SECTION	
Lo	vel	Stock Number	Nomenclature	Type Aircraft
1	ea	1AFH-15-10717-26	Elevator Assembly L. H.	KC97
1	ea	1AFH-15-10717-27	Elevator Assembly R. H.	KC-97
1	ea	1AFH-15-7301-78	Aileron Assembly L. H.	KC-97
1	ea	1AFH-15-7301-79	Aileron Assembly R. H.	KC-97
1	ea	1AFH-8-4034-3	Rudder Assembly	KC97
2	ea	5611-30460	Cell Assembly-Aux Fuel Bombay	B47B
			TIRE SHOP	
4	ea	4111-3-101MIW	Wheel, Main Gear	B-29
4	ea	3900-344500	Casing 56 x 16 in.	B-29
8	ea	3900-758000	Tube Inner, 56 x 16 in.	B-29
2	ea	4109-530033M	Wheel, Nose Gear	B-29
2	ea	3900-330000	Casing: 36 in.	B-29
2	ea	3900-749500	Tube Innor 36 in.	B-29
17	ea	4103-145462MI	Wheel, Main Gear	KC-97
38	ea	3900-207948-7	Casing, 56 x 16 in.	KC-97
27	ea	3900-615000	Tube Inner, 56 x 16 in.	KC-97
27	ea	4109-530033MI	Wheel, Nose Gear	KC-97
34	ea	3900-255500	Casing, 36 in.	KC-97
25	ea	3900-749500	Tube Inner 36 in.	KC-97
20	еа	4111-2-672MI	Wheel, Main Gear, Rear	B-47B
24	ea	4111-2-638MI	Wheel, Main Gear, Fwd	B-47B

Maintenance SOP #021, Subj: Special Handling of Pre-Issue Items, dtd 26 Feb 53.

TIRE SHOP (Cont'd)

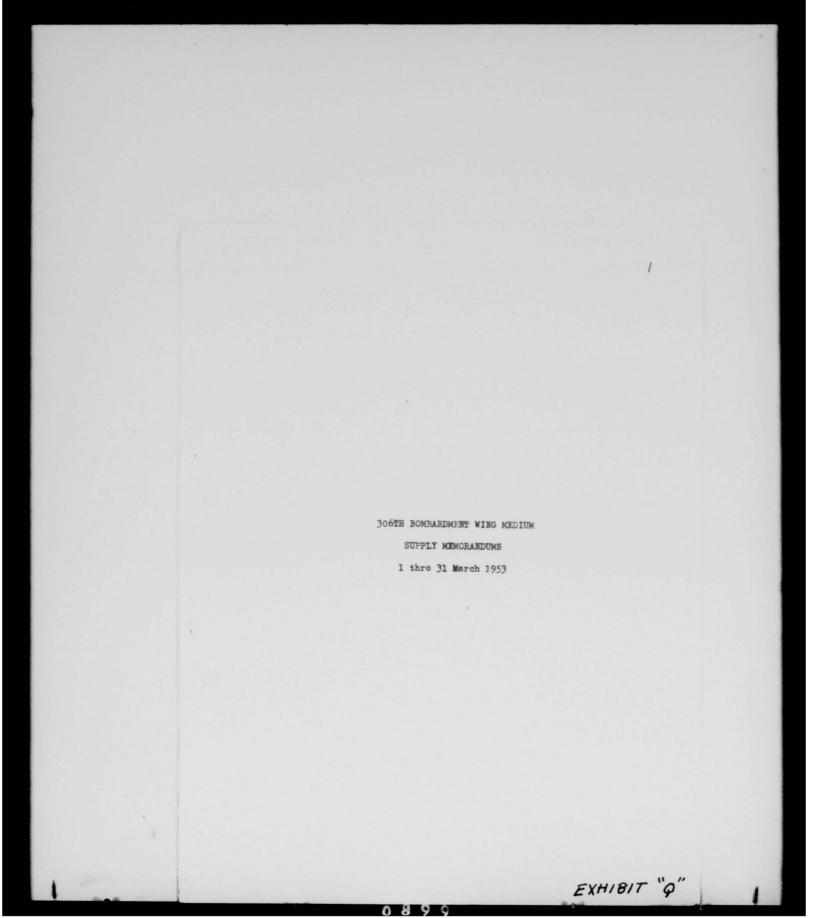
Level	Stock Number	Nomenclature	Type Aircraft
59 ea	3900-207948-7	Casing, 56 x 16 in.	B-47B
41 ea	3900-615000	Tube Inner, 56 x 16 in.	B-47B
15 ea	4109-9530559	Wheel, Cutrigger	B-47B
45 ea	3900-207947	Casing, 26 x 6.6 in.	B-47B
	BY ORDER OF COLONE	L McCOY:	

The Registrate to the Marion Winter William Wi

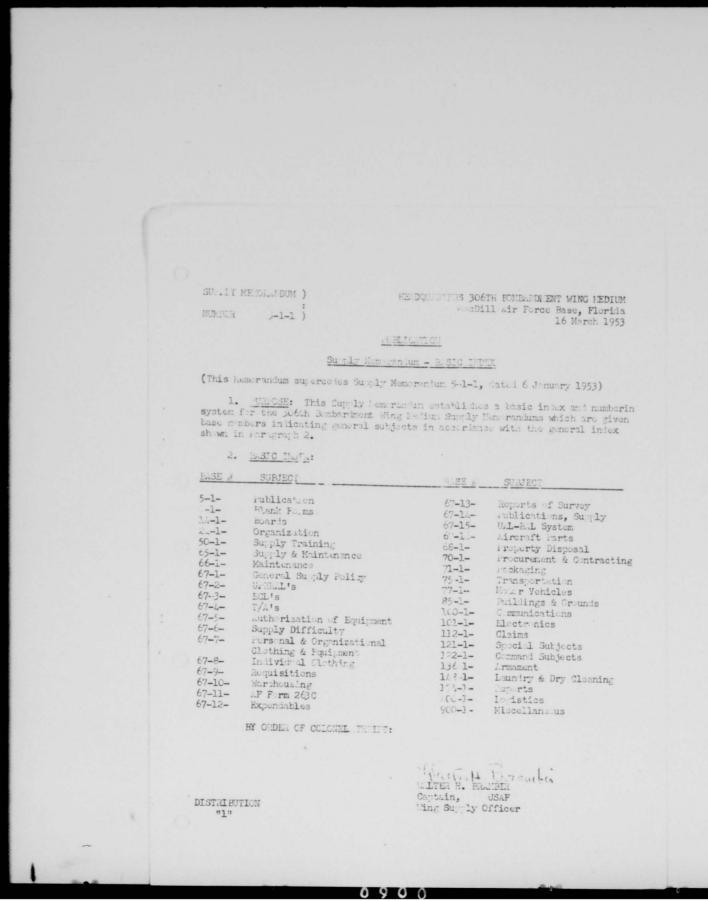
Chief of Maintenance

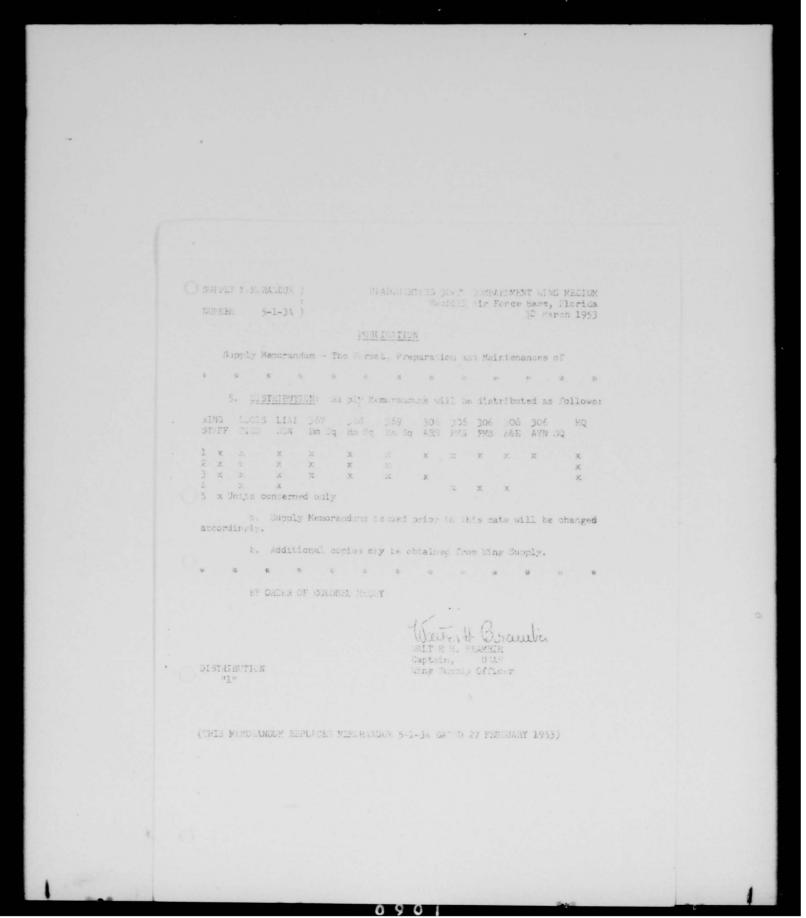
(Maint SOF #021, dtd 26 Feb 53 rescinds SOF #201, 201A, 201B and 201C)

9



THIS PAGE IS DECLASSIFIED IAW EO 13526





Page 1 of 3

SUPPLY MEMORANDUM)

NUMBER 24-1-1)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Porce Base, Florida 16 March 1953

ORGANIZATION

Duties and Responsibilities of the Squairon Supply Officer

- 1. $\underline{\textit{PURPOSE}}$: To outline the duties and responsibilities of the Squadron Supply Officer.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
 - 3. AUTHORITY: SAC Manual 20-1.
- 4. PROCEDURE: The following duties and responsibilities of the Squadron Supply Officer have been extracted from SAC Menual 20-1.
- a. The Supply Officer of each Squadron will perform all supply functions for the Squadron under the direct supervision of the Squadron Commander.
 - (1) The following are specific supply responsibilities and functions that are common to all squadrons which will be performed by the Squadron Supply Officer.
 - (a) Maintain current and accurate records of all supplies authorized to and in the possession of the squadron.
 - (b) Maintain a Memorandum Receipt Account with the Base Supply Officer for all T/A supplies and equipment required for the effective operation of the squadron.
 - (c) Insure that all equipment authorized to and required by the unit is on hand or on requisition and take agressive followup action to secure such equipment.
 - (d) Issue on hand-receipt to individuals and administrative and technical sections of the Squadron all T/O and other equipment required.
 - (e) Store such authorized weapons, field equipment and components of kits which are authorized for full T/O personnel compliment but are in excess of current assigned personnel strength.
 - (f) Insure that a complete physical inventory is taken at least once each six months of all property on hand and in the squadron.
 - (g) Return property to Base Supply Officer all excess or unserviceable property.

M 24-1-1 Page 2 Of 3

- (h) Keep the Squadron Commander advised of the status of supply within the squadron and recommend corrective action on all violations of supply discipline. The Squadron Supply Offic only will process dropage allowances under the provisions of Part V, Air Force Manual 67-1.
- (i) Maintain the Squadron tool crib for issue of peculiar tools to squadron maintenance personnel.
- (j) Provide upon request all the necessary packing and crating materials and equipment required by the squadron for the preparation of the equipment for movement.
- (k) Coordinate with and furnish technical advice to those individuals or sections of the squadron in possession of larg quantities of equipment such as Squadron Maintenance Office Squadron Personal Equipment Officer.
- (1) Establish a program which will insure continuous review of authorization and submission of recommended changes as may be required to support the squadron mission.
- (m) Maintain for command review and action, a current shortage list of items of authorized equipment not on hand in the squadron.
- (2) Supply responsibilities and functions peculiar to specific squadrons which will be performed by the Squadron Supply Office
 - (a) Combat and Refueling Squadrons. In addition to the function common to all types of squadrons, the f llowing functions are peculiar to these squadrons.
 - Requisition those items of aircraft 263 equipment not normally secured through supply service and maintain close follow-up on such requisitions.
 - 2. During the periods of separate squadron deployment, assum operational control as directed of the flyaway kits and other mobility equipment issued to the squadron from the Supply Squadron.
 - (b) Field Maintenance Squadron. In addition to functions commute all types of squadrons, the following functions are peculiar to Field Maintenance Squadron.
 - In field Maintenance squadrons the same two basic equipment categories common to all squadrons exists but due to the large amounts of equipment involved, special procedures must be taken with respect to the following.
 - a. Unit Essential Equipment as authorized by the T/O and accounted for on the Air Force Form 115 (UPREAL) of the squadron.

SM 24-1-1 Fage 3 of 3

- b. The large quantities of "shop" type T/A equipment, as well as individual equipment and kits authorized to civilian T/D personnel assigned to the squadron.
- Field Maintenance Squadrens assigned to Medium and Heavy Bombar bent and Recommaissance Wings are normally authorized two squadren supply officer.
 - a. To insure maximum mobility on one-wing stations the senior Squadron Supply Officer will be specifically charged with the supervision over UEE, and the UEEEAL and its related records. The other officer will hold the memorandum receipt account for T/A equipment with the Base Accountable Officer and supervise such transactions pertaining to such equipment.
 - b. To insure maximum mobility on two wing stations, and concentrate supervision of T/A equipment held on memorandum receivt, the following breakdown of functions between the two field maintenance squadrons will be followed.
 - (1) The senior Squairon Supply Officer in each Squadren will be charged with the supervision of the ULE or other T/O equipment for each squadron.
 - (2) One of the Squadron Supply Officers of the two squadrons (as determined by agreement between squadron commanders) will be charged with responsibility for supervision of T/A property issue on Memorandum Receipt to both squadrons.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION "1"

WILTER W. BRANKIR Captain, USAF Wing Supply Officer

SUPPLY MEMORANDUM)
NUMBER 65-2-4)

HEADQUARTERS 306TH BONBARDMENT WING MEDIUM MacDill Air Force Base, Florida 5 March 1953

SUPPLY AND MAINTENANCE

Transfer of Power Plants

- 1. PURPOSE: To distribute ground power units
- 2. SCOPE: 367th, 368th, 369th Bombardment Squadrons, 306th Bombardment Wing Medium
- 3, <u>AUTHORITY</u>: Commanding General 5th Air Division (Colonel Kimmel) and 2AF Regulation 67-11, dated 27 November 1951
 - 4. PROCEDURE:
- March 1953

TIEM	FROM	<u>TO</u>	AMOUNT
Gremco Unit (2 acft cap) "F" Adapter Carts "K" Adapter Carts "K" Adapter Carts "K" Adapter Carts C-22 Generator Set C-22 Generator Set C-22 Generator Set C-25 Generator Set C-26 Generator Set C-26 Generator Set	367th Bomb Sq 367th Bomb Sq 367th Bomb Sq 267th Bomb Sq 367th Bomb Sq 368th Bomb Sq 369th Bomb Sq 369th Bomb Sq 369th Bomb Sq 367th Bomb Sq 367th Bomb Sq	364th Bomb Sq 305th A&E Maint Sq 368th Bomb Sq 369th Bomb Sq 366th Bomb Sq 366th Bomb Sq 366th Bomb Sq 365th Bomb Sq 368th Bomb Sq 369th Bomb Sq	1 6 3 3 4 6 4 6 3 3

- b. Units shipping property will prepare the necessary paper work, citing above authority.
 - c. Only serviceable equipment will be shipped.
- d. Unit supply officers transfering property will contact the supply officer receiving the property to complete the arrangements for the physical transfer of the property and accomplishment of the necessary paper work.

BY ORDER OF COLONEL THRIFT:

WALTER H, BRAMBIR

DISTRIBUTION: "2" Plus 305th BW

Captain USAF Wing Supply Officer

SULTALY MEMORANDUM)
NUMBER 67-1-7)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 13 March 1953

GENERAL SUPPLY

Prompt Submission of Requisitions

- PURPOSE: To incure that all recuisitions have been submitted on base Supply for all authorized items of equipment.
 - 2. SCOrE: All units, 306th Bombardment Wing Medium.
- 3. AUTHORITY: Air Force Lanual 67-1, SAC Menual 20-1, SAC Message DM3B4 60335, dated 10 March 1953.
 - 4. FROCEDURE:
- a. Units will screen their Unitals to insure that all items are on requisitions, and that new items authorized in changes, interim authorizations, etc. are immediately placed on requisition.
- b. Hoadquarters SaC has directed that supply difficulties be immediately brought to their attention.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION "1"

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

SUPPLY MEMORANDUM)
:
NUMBER 67-1-9)

HEADQUARTERS 306TH BOMBARIMENT WING MEDIUM MacDill Air Force Base, Florida 30 March 1953

GENERAL SUPPLY

Transfer of Items from Class 05-A to Class 38

- 1. PURPOSE: To transfer all watches, clocks other than aircraft clocks, and bits and pieces for the repair of watches from Class 05-A to Class 38.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
 - 3. AUTHORITY: WRAL'A Supply Letter Number 65-15A3, dated 20 March 1953.
 - 4. PROCEDURE:

a. All watches, clocks other than aircraft clocks, and bits and pieces for the repair of watches are to be transferred from Class 05-A to Class 38.

b. Applicable items now contained in UPREALs will be changed accordingly.

- Items will be listed in accordance with Class 38 Stock List dated 7 October 1952.
- (2) Items currently listed as Class 05-A will be lined out and deletion will reference new entry in Class 38.

c. All new and replacement requisitions will be prepared using Class 38 Stock Numbers.

BY ORDER OF COLONEL McCOY:

WALTER H. BRAYBIR Captain, USAF Wing Supply Officer

DISTRIBUTION "1"

0 9 0

SUPPLY MEMORANDUM)
:
NUMBER 67-2-3)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 13 March 1953

UPREAL

Deletion of Cargo Bins from UPREAL (T/O 1-1178P)

1. PURPOSE: To authorize the deletion of cargo bins from the UPREL, and to provide disposition thereof.

2. SCOrE: 367th, 368th, 369th Bombardment Squadrons, 306th Bombardment Wing Medium.

- 3. AUTHORITY: SAC Message DM3B4 60333 dated 10 March 1953.
- 4. PROCEDURE:

a. The following item will be deleted from Unital, T/O 1-1178P Bombardment Squadron Medium Jet in accordance with the above cited authority.

6750-004842 Bin, cargo

b. Bins will be transferred to the 809th Supply Squadron in accordance with Second Air Force Regulation 67-11.

 The following 6th Air Division control numbers have been assigned.

a. 367th Bombardment Squadron

6AD 53-4

b. 368th Bombardment Squadron

6AD 53-5

c. 369th Bombardment Squadron

6AD 53-6

- (2) Units will prepare Air Force Form 104C to transfer property and will contact the supply officer, 809th Supply Squadron to complete the transfer.
- (3) A completed copy of each Air Force Form 1040 will be forwarded to Commanding General 6th Air Division (Director of Materiel, ATTN: MSG Douglas)

c. A copy of this memorandum will be placed in the UPREAL files to substantiate the deletion.

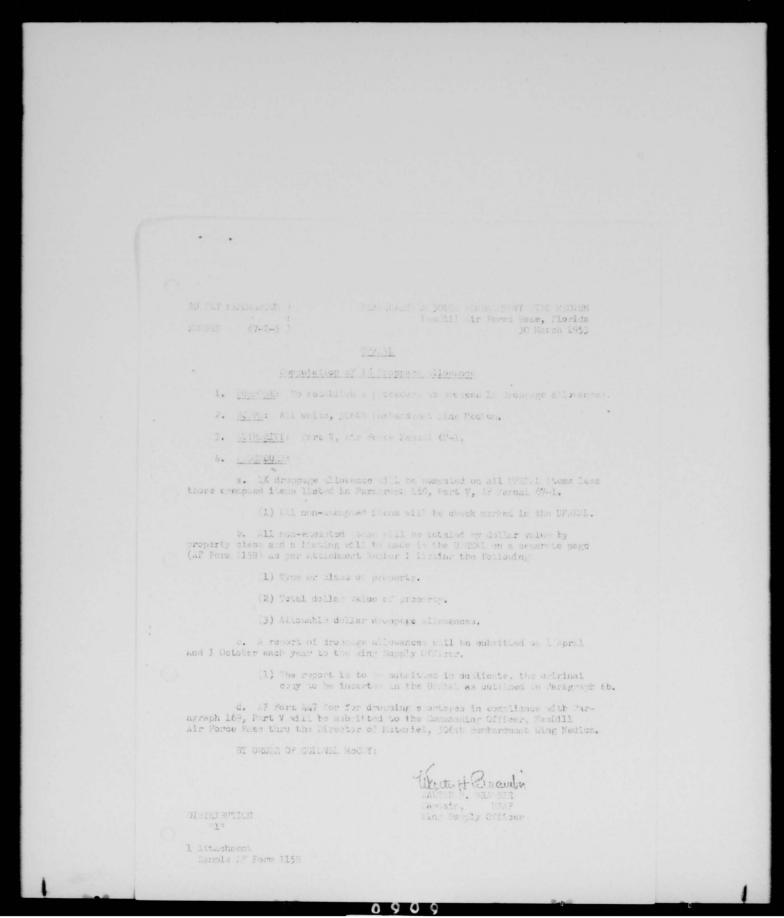
BY ORDER OF COLONEL McCOY:

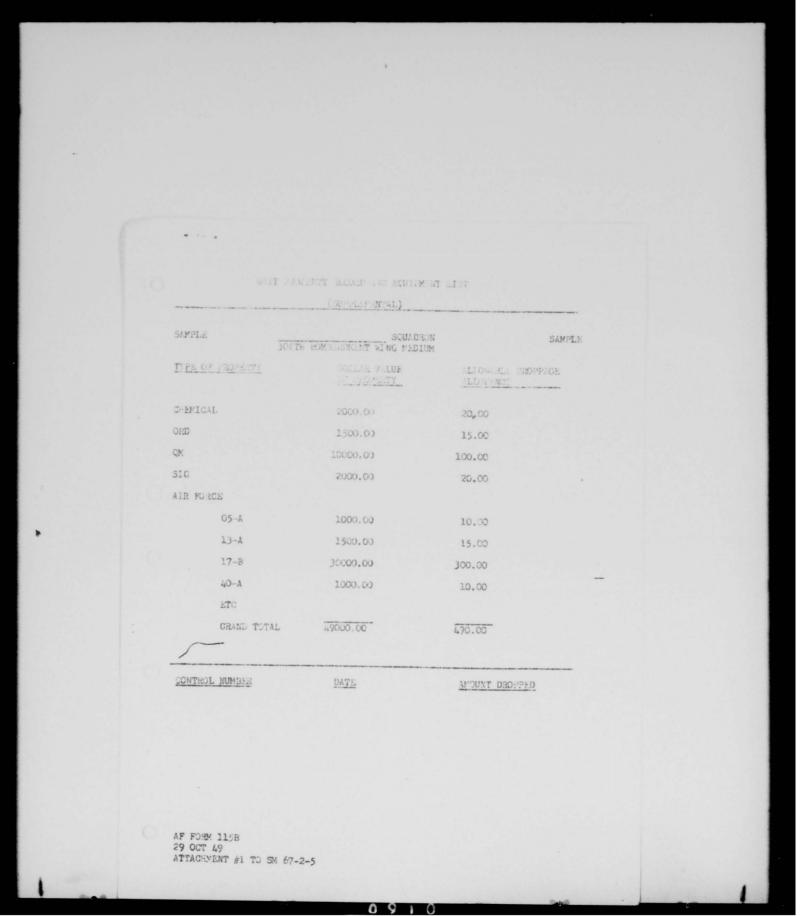
WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

DISTRIBUTION "2"

Info: CG 6AD (D/M)
CO 809 AB Gp (D/M)
809th Supply Squadron

0 0 0 8





THIS PAGE IS DECLASSIFIED IAW EO 13526

SUPPLY MEMORANDUM)
:
NUMBER 67-5-11)

HEADQUARTERS 306TH BOMBARDWENT WING MEDIUM MacDill Air Force Base, Florida 4 March 1953

AUTHORIZATION OF DQUIPMENT

Authorization of Box Strapping Equipment (ECL 20-56-4)

- 1. PURPOSE: To provide interim authorization for box strapping equipment to ECL 20-56-4 Set-Utility Tool, 2 June 1950.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
- 3. AUTHORITY: Letter, Second Air Force 2AFMSX 400.34, Subject, Revision to ECL 20-56-4, 26 February 1953.
 - 4. PROCEDURE:
- a. Pending inclusion of below items in ECL 20-56-4 interim authorization has been granted for all T/O units authorized subject ECL.

7900-630050- Reel 7900-670460- Sealer 7900-737930- Stretcher

- b. Above items will be entered in Section IV of the UPREAL of each unit concerned noting cited authority and ECL 20-56-4.
 - c. Requisitions will bear cited authority.
- d. A copy of this Nemorandum will be placed in the UPREAL file to substantiate the entry. The original correspondence is on file at Wing Supply.
- e. These instructions supercede Letter, Headquarters Second Air Force, dated 10 January 1952, File 2AFNSD 400.34, Subject, Interim Authorization for Box Strapping Stretcher and Sealer.

BY ORDER OF COLONEL THRIFT:

WALTER H. BRANEIR Captain, USAF Wing Supply Officer

DISTRIBUTION "1"

SUPPLY MEMORANDUM)

NUMBER 67-5-14)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Ease, Florida 24 March 1953

AUTHORIZATION OF EQUIPMENT

Authorization of Kit Chemical Agent Detector

- 1. PURPOSE: To provide authorization for Kit-Chemical $\mathbf{A}_{g}\mathbf{e}\mathbf{n}t$ Detector in unit UFRE.LS.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
- 3. AUTHORITY: Headquarters USAF Message AFOMO-D 40623. REFERENCE: SAC Message DM2D 62123 and Second Air Force Message 2AFMSD 4993, dated 21 March 1953.
 - 4. PROCEDURE:
- a. Kit, Chemical Agent Detector M9Al is obsolete and was deleted from UPREALS.
- b. Kit, Chemical Agent Detector, H9A2 S/N 564916 is replacement item and is to be included in UPREALS.
 - c. Units will make necessary corrections to Section I of UPREALS.
- d. A copy of this Memorandum will be placed in the UPRELL file if each unit. The original message is on file at Wing Supply.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION "1"

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

SUPPLY MAMORANDUM)
:
NUMBER 67-5-15)

HEADQUARTERS 306TH BOMBARDKENT WING MEDIUM MacDill Air Force Base, Florida 31 March 1953

AUTHORIZATION OF EQUIPMENT

Change to ECL 20-00-24

- 1. PULPOSE: To remove restriction of Note "c" from Section I and to grant interim authorization of equipment to ECL 20-00-24.
- 2. SCOPE: 306th armament and Electronics Maintenance equadron, 306th Bombardment Wing Medium.
- 3. AUTHORITY: Message AMC WPAFB Ohio, 3 February 1953 MCSRE 2-5-M. REFEMENCE: Letter Second Air Force 2AFED 400.3 Subject authorization of equipment, 20 February 1953.

4. PROCEDURE:

- a. Restrictive note "c" was unintentionally placed on Calibrator Set Range, AN/UPM-11A, S/N 7CAC-170276-19 and Delay Line-NX-1340/UPM-11, S/N 7CAC-269583-5. This note is to be removed from current authorization documents.
 - (1) The correct stock number for the UPM-11A is 7CAC-170276-75.
- b. A special interim authorization is granted for the following items on the basis of 3 per Armament and Electronics Maintenance Squadron for the maintenance of the K-4 BNS installed in B-47 aircraft; as UEE equipment.
 - (1) 70A0-788580 Synchronizer-Vertical Periscope and Coordinate Transformer Data.
- c. Entries will be made in the UPREAL to reflect items in 4a and 4b reflecting the above authority.
- d. Theis Memorandum will be placed in the UPREAL file to substantiate the entries. The original correspondence is on file at Wing Dupply.
- e. A copy of the above message is being forwarded to the 306th Armament and Electronics Maintenance Squadron to be enclosed with requisitions required in Paragraph 4b.

BY ORDER OF COLONEL THRIFT:

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

DISTRIBUTION "5 & 306 A&E"

SUPPLY MEMORANDUM) HEADQUARTERS 306TH POMBARDMENT ING MEDIUM MacDill Air Force Base, Florida NUI BER 67-6-1) SUPPLY DIFFICULTY Schedule of Follow-up by Units 1. PURPOSE: To establish a schedule for the follow-up of requisitions at Base Supply. 2. SCOPE: All units, 306th Bombardment Wing Medium. 3. AUTHORITY: SAC Letter 67-1, 24 October 1952, Base Regulation 67-3, 19 February 1953. 4. PROCEDURE: a. Once every 30 days each unit will contact Base Supply for the purpose of screening all due-ins to the organizations. b. Units will screen stock record cards at Base Supply as scheduled below. 21st Headquarters Section 22nd 367th Bomb Squadron 368th Bomb Squadron 23rd 369th Bomb Squadron 24th 25th 306th Air Refueling Souadron 306th A&E Maintenance Squadron 27th 306th Field Maintenance Squadron 28th 306th Periodic Maintenance Squadron 29th 306th Aviation Squadron 30th For unit whose normal day falls on a Sunday c. Units will complete a 306th Bombardment Wing Form 14, attached to record all items requiring follow-up action. d. A copy of this form will be submitted to Wing Supply upon completion at Base Supply so that Supply Difficulty Action can be initiated. (1) Units will code items which require Supply Difficulty Action with an Asterisk (*) in the left hand of Organizational Column.

DISTRIBUTION
! "1"
! Attachement
300 9W Form 14

0914

Captain,

Wing Supply Officer

e. A supply of forms can be obtained from ling Supply.

BY ORDER OF COLONEL THRIFT:

SUPPLY MEMORANDUM)

NULBER 67-7-7)

HEADQUARTERS, 306TH BONBARD INT ING MEDIUM acDill Air Force Base, Florida 20 February 1953

ORGA"I SATIONAL CLOTHING AND E UIP ENT

Extension of Life of Chest Type Parachutes

- 1. PURPOSE: To extend the life of Chest Type Parachutes to 8 years 6 months,
 - 2. SCOPE: All units, 306th Bombardment ing Medium.
- 3. AUTHORITY: SAC Message DM3B4 56240, 17 February 1953 and AMC Message NCATE-2-95-E dated 13 February 1953.
 - 4. PLOC DURE:
- a. An Interim Tech Order is being published to authorize deviation from TO 13-5-2G to extend the life of Chest Type Parachutes to 8 years 6 months.
- b. Units are authorized to retain Chest Type Parachutes over 7 years of age condemned by TO 13-5-2G.
- c. an entry will be made in Parachute Log Form 48 to enter the number and date of the cited AMC Message on all affected Chert Type Parachutes.

BY ORD R OF COLONEL MCCOY:

DISTRIBUTION "A"

WALTER H. BRAIFIR Captain, USAF Wing Supply Officer

SUPPLY MEMORANDUM)
:
NUMBER 67-7-7A)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 7 March 1953

ORGANIZATIONAL CLOTHING & EQUIPMENT

Extension of Life of Chest Type Parachute

5. INTERIM TECHNICAL ORDER 13-5-2H

a. The following interim Technical Order 13-5-2H dated 18 February 1953 amends Paragraph 3A of T/O 13-5-2G, 15 December 1952, A suitable reference will be made on the "A" page to the Basic T/O and opposite affected paragraph of basic publication.

- (1) Nylon canopies with DRWG Numbers 4262001-5, 46R3401-6, 42G2001-6, 46R3401-7 used with Chest Style Parachute assy DRWG Numbers 50C7020-1, 50C7020-5 and 50C7020-6 in service will have the service life extended to eight years and six months.
- (2) Chest style parachute assemblies DRWG Numbers 50C7020-1, 50C7020-2, 50C7020-3, 50C7020-4, 50C7020-5 and 50C7020-6 in reparable stock will be surveyed and those eight years old or less will be inspected and repaired, if required and returned to serviceable stock.
- (3) The allowable cost of repair is outlined in T/O 13-5-3, dated 5 July 1945, revised 28 June 1949.

b. Authorization is Message, Commanding Officer Middletown Air Force Depot, MEMTC-2-9-E, dated 19 February 1953. REFERENCE: Message SAC DM3B4 57138, 21 February 1953.

BY ORDER OF COLONEL MCCOY:

WALTER H. BR.MBIR Captain, USAF Wing Supply Officer

DISTRIBUTION "1"

SUPPLY MEMORANDUM)

NUMBER 6-7-8)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 12 March 1953

ORGANIZATIONAL CLOTHING & EQUIPMENT

Interim Approval •f ECL 10-00-10, 10-00-11 & A-15 Sextant

1. PURPOSE: To advise units of action on ECL 10-00-10, 10-00-11, and A-15 Sextant.

2. SCOPE: Headquarters Section, 367th, 368th, 369th Bombardment Squadrons 306th Air Refueling Squadron.

- 3. REFERENCE: Message 2AFMSD 4257, dated 6 March 1953.
- 4. PROCEDURE:
 - a. The following message is quoted for information.

REF ECL 00-10-1E, DTD 1 DEC 52, RESC ECL 10-00-1 AND SUBT THEREFORE ECL'S 10-00-10 and 10-00-11. HQ SAC HAS REQ INTERIM AUTHORIZATION FOR A-15 SEXTANT PNDG REVISION OF APPL ECL'S YOUR HQS W/B ADVISED ASAP UPON REC OF ADD INFO.

b. Units pessessing components of cited ECLs and n-15 Sextants will retain same pending approval as outlined in 4a above.

BY ORDER OF COLONEL McCCY:

DISTRIBUTION "2"

WALTER H. BR.MBIR Captain, USAF Wing Supply Officer

SM 67-8-1 Page 1-2

SUP.LY MEMORANDUM) :

67-8-1

NUI BER

H. D U RTERS, 306TH BOLB R. NT ING M DU M l'acDill ir Force Base, Florida 12 February 1953

INDIVIDUA CLOTHING

Supply of Blue Overc at on an In-Kind Issue

- 1. $\underline{\text{MUR.OSE}}$: To establish the procedure for the In-kind issue of blue overcoats to airmen.
 - 2. SCOPI: All units, 306th Combardment Fing Fedium.
 - 3. AUTHORITY: Second air Force Wessige 2 F 7 (4163, 5 February 1953.
- 4. PROCEDURE: The following measure is quoted for your information and necessary action:

THE FOLLOWING MESSAGE FROM HEADQUARTERS USAF 29 JAPUARY 1953 IS WOTED FOR ISSET MATION AND COMPLIANCE BY ALL ACTIVITIES: "FROM AFTISS- S ALL . JOR CO. L-ANDS 2 -/53 SUBJECT IS SU PLY OF PLUE OVE COAT ON AN IN-THE ISSUE DESCITE PRO-VISIC OF AF CLOTHING SALES STOWN POLICY INDEX NUMBER 106 'SUBJECT ELD IN TION OF CEAL IN SALE CATAGORIES OF AN EXCHANGE BASIS! THE VOLUE OF VALID CLAIMS FOR 1 GENTION TO THIS CUTOFF DATE INDICATES IMPORTATION R L TIVE TO SUBSECUE T I SUES AND CONTENTS OF COLICY INDIA NUMBER 106 AS NOT PROPERLY AND SUFFICIENTLY ISS-MINITED. IT IS INTERATIVE THAT ALL MAJOR CONTAINS ASSURE THAT ALL AIRCEN IN ACLIVITI S UNDER THEIR JURISDICTION REG. ROLLEST OF CLIPATE OF LACALE ARE DVISED TO ENTITLEMENT FOR SUBJECT ISSUE AND THAT AIRMEN SO ENTITLED LAKE IN EDILITE AND ST FOR SETTLEMENT OF THIS I SUE. AUTHORITY IS GRANTED TO PROCESS SUCH S JIRH ENT AS CATAGORY 34 IN-KIND I JUE CLAIMS S LA. IN NO SVENT ILL CASH That HIT BE MADE FOR 30 A APPROVED CLAIMS. ALL CLAIMS SUBMITTED UNDER THIS AUTHORITY TILL BE APPROVED AT COME AND LEVEL. THIS AUTHORISTION WILL NOT BE FURTHER SUB-DELEGATED. THE FOLLOWING CRIT RIA VILL OF USED IN DETERMINATION OF AN AIRMAN ENTITLE ENT: (A) MALL AIR EN WITH AI HABITIC L CAT GORY A, B, OR C (FIG 13-15, ANC MANUAL 67-5, ARRIL 51 EDITION) WAF ALTHON THEN AL HA METICAL CATAGORY A, B, C AND E (PART II INCL 2, LT. H , A C SU J CT INITIAL DISTRIBUTION OF DISTINCTIVE NINTER UNIF NW FOR MAF, 21 AUG 51) HO H VE NOT PRAVIOUSLY LE-CEIVED A GRATITUTIOUS IN-KIND ID-UE, QUALIFY FOR DUBSINUENT ISSUE. (B) 3 CORD OF ALEAN THO FALL WITHIN C TAGORY A OR C TU T INDIC TE THAT AIRSAN OSSE , OR DID COSSESS AN O D ARLY TYPE OF OVERCOAT CHARGED TO HIM ON DD FORM 191 OR 192 POR WHICH HE DID NOT RECEIVE AN IN-KIND ISSUE OR THE BLUE OVERCOAT. DD FORM 91 OR 192 MUST REFLECT PROPERLY AUTHENTICATED ENTRY FOR THOSE AIRLEN WHO HAVE TIRNED IN THE O D OVERCOAT. (C) DOWN STATEMENTS OF AIR EN INDIC TING THE T

Page 2-2

FAILURE TO OBTAIN AN IN-AD DISSUE OF THE BLUE OVERCOAT TRIOR TO READINE DATE OF 30 JUNE 1952, LAS NOT THE TO FAULT OR N GLICT ON HIS PROT. (D) UNIT CONTAINED THE CERTIFY THAT NAMES OF CLARBAINT'S RECORD SUBTRANTIATE THE ABOVE CRITERIA. THIS AUTHORITY I E FECTIVE UPON ICEIPT OF THIS MENSAGE. HE AND ILL THE UBLICH OF INSTRUCTIONS IN THE ROPE OF CLOTHING SALES STORE POLICY NOTES." REQUELT FOR APROVAL OF ALL CLAIRS SUBTRITED UND RAUTHORITY OF THE

BY OLDER OF COLONEL COCT:

MONTEN H. TENTIS Captain, US.F

ing Supply Officer

BOVE 'E SAGE WILL BE FOR ARD, D THAU CHANNELS TO THIT HOODQUARTERS ATTENTION

DISTRIBUTION "A"

SUPPLY MEMORANDUM)	HEADT	WARTERS 306TH B MacDill A	ir Force Ba	ase, Florid	da	
NUMBER 67-8-1A)	INDIVIDUAL	CLOTH ING	31	l March 19	53	
Sw.	oply of Blue Overco		nd Issue			
* *	* *	*	*	*	*	
4. *	* *	*	*	*	*	
a. All clai or not airman enliste Message 2AFNSD 5380 d	ims forwarded to Se ed prior to 1 July dated 28 March 1953	1950. REFERENC	will indica E: Second	ate whether	r	
FY ORDER OF	COLONEL THRIFT:					
		1 - 12	1			
		WILTER H. BRAM	BIR			
DISTRIBUTION "1"		Captain, U	ficer			
Ł.						
						1

SUPPLY MEMORANDUM)

NUMBER 67-8-3)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 13 March 1953

INDIVIDUAL CLOTHING

Wearing of Combat Boots by Air Crew Members

- 1. $\underline{\text{PURPOSE}}$: To establish the wearing of combat boots by air crew members for flying duties only.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
- 3. AUTHORITY: USAF Message APPMP ALMAJCOM 298/53. REFERENCE: Message 2AFMSD 4532 dated 12 March 1953.
 - 4. PROCEDURE:
- a. USAF directs that combat boots authorized air crew members are considered as flying equipment and will not be worn with the Air Force Service uniform except by Air Police. Aircrew members will wear subject boots for flying duties only.
 - b. This information will be disseminated to all personnel concerned.
 BY ORDER OF COLOUEL McCOY:

DISTRIBUTION

WALTER H. BRIMBIR Captain, USAF Wing Supply Officer

SUPPLY MEMORANDUM)

NUMBER 67-9-2)

HEADQUARTERS 306TH BONBARDMENT WING MEDIUM MacDill Air Force Base, Florida 5 March 1953

REQUISITIONS

Use of Control Numbers on Issue Slips and Turn-in Slips

- - 2. SCOPE: All units, 306th Bombardment Ming Medium.
- 3. AUTHORITY: Paragraph 49g, Part I, Air Force Manual 67-1. Paragraph 44, Part III, Air Force Manual 67-1.
 - 4. PROCEDURE:
- a. All issue slips (AF Form 446) and Turn-in Slips (AF Form 447) will be assigned a control number consisting of.
 - Numerical designation of month and day followed by the next consecutive number obtained from the Control Register (AF Form 115A) (Example: 3-1-1056)
 - (2) A new series of numbers will begin with each fiscal year.
- $\ensuremath{\text{b.}}$ All issue slips and turn-in slips will be so numbered and recorded in the Control Register.

BY ORDER OF COLONEL THRIFT:

DISTRIBUTION "1"

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

SUPPLY MEMOR.MDUM)

NUMBER 67-11-2)

HE-DQUARTERS 306TH BOMB ROWENT WING LEDIUM
MacDill air Force Base, Florida
5 March 1953

AF FORM 263C EQUIPMENT

In-Flight Maintenance Kits for B-47 Aircraft

- 1. PURPOSE: To provide for In-Flight Maintenance Kits for "K" System for B-47 aircraft.
- 2. <u>SCOPE</u>: 367th, 368th, 369th Bombardment Squadrons, 306th Armament and Electronics Maintenance Squadron, 306th Bombardment Wing Medium.
- 3. AUTHORITY: Message, WRANA, WRSCB-12-122-E, dated 17 February 1953. REFERENCE: Message 24FMSF 0125, 3 March 1953 and Message Sac DM6DC4 57793, 26 February 1953.
 - 4. PROCEDURE:
- a. The following items are authorized, in quantities shown for each aircraft.

Class 11-A

QUANTITY	NOMENCLATURE	STOCK NUMBER
1 each	WH	6400-0088893
2 each	MAH	6400-009500
1 each	MCH	6400-008885-435
1 each	3H	6400-008885-3
1 each	MH	6400-008885-44
1 each	1H	6400-00885-38
1 each	XH	6400-008889-34
2 each	KH	6400-008885-42
1 each	LH	6400-008885-43
1 each		6400-00885-37
1 each	PH	6400-008885-45
1 each	UH	6400-008889-25
	l each 2 each l each	1 each WH 2 each MaH 1 each MCH 1 each MH 1 each MH 1 each MH 1 each LH 1 each LH 1 each HH 1 each HH 1 each PH

- b. Equipment will be listed in Special Equipment List of AF Form 263 for each aircraft. The authority for these items is cited authority in Paragraph 3.
 - c. Requisitions will be submitted to Base Supply for these items.
- $\mbox{d.}$ These items do not constitute a complete kit. Headquarters SAC is taking action to obtain complete kits.
 - e. The original Message is on file at Wing Supply.

BY ORDER OF COLONEL THRIFT:

DISTRIBUTION
"2 & 306th A&E"

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

SUPPLY MEMORANDUM) NUMBER 67-11-3)

HEADQUARTERS 306TH BOMB.RDVENT WING MEDIUM MacDill Air Force Base, Florida 12 March 1953

AIR FORCE FORM 263C EQUIPMENT

Rework of Receiver-Transmitter RT-178/ARC-27

- 1. PURPOSE: To replace Receiver-Transmitter RT-178/aRC-27 Equipment.
- 2. SCOPE: 367th, 368th, 369th Bombardment Squadrons, 306th Air Refueling Squadron, 306th Armament and Electronics Maintenance Squadron.
 - 3. <u>AUTHORITY</u>: Interim T.O. 16-35RT 178-101, dated 22 January 1953.
 - 4. PROCEDURE:
- a. Certain Receiver-Transmitters for ARC-27 Equipment must be re-
- b. The attached list of aircraft contains the manufacturer and serial number of the sets to be replaced.
- c. Unit Supply Officers will requisition the following citing above authority on a one for one replacement basis.

Class 16

1600-218997125 Receiver-Transmitter RT-178/ARC-27

- d. Sets removed will be turned in to Base Supply.
- e. The Commanding Officer 306th Armamant and Electronics Squadron, 306th Bombardment Wing Medium, will be notified upon receipt of new equipment.

BY ORDER OF COLONEL McCOY:

There I wante WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

DISTRIBUTION "2" & 306th a&E Maint Sq

1 Attachment List of RT-178/ARC-27 to be replaced.

SULPLY MEMORANDUM)
NUMBER 67-11-4)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 13 March 1953

AIR FORCE FORM 263C EQUI MENT

Turn-in of Cargo Conversion Kits for KC-97 Aircraft

- 1. IUNLOSE: To authorize the turn-in of cargo conversion kits for KC-97 aircraft and to authorize the deletion of same from Air Force Form 2630.
 - 2. SCOPE: 306th Air Refueling Squadron, 306th Bombardment Wing Medium.
 - 3. AUTHOLITY: Second Air Force Message 2AFMSH 2295, dated 29 July 1952.
 - 4. PROCEDURE:

a. Cargo conversion kits for KC-97 aircraft, Stock Number 1300-5-43796 will be turned in to Base Supply for reshipment to Slack hir Force Depot, Barksdale Air Force Base, Louisiana.

b. The cited authority will be quoted on the turn-in documents and will be used for deletion of the kits from the Air Force Form 2630, Aircraft Checkers Report.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION
"5" & 306th ARSq

WALTER H. BUMBIR Captain, USAF Wing Supply Officer

SUPPLY MEMORANDUM)
:
NUMBER 67-11-5)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Florida
31 March 1953

AF FORM 263C

Bomb Slings on AF Form 2630

- 1. PURPOSE: To authorize the addition of the K- $\underline{6}$ Sling and the deletion of the A-7 on the AF Form 263C for B-47 aircraft.
- 2. SCOPE: 367th, 368th, and 369th Bombardment Squadron, 306th Bombardment Wing Medium.
- 3. AUTHORITY: T/O 01-1-532, dated 10 October 1952. REFERENCE: SAC Message DM3A5 60747 and Second Air Force Message 2AFMWB 1143, dated 16 March 1953.

4. PROCEDURE:

- a. T/O Ol-1-532 is being amended to add the K-6 sling and to delete the A-7 sling from the 263 equipment for B-47 aircraft.
- b. All units will make the following changes to current Form 263's:
 - (1) Add: 8220-625600 Sling Type K-6 1 per aircraft.
 - (2) Delete: A-7 Sling
- c. AF Form 263C entries will reflect this authority and reference. Original message is on file at Wing Supply.

BY ORDER OF COLONEL THRIFT:

DISTRIBUTION "2"

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

SUPPLY MEMORANDUM)
:
NUMBER 67-13-1)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 12 March 1953

REPORTS OF SURVEY

Routing of Reports of Survey Thru Wing Supply

- 1. $\underline{\text{PURPOSE}}$: To monitor Reports of Survey for format, trends and to maintain a current status of such documents.
 - 2. SCOPE: All units, 306th Bombardment Wing Nedium.
 - 3. REFERENCE: Part V, Air Force Manual 67-1.
 - 4. PROCEDURE:

a. Effective 16 March 1953 all Reports of Survey for T/A or T/O property will be routed thru Wing Supply prior to submission to Base Survey Board.

b. Wing Supply will check all Reports of Survey for format, date and circumstances, and will note unusual or reoccuring losses.

BY ORDER OF COLONEL McCOY:

WALTER H. BRIMBIR Captain, USAF Wing Supply Officer

DISTRIBUTION
"1"
CC to Base Survey Board

SUPPLY MEMORANDUM)
:
NUMBER 67-15-1)

HEADQUARTERS 306TH BONBARDMENT WING MEDIUM NacDill Air Force Base, Florida 16 March 1953

UAL-BAL SYSTEM

Excess Office Type Furniture Generated by UAL BALS

- 1. PURPOSE: To advise all concerned of policies covering office type furniture.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
- 3. REFERENCE: Second Air Force Message 2AFMSL 0474, dated 9 February 1953.
 - 4. PROCEDURE:

a. The following message was received from Second Air Force and is quoted for your information and guidance;

"SAC MSG DN3B5 50381, 20 January 1953, to this Headquarters is quoted in part for your information; "Review of UAL's by this Headquarters indicates excesses will be generated on office type furniture, and that in many units economical utilization of office furniture and machines is not being effected. In many cases office equipment on hand or being requested, as indicated in Column 12 and 13 of UAL Work Sheets was in excess of equipment required commensurate with administrative and clerical personnel authorized. Furthermore it should be stressed again to all units that steel furniture will not be requested to replace wood furniture on hand. Wood furniture will continue to be used until it can no longer be kept in serviceable condition thru local repair or by contract repairs. Necessary action within your command to meet new requirements prior to requisitions being $\mathbf{submitted}$ to this Headquarters." In order to comply with the spirit and letter of the above it will be necessary for all Base and Wing Commanders to insure that distribution of office furniture. Based on authorized requirements this Headquarters will distribute furniture between bases in accordance with the BaL's. The attention of all concerned is invited to Paragraph 2, Section I, T/A 1-1, 31 March 1952, which outlines responsibilities of commanders in this respect. Attention is also invited to Paragraph 3d, SAC Letter 67-7, 7 November 1952."

b. Effective upon receipt of U.L's unit supply officers will coordinate all requisitions thru Wing Supply prior to submitting to Base Supply,

BY ORDER OF COLONEL THRIFT:

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

DISTRIBUTION

SUPLLY MEMORIANDUM)

NUMBER 100-1-1)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 13 March 1953

COMMUNICATIONS

Return of Excess and Unserviceable Crystal Units

- 1. $\underline{\text{PDuOSE}}$: To insure that unserviceable and excess crystals are returned to base Supply.
- 2. SOOK: 367th, 368th, 369th B mbariment Squadrons, 306th Air Refueling Squadron, 306th Armament and Electronics Maintenance Squadron, 306th Bembariment Wing Medium.
 - 3. AUTHORITY: Second Air Force Message 2AFED 0185 dated 4 March 1953.
 - 4. FACCEDU E:
- a. All units will screen all crystal units presently on hand and on requisition to determine those which are unserviceable and those which are in excess to present requirements.
 - b. Unserviceable crystals will be immediately turned into Base Supply.
- c. Excess crystals will be reported to the Director of Operations (ATTN: Wing Communications Officer) to determine future requirements on reallocation.
 - (1) After crystals have been determined to be in excess to Wing requirements they will be turned into Base Supply.
- d. Crystal Units will be turned into Base Supply in accordance with Faragraph 240H (2), air Force Manual 67-1.

BY OLDER OF COLONEL McCOY:

WALTER H. BLAMBIR Captain, USAF Wing Supply Officer

DISTRIBUTION "2 & 306th A&E"

06th A&E"

SUPPLY MEAORANDUM)
NUMBER 101-1-1)

HEADQUARTERS 306TH BOME, PDWENT WING MEDIUM MacDill Air force Base, Florida 19 March 1953

ELECTRONICS

Removal of Component Tools from Various Electronics Systems

- 1. PURPOSE: To remove tools component from various Electronic Systems.
- 2. SCOPE: 306th Armament and Electronics Maintenance Squadron. 306th Bombardment Wing Mcdium.
 - 3. AUTHORITY: Second Air Force Message 2AFEGR 4760, dated 16 March 1953.
 - 4. PROCEDURE:
 - a. The following message is quoted for your compliance.

"2AFEGR 4760 REQ ACTION BE TAKEN TO REMOVE ATL TOOLS WHICH ARE INSTALLED IN COMPONENTS OF Q-24, Q-13, Q-23 AND K-SYSTEMS.

EXAMPLES OF ITEMS INVOLVED ARE ALLEN WRENCHES IN C-413/APS-23 PART NUMBERS EA-27077-1 BA 27077-4 AND BA-27077-8. PURPOSE OF REQUESTED REMOVAL IS TO ELIMINATE MALFUNCTION CAUSED BY TOOLS BECOMING DETACHED FROM THEIR MOUNTS. TOOLS REMOVED WILL BE STORED IN A&E TOOL CRIB AND ALLOCATED TO MECHANICS TOOL KITS AS REQUIRED."

BY ORDER OF COLONEL McCCY:

DISTRIBUTION
"5" & 306th A&E

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

SUPPLY MEMORENDUM)
NUMBER 101-1-2

PERIODIAN ERS 306TH BOMBARDMENT WING MEDIUM Madbill Air Force Base, Florida 30 March 1953

ELECTIONICS

Recuisition of "K-, rates Store Parts"

1. PUR CSK: Po establish a procedure for the regulationing of "K" System House Parts.

2. SCO E: 300th amament and Disch onless Na Internance Squadron, 306th Sonbardment May Reitum

5. AUTHORITY: Me sage WRAWA MANGEORI-3-101-E, 12 March 1953. REFERENCE: Message 2AVE: 1490, 19 March 1953.

4. PRO EDUCE

a. Items source coded as field reintenance for Class 11-4 "K-System" Spare Parts will be supplied on requipition for levels establishing initial stocks or for replenishment of levels based on usage,

b. As an interim procedure until such time as source code data is disseminated Bases may submit special requisitions for any part required for immediate use providing that the requisition includes a statement signed by the Armament and Electronics Officer that the installation of the part is within the capabilities of the Armament and Electronics Shop.

c. The Commanding Officer, 306th Armument and Electronics Maintenance Squadron will be responsible for submitting requisitions with certificates as required in Paragraph 4b above.

BY ORDER OF COLONEL McCOY:

GOTE H BRANDING ALEER F. BRANDING Leptain, USAF ing Supply Officer

DISTRIBUTION "5 & 306 ALE"

SUPPLY MEMORANDUM)

NUMBER 121-1-2)

HE/DQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 12 March 1953

SPECIAL SUBJECTS

Wing Staff Supply Inspections and Staff Visits

- 1. PURPOSE: To provide the Wing Commander with a current status of individual squadron supply sections.
 - 2. SCOPE: all units, 306th Bombardment Wing Medium.
 - 3. AUTHORITY: SAC Manual 20-1.
 - 4. PROCEDURE:
- a. The Wing Staff Supply Section will conduct inspections and staff visits within the units of this Wing on the following schedule:

11 4				
neadq	uarters	16	March	1953
306th	Air Refueling Squadron		March	
Juoth	Field Maintenance Squadron	30	March	1953
306th	Periodic Maintenance So		April	
306th	Armament & Elec Maint Sq	13	April	1953
306th	Aviation Squadron		April	
367th	Bembardment Squadron		april	
368th	Bombardment Squadron		May	
369th	Bombardment Squadron		May	

b. Emphasis will be placed on the items outlined in Supply Memorandum 122-1-2, dated 24 February 1953 "Commanders Supply Check List."

c. Inspections reports will be submitted to the Wing Commander thru the unit commander concerned so that the unit commander can note all corrective action.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION "1"

WILTER H. BRAMBIR Captain, USAF Wing Supply Officer

Page 1 of 3

SUPPLY NEMORANDUM)

NUFBER 174-1-2)

HEADQUARTERS 306TH BOMBARDMENT WING FEDIUM MacDill Air Force Base, Florida 4 March 1953

REPORTS

T/O In-Use Inventory and Variable Item Report (RCS: AMC-C3-E87A)

- 1. $\underline{\text{PURPCSE}}\textsc{:}$ To provide a procedure for submission of the T/O In-Use Inventory and Variable Item Report.
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
- 3. AUTHORITY: Paragraph 41.3, Interim Procedure 171 and 171A to Air Force Manual 67-1.
 - 4. PROCEDURL:
- a. T/O Units will report UPARAL In-Use inventory and variable item authorization as of the last day of November and May each year.
- b. This report will be forwarded to the Director of Materiel Section ATTN: Wing Supply Officer, to arrive no later than 15 December and 15 June, as appropriate.
- c. The report will be accomplished on the yellow copy of Air Force form $115. \,$
 - (1) In the event a change in authorization has occurred since publication of the current UPREAL, the quantity authorized as reflected in column 2 will be adjusted and/or completed to reflect the latest authorization on copy 3 of Air Force Form 115 or 115B. In addition, in-use property will be recorded in column 3A except as provided in Paragraph 41.3c(2). (This figure will represent the actual quantity in possession of the organization.)
 - (2) When the substitute items, regardless of whether the items are listed as substitute in supply catalogs, are utilized by T/O units in lieu of items listed in the UPREAL, the following action will be accomplished.
 - (a) All substitute items or items used as substitutes, which are entered in the UPREAL, will indicate in the right hand space following column 3A, the prelisted stock number of the item for which it is considered a substitute.
 - (b) Items inserted in the UPREAL as substitute items will further indicate a zero (0) authorized in column 2: actual inventory in column 3A, and appropriate prelisted stock number as indicated in Paragraph 41.3c(2)(a).

SM 174-1-2 Page 2 of 3

- (c) The inventory count of the substitute itme although reflected in column 3A, will be added to and reported as a part of the inventory of the authorized item.
- (d) If a portion of a prelisted item inventory is used as a substitute for another prelisted item the stock number of the latter will be inserted in the same manner as specified in Paragraph 41.3c(2)(a). In addition, the quantity used as a substitute will be shown in brackets preceding the stock number. This quantity will also be added to and reported as one inventory figure in column 3A of the item for which the substitute is used:
- (3) T/O variable item authorizations as explained in Paragraph 41.2b(1) and (2) will be reported as follows.
 - (a) Section I The items to be reported in this section are those preprinted items contained in section I of the UPREAL that are designated by an asterisk appearing on the left side of column 2, entitled "Quantity Authorized," and which are not lined out. The reporting of variable item authorization in this section is automatic when submitting the in-use inventory on copy number 3 (yellow copy.) Variable items reported in this section will continue to be variable in recurring UPREALs.
- (b) Section II The items to be reported in this section are those items authorized by T/A 1-21. Items reported in this section will be printed in section II of the recurring UPREAL as variable items minus quantity.
- (c) Section III The items reported in this section are components of 30 series ECL communication and bench sets. Items reported in this section will be printed in Section III of the recurring UPREAL as variable items minus quantity.
- (d) Section IV Items to be reported in this section are special authorizations obtained under the provisions Paragraph 59, part I, and any other contingently authorized items, l.e., components of SNL's. Items reported in this section will be printed in section IV of the recurring UPRIAL as variable items minus quencity. This obtained as plant account property wall not be reported in this section.
 - (e) Section 7 ~ Electronic counter measure equipment will be reported in this section. This type of equipment will be prunted in the recurring UPLICAL as variable items manus quantity.

SM 174-1-2 Page 3 of 3

- (4) The following format will be used to report variable item authorization in section II, III, IV, and V.
 - (a) Class code and stock number.
 - (b) Description.
 - (c) Unit of Issue
 - (d) UCL, SNL, or D/a kit or set number, if applicable.
 - (e) Quantity quihorized (this figure will represent the actual quantity in possession of the organization.)
 - (f) Quantity in use (this figure will represent the actual quantity in possession of the organization.)
- (5) Variable items, recorded on AF Form 115B will be entered within each of the additional sections as referred to above by Air Force, technical service and property class sequence, with the section number indicated in the upper left hand corner. Separate pages for different property classes are not required.

d. The preface of Air Force Form 115 will always accompany this report of T/O in-use-inventory and variable item authorization.

e. The unit supply officer will enter at the top of the first page of sections II, III, IV and V, the unit number, kind and type of T/O organizations.

BY ORDER OF COLONEL THRIFT:

DISTRIBUTION

"l"

WALTER H. BRAIBIR Captain, USAF Wing Supply Officer

SUPPLY MEMORANDUM)
:
NUMBER 174-1-3)

HEADQUARTERS 306TH BONBARDHENT WING LEDIUM MacDill Air Perce Bass. Plorida 5 March 1953

REPORTS

Status of T/O Equipment Report (RCS: 2AF-1D-E1)

- 1. PURPOSE: To provide a procedure for submission of the "Status of T/O Equipment Report." $RCS \ 2AF-PD-EL$
 - 2. SCOPE: All units, 306th Bombardment Wing Medium.
 - 3. AUTHORITY: Second Air Force Regulation 67-2, dated 9 October 1952.
- 4. PROCEDURE: Each unit will compute the total number of items authorized and the total number of items on hand of each specific category, i.e. AF, QM, etc. and will report these totals to the Director of Materiel, ATTN: Wing Suppl
- a. Report will be prepared as of the 10th calandar day of each month and forwarded to the Director of Materiel, ATTN: Wing Supply Officer, in one copy, to arrive no later than first work day following the as of date.

BY ORDER OF COLONEL THRIFT:

DISTRIBUTION "1"

WALTER H. BRANBIR Captain, USAF Wing Supply Officer

Page 1 of 3

SUPFLY MEMORANDUM)
NUMBER 174-1-4)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Perce Dase, Florida 5 March 1953

REPORTS

Report of Selected Items of Equipment (RCS: SAC-F21)

- 1. PURPOSE. To establish a procedure for the preparation and submission of SAC-E21 Report (Report of Selected Items of Equipment.)
- 2. $\underline{\text{SOOPE}}$: All units, except 306th Aviation Squadron, 306th Bombardment Wing Medium,
 - 3. AUTHORITY: SAC Regulation 65-10, dated 21 October 1952.
 - 4. GENERAL:
- a. For the purpose of this Memorandum the following reports will be submitted.
 - (1) Part I, SAC Form 75, Selected Items of Equipment.
 - (2) Part II SAC Form 75a, Survival and Personal Equipment.
 - b. Forms are preprinted.
 - c. Units will submit reports.

5. PROCEDURE:

- a. Unit
 - The unit will prepare Columns A thru J for Form 75 and Columns A thru F for Form 75a, as outlined in Paragraph 6 -Preparation of forms.
- b. Wing Supply
 - This sublimen will compolite and reports and will complete other necessary data.

6. PREPARATION OF FORMS:

- a. Part I (SAC Form 75). Entries will be made on the preprinted form for each item applicable to the unit. In the event an item is not authorized, the initials "N/A" (not authorized) will be entered across Columns D and E for that particular item. Listed items not authorized but on hand will be reported in appropriate Columns G, H and I. The following information will be supplied.
 - (1) Column A, B and C: Preprinted.
 - (2) Column D: Enter the total of the item authorized in the UPREAL.
 - (a) Items authorized by interim authorization should be included

SM 174-1-4 Page 2 of 3

- (3) Column E: Total quantity authorized by T/A.
 - (a) This should reflect BSE authorization of appropriate ECLs.
- (4) Column F: The amount actually required for the unit will be entered in this column. The amount shown as required will be that of T/A quantity necessary for operation and should not exceed the amount authorized unless a request for authorization of equipment has been submitted in accordance with Paragraph 59, Part I, AF Manual 67-1 as outlined in Supply Memorandum 67-1-3, 6 February 1953.
- (5) Column G: Amounts entered in this column will reflect the total quantity on hand, as recorded in the UPREAL. Include that portion of the unserviceable amount entered.
 - (a) Items authorized by interim authorization in Column I, which is UPREAL property, should be included.
- (6) Column H: Total Plant Account Quantity on hand will be reflected in this column, to include that portion of the unscrviceable amount entered in Column I, which is Plant Account Property.
 - MOTE: Any amount reflected in Column I should be considered as Plant Account Equipment unless it can be positively identified as UPHEAL equipment by social numbers or is only authorized and on hand as UPHEAL property.
- (7) Column I: This column will show total amount on hand'in units.
- (8) Column J: This column will reflect total UPREAL And Plant Account Authorized Shortages.
- (9) Remarks Section: Will contain such remarks as necessary to clarify entries. Remarks will refer to specific item numbers.
 - (a) Action taken to return unserviceable items to serviceable will be noted giving Control Numbers, Base Supply Vouchers Numbers, etc. for replacement components requisitioned.
 - (b) Paragraph 59 Letters will be referred to by 53- -306EW Number.
 - (c) Non authorized items on hand which are suitable substitutes should be indicated
 - (d) Part II (SAC Form 75a) Survival and Personal Equipment Items, Entries will be made on the preprinted form for each items applicable to the preparing activity. Plant Account Property will not be reported.
 - (1) Column A, B and C; Preprinted.

SM 174-1-4 Page 3 of 3

- (2) <u>Column D</u>: Total quantity actually required or authorized to the unit will be entered in this column, including AF Form 263 Equipment where applicable. Quantities authorized will be obtained from current pertinent UPREALS, ECLS, AF Form 263.
- (3) Column E: All serviceable equipment on hand, including AF Form 263, installed on aircraft will be reported in this column. Amounts reported in this column will not be reported in Column F.
- (4) Column F: All serviceable incomplete items will be reported here. These items for the most part will be accessory Kits, B-5 Vests, which have components rissing. An additional sheet will be attached to this part indicating the total quantities of components items short.
- (5) Remarks: Same as 6a (9).

7. CERTIFICATION:

a. Unit commanders will sign in "Authoriticating Officer" block at end of form.

8. SUPPLY OF FORCES:

a. Forms will be obtained thru Base Supply Publication Section.
BY ORDER OF COLONEL THRIFT:

WALTER H. BRAMBIR Captain, USAF Wing Supply Officer

DISTRIBUTION "1"

///////IMMEDIATE ACTION////////

SUPPLY MEMORANDUM)

HEADQUARTERS JOSTH BOXBARDMENT WING MEDIUM NacDill Air Force Sase, Florida

NUMBER 174-1-6)

REPORTS

Warls-Wide Survey of Survival Equipment (One-Time Report)

- 1. PURPOCE: Pe submit an inventory of cortain items of Survival Equipment.
- SCOTE: Neasquarters Section, 367th, 368th, 369th Sembarement Squadrons, 305th Air Refueling Squadron, 305th Bembarement Wing Medium
- 3. AUTHORITY: Letter 6th Air Division, File MIDMO 319, wated 27 March 1953, SUBJECT world-wise Survival Equipment Survey, Sine-Time Report (RCS: AMG-SIO (OT))

4. PROCEDURE:

- a. Units will make a report of the items listed in Attachment Number one to this Memorandum.
- b. Report will be made on the Form listed as Attachment Number Two.
- c. Headquarters Strategic Air Command advices that the year date of the canopy should be obtained from the canopy wherever possible, however, previaing FORM 46 Parachute Log, is up-to-date information can be obtained from the 46.
- e. Report will be submitted to the Director of Materiel (ATTN: sing Supply Officer) to arrive not later than 0800 hours, 6 April 1953.

BY OLDER OF COLONEL MCCOY:

Captain, USAF Wing Supply Officer

DISTRIBUTION "2"

2 Attachments:

1. Ltr Hq AMC 12 Mar 53

2. Repart Form

HEADQUARTERS AIR MATERIEL COMMAND WRIGHT-PATTERSON AIR FORCE BASE MOSRET World-Wide Survival Equipment Survey, Das-Time Report Commanding General Strafegic Air Cemmund Offutt Air Ferce Base 1. It is requested that a physical in use inventory be made by your Command

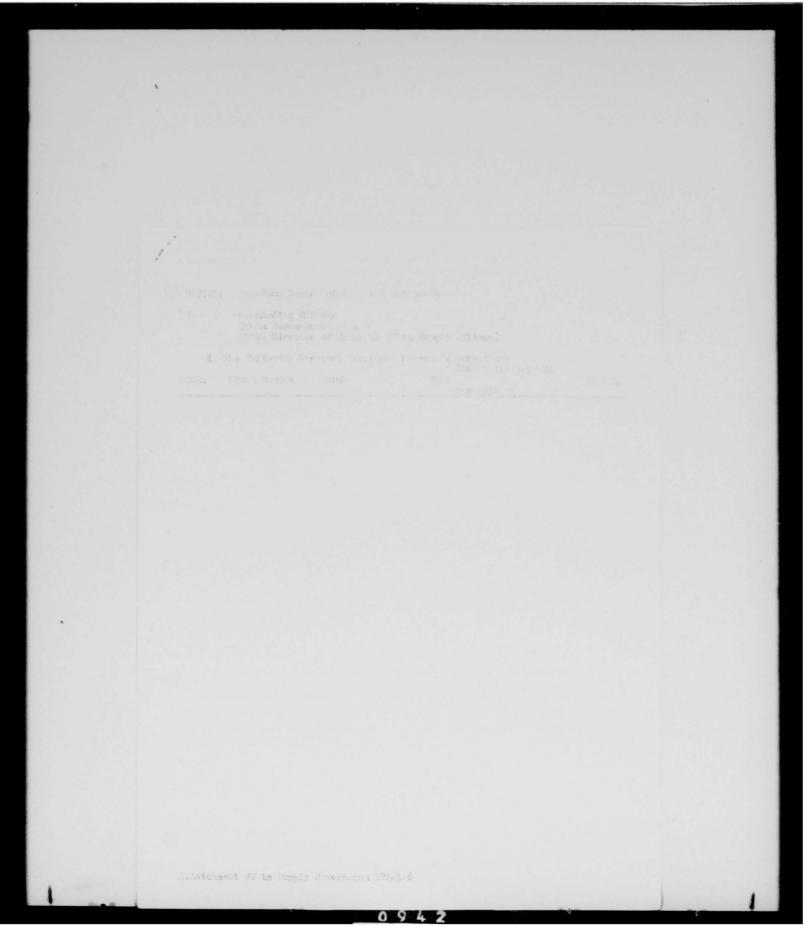
- by individual erganizations under your jurisdiction for the following items in their pess ession by year, date and stock number:
 - A. Parachute, Back Type (Date of Gauspy)

 - B. Farachute, Cheat Type (Date of Camepy)
 C. Berachute, Seat Type (Date of Camepy)
 D. Cas (1) Man Life Haft (Date of Manufacture)
 E. Feur (4) Man Life Haft (Date of Manufacture)
 F. Six (6) Man Life Haft (Date of Manufacture)

 - Twenty (20) Mes Life Raft (Date of Meaufacture)

 - G. Accessry Rit, Type 1, S/S 2010-001200 I. Accessry Rit, Type II, S/N 2010-001210 J. Accessry Rit, Type III, S/N 2010-001220
- 2. In the case of Parachutes, the year date of Camppy should be obtained from the Camepy, except these in the Manufacturer's original shipping certainers, in which case the date stamped on the centainer, or the date of manufacturer's shipping decument may be used
 - 3. Date of inventory must be as of 1 April 1953
- 4. Results of the inventory are to be consolidated by Command and forwarded to Mirilewows Air Force Depet, ATTN: MESOC, so as to arrive price to the 15th of April 1. J. Survival Equipment to be inventoried is that property which has been issued on head receipt plus these retained in the personal equipment section of organizations and issued on an "as required" besis to inclividuals and also that property maintained by base operations poels
- 5. Preperty held in warehouse stack and reported on stack balance report will be inventoried and submitted on a separate page from the in-use inventory.
- 6. The accessery kits listed in paragraph one are not to be reported by date, They are only included in order to obtain an inventory
- 7. It is imperative that information be accurate so that present and future precurement can be preperly planned
 - 8. Format to be used as guide attached
 - 9. Report Control Symbol: ANC-510(OT) applies to subject report.

Attatchment #1 to Supply Memoraadum 174-1-6



THIS PAGE IS DECLASSIFIED IAW EO 13526

Page 1 of 3

SUPPLY MEMORANDUM)

NUMPER 400-1-1)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Base, Florida 17 March 1953

LOCISTICS

Requisitioning and Accounting Procedure for Enroute Maintenance Kits

- PURPOSE: To establish a procedure for the preparation, requisition, packing and accounting for enroute maintenance kits required in the performance of specified missions.
- 2. SCOPE: 367th, 368th, 369th Bombardment Squadrons, 306th Air Refueling Squadron, and 306th Armament and Electronics Meintenance Squadron, 306th Bombardment Wing Medium.
 - 3. AUTHORITY: Commarding Officer, 306th Bombardment Wing Medium.
 - 4. PREPARATION OF ENROUTE MAINTENANCE KITS LISTS:
- a. The Supply Liaison Unit in coordination with Maintenance Control will prepare and maintain current basic enroute maintenance kit lists for spares and materials for the following requirements.
 - (1) To support 1 B-47 aircraft for 15 days or 50 flying hours.
 - (2) To support 3 B-47 aircraft for 15 days or 50 flying hours.
 - (3) To support 5 B-47 aircraft for 15 days or 50 flying hours.
 - (4) To support 1 KC-97 aircraft for 15 days or 50 flying hours.
 - (5) To support 3 KC-97 aircraft for 15 days or 50 flying hours.
 - (6) To support 5 KC-97 aircraft for 15 days or 50 flying hours.
- b. The Commanding Officer, 306th Armament and Electronics Maintenance Squadron will prepare and maintain current basic enroute maintenance kits lists for electronics and armament maintenance based on the requirements in 4a above.
- c. Wing Supply will coordinate the sircraft and the armament and electronics kit lists and will prepare a preprinted consolidated list.
- d. Enroute maintenance kit lists will be reviewed periodically and will be revised and maintained in a current status by the activities as cutlined in Paragraph 4a and 4b above.

SM 400-1-1 Fage 2 of 3

. 5. REQUISITIONING PROCEDURE:

- a. Upon receipt of an Operations Order the flight line maintenance officer of the unit(s) concerned will submit a Requisition (AF Form 446) in 4 copies as outlined below for components of the enroute maintenance kit list attaching the appropriate lists with such additions and/or deletions or corrections as are required for the performance of the specific mission.
 - (1) List will be submitted in 4 $\infty pies$ attached to 4 copies of $\rm AF\ Form\ 446.$
 - (2) List will be broken down as follows with an AF Form 446 for each of the following categories:
 - (a) 1 446 for AF Classes Ol thru 05.
 - (b) 1 446 for AF Classes 11 and 16.
 - (c) 1 446 for all other AF Classes.
- b. The following information will appear on the AF Form 446 as illustrated in attachment $\# 1_\bullet$
 - (1) Operations Order Number.
 - (2) Date delivery is required (two days prior to estimated departure.)
 - (3) Approximate date kit is to be returned to Base Supply.
 - (4) Notation "HAND RECEIPT."
 - (5) Building or location to where items are to be delivered.
- c. Lists properly prepared will be delivered to Supply Service at the earliest possible time and will be coordinated thru Supply Liaision unit for assistance in supply action.

6. MARKING AND PACKING PROCEDURE.

- a. Upon receipt of parts, spares and materials from Supply Services the Flight Line Maintenance Officer will have those supplies packed in AF Shipping Containers or similiar locally fabricated containers of similiar size to be provided by the unit supply officer.
 - Items issued Depot packed will not be opened or removed from original containers until required for use.
- b. The copy of the list furnished the Aircraft Commander will be annotated to show which shipping container item is located by simple designation (i.e., Case 1--).

SM 400-1-1 Page 3 of 3

7. TURN-IN PROCEDURE:

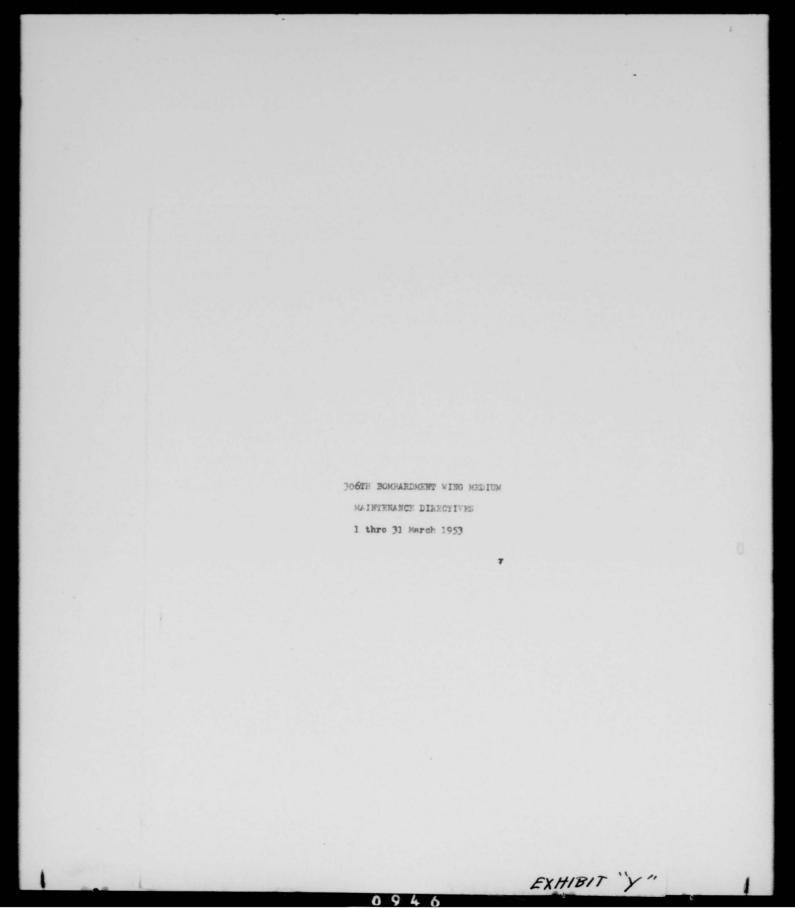
- a. Upon return to this Station the Flight Line Maintenance Officer will prepare the components of the enrouse maintenance kit for return to Mase
 - All reparable items will be properly tagged, prepared for turn-in, beach checked and packed in containers in which like serviceable parts were issued in so far as possible.
 - (2) Items will be turned in within 48 hours after return. If unavoidable delay is encountered unit will coordinate an extension thru Surgly Limison to have the Hand Receipt extended

8. RESPONSIBILITIES:

- a. The Flight Line Maintenance Officer will be responsible for the preparation of the AF Form 446 as outlined in Paragraph 5a for submission to Supply Service thru Supply Liaison, and for turn-in to Base Supply upon completion of the mission.
- b. The Commanding Officer of the 306th armament and Electronics Maintenance Squadron will be responsible for the preparation of the Armament and Electronics requirements as outlined in Paragraph 4b.
- c. Surply Liaison will be responsible for monitoring enroute maintenance kits lists and requisitions.
- d. Maintenance Control will be responsible for coordination on the preparation and maintenance of lists with Supply Liaison.
- e. Wing Supply will be responsible for consolidating lists and pre-
- f. The Task Force Commander will be responsible for the kits during
 - (1) The Flight Line Maintenance Officer will issue the kits to the following individuals on Hand Receipt:
 - (a) Where a maintenance officer or Supply Officer is part of enroute maintenance team that individual will sign the hand receipt.
 - (b) Where none of the above individuals accompany the mission the Aircraft Commander will sign the hand receipt.

BY ORDER OF COLONEL THRIFT:

1 Attachment Sample AF Form 446 DISTRIBUTION WALTER H. BRAMBIR Captain, USAF Wing Supply Officer



THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE DIRECTIVE

NUMBER

113

HEADQUARTERS 306TH BONBARDMENT WING MTDIUM MacDill Air Force Hase, Florida 7 March 1953

PRESSURIZATION OF ENGINE CARBURSTORS KC-97 AIRCRAFT

- 1. Reports from the 306th Carburetor Shop and Unit Change Crews indicate that a large percentage of carburctor changes on KC-97 aircraft engines in the past have been necessary because of external fuel leaks at the scals between the pressure chambers. It has been determined that the fuel trapped in the chambers was not sufficient to keep the scals properly soaked when the engines are not operated for extended periods. These leaks are usually discovered at or near the top of the scals during proflight pressure check.
- Due to the fact that the fuel level in the chambers tends to decrease gradually from drainback after engine shutdown, the upper areas of the seals dry out and shrink resulting in external leaks when pressure is applied to the affected areas.
- 3. To aid in preventing possible aborts and to reduce the excessive maintenance required to correct fuel loaks of this nature, it is directed that all KC-97 Crew Chiefs, Flight Engineers, and Dock Personnel concerned pressurize the carburetors on the aircraft for which they are responsible at least once every 36 to 48 hours after engine shutdown. CAUTION: To prevent damage to the fuel diaphragms from suddon surges of pressure, re-fill the chambers with low booster pump pressure only.

BY ORDER OF COLONEL MCCOY:

Chief of Maintenance

0947

MAINTENANCE DIRECTIVE

BER

HEADQUARTERS 306TH BOMBARDMENT MING MUDIUM MacDill Air Force Rase, Florida 10 March 1953

MOISTURE ACCUMULATION IN ENGINE COME FLAP CONTROL BOXES-KC-97 AIRCRAFT

- 1. It has been determined that severe corrosion within the engine cowl flap power unit control boxes has been caused by water condensation which accumulates within the control boxes between periodic inspections.
- 2. To eliminate corrosion from this source by allowing the water to drain, it is directed that a ½ inch hole be drilled in the lowest corner of each control unit box cover.
- 3. Flight Line and Ungine Build-up personnel concerned will be responsible for complying with this directive as soon as possible but not later than next postflight inspection.

BY ORDER OF COLONEL MCCCY:

Major, USAF Chief of Maintenance MAINTENANCE DIRECTIVE

NUMBER

HEADQUARTERS 306TH BOMBARDIENT VING HEDIUM MacDill Air Force Base, Florida 13 March 1953

SPALING OF APS-42 RADOLE ON KC-97 AIRCRAFT

- 1. Recently attention was directed to the need for a weather seal on the Radome protecting the APS-42 Radar Antenna.
- 2. Prior to accomplishing the sealing of the Radome the area will be cleane as follows:
- a. Apply Aliphatic Maptha, TT-N-95, by brushing the surface well with a small one inch paint brush.
 - b. Wipe cleaner off with a clean cloth.
 - c. Do not allow to dry.
- d. Blow faying surfaces free of solvent; repeat cleaner application and wipe off as required.
 - e. Surface must be dry before aprlying scalant.
- 3. Using masking tape, mask the edge of faying surfaces and allow approximately ! inch coverage.
 - 4. Apply sealant, EC-750, with brush.
 - 5. After sealant is dry, paint scaled areas with aluminum lacquer.
 - 6. Remove masking tape.
 - 7. This directive will be accomplished by the 306th A&E Maintenance Squadro BY ORDER OF COLONEL McCOY:

WESLEY S. YINK Major, . USAF Chief of Maintenance

M.INTEN.INCE DIRECTIVE

NUIBER

HEADQUARTERS 306TH BOYBANDIENT WING MEDIUM MacDill air Force Base, Florida 13 March 1953

110

ENGINE BRAKE HYDRAULIC SYSTEM LEAK GE B-47 AIRCRAFT

1. To eliminate the possible rupture of the engine brake system hydraulic lines and subsequent loss of the hydraulic oil supply pending publication of T.O. 01-20EN-158, it is directed that the procedures outlined below be accomplished by Flight Line Maintenance activities no later than the next postflight inspection:

a. Remove access plate and pull the circuit breaker located in each in-

b. Inspect the hydraulic oil return line check valves for proper install ation. The arrow on the check valve should be pointing in the direction of flow in the return line.

BY ORDER OF COLONEL McCOY:

WESLEX S, MINK & Major, USAF Chief of Maintenance

MAINTENANCE DIRECTIVE

NUMBER

310

HFADQUARTERS 306TH BOMBARDMENT WING MUDIUM MacDill Air Force Rase, Florida 16 March 1953

INSTALLATION OF SUPPORT BLOCK FOR THE VOLTAGE REGULATOR RESORTAT DOOR 3-473 AIRCRIPT

- 1. To prevent the voltage regulator rheostat door from interfering with or fouling the co-pilot's right rudder pedal when the door snap catch fails, or the door is allowed to drop and hang below the hinged center line, the modification specified in this directive will be made on all B-47B aircraft within the Wing as soon as possible, but not later that the next periodic inspection.
- This work will be accomplished in accordance with the attached drawing by Flight Line Maintenance activities with the aid of Field Maintenance where necessary.
- The parts and material required for this modification will be procured locally.

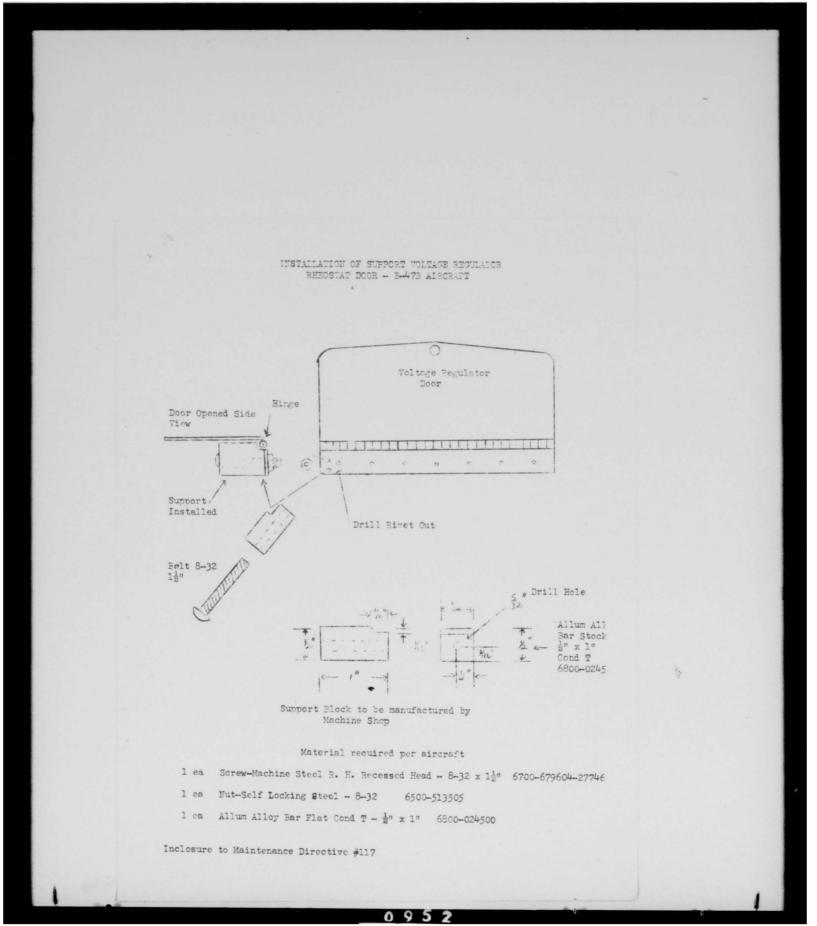
BY ORDER OF COLCUEL MCCOY:

1 Incl: Instl of Support Voltage Reg Rheostat Door B-47B

aircraft.

Major, USAF Chief of Maintenance

0 0 5



THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE DIRECTIVE NUMBER

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM MacDill Air Force Rase, Florida 23 March 1953

20 KVA ALTERNATOR SYSTEM

- 1. There have been several reports of slow voltage buildum in this system. There have been instances of as much as twenty minutes or more before operating voltage has been reached. Some of these cases have been traced to failure to reset the generator central relay before switching the alternators to the "ON" position.
- 2. The unexplained instances of slow buildup may be due to failure to reset the generator central relay at all times during authorat engine operation on the ground. This permits engine funes to build up a film on the exciter commutator. It can build up a film too thick for the output from residual nag-notism to break through. If this happens, there will be no output until the film is worn down enough by the brushes to permit operation. The possibility exists that the brushes may also deposit a film during unexcited operation. One alternator that was removed because of no output, was returned to the vendor to be checked. The excitor commutator was cleaned with other. This restored the unit to normal operation. (Do not use carbon tetrachloride to clean the commutator. It will damage the brushes). It is believed that excitation, at all times during engine operation, will help provent the formation of any film. Actuation of the fire switch on shut down trips the generator control relay which prevents excitation until reset. We such relay was installed in the 8 KVA alternator system used on the early airplanes.
- 3. T.O. ANOI-20MIB-1 calls for the alternators to be turned on during taxi cut with engines at 52% RPM. This procedure was established for the 8 MVA alternator system to avoid starting the system under extremo operation conditions. Inasmuch as there was no apparent disadvantage in operating the 20 KVA system in the same way, it was decided not to change this established procedure. However, it is directed that the alternators be reset when the corresponding DC generator is reset. The alternators then need not be turned on until called for on the check list. F.O. ANOI-20FF-1 will be revised in the first revision after the 28 February reissue to include resetting of the alternators in step 57 of the "Bofore Starting Engines" check list. The same information will be included in paragraph 3-22, Engine Starting, Operating, and Stopping Procedure, Item 18, of T.O. AMO1-20EMB-2 in the 28 February revision or next revision thereafter.

Major, USAF Chief of Maintenance

MAINTENANCE DIRECTIVE
NUMBER 119

HEADQUARTERS 306TH BOLBARDHENT WING MEDIUM MacDill Air Force Base, Florida 23 March 1953

B-47 CABLE TENSION VS TETPERATURE RIGGING

- l. Listed below is a table of Cable Tensions vs Temperatures. This table will be consulted whenever rigging is being performed.
- 2. This directive will remain in effect until such time as T.O. 01-20ENR-2 is revised to include this information, at which time it will be removed from the file and destroyed.

Aileron Control System Control Column

	to Sta. 525.87	Alleren Actuator
Temp. °F	Lbs.	Lbs.
80	100	100
70	100	100
60	95	90
50	90	30
40	85	75
30	80	65
30 20	75	55
10	70	. 45
0	65	
-10	65	40 35
-20	60	35
-30	60	30
-40	60	30
-40 -50	55	25
-60	55	25

Aileron Tab Control System

Copilot's Sta. to Drum at Sta. 525.87 Drum at Sta. 525.87 to Aileron Trim Actuator

Sta. 525.87 to

Temp. OF	Lbs.	(Left Cable)	(Right Cable)	
80	40	30	40	
80 70	40	30	40	
60	30	30	40	
50 40	30	25	40	
40	25	25	35	

0954

Maint Dir # 119, dtd 2	3 Mar 53 (Cont'd)		
Temp. oF	Lbs.	Lbs. Lbs. (Left Cable) (Fight Cable)	
30 20 10 0 -10 -20 -30 -40 -50 -60	25 20 20 15 15 15 15 15 15 15	20 35 20 30 20 30 15 30 15 25 15 25 15 25 15 25 15 25 15 25	
	Elevator Tab Control System ETA & ETB (Copilot's Sta. to Servo Inst. at Sta. 1096.7	ETFN & ETFN Gear Assy., Sta. 515 to Cable Splice, Sta. 1000)	
Temp. °F	Lbs.	<u>Lbs.</u> 40	
80 70 60 50 40 30 20 10 0 -10 -20 -30 -40 -50	40 40 40 35 30 25 25 20 20 15 15 15 15 15	40 40 40 35 30 30 25 25 20 20 20 15 15	
	RTA & RTB (Copilot's Sta. to Sta. 980	Nudder Tab Cable (Sta. 980 Splice to Tab Actuator)	
Tomp. OF	Lbs.	Lbs.	
80 70 60 50 40 30	40 35 30 25 20 15	20 20 20 15 10 10	
	2		
	0955	9	O

Maint Di	r # 119, dtd 23 Mar 53 (Cont'd)		
Temp. OF		s.	Ibs.
20 10 0	1	5 0 0	5 5
-10 -20	1	0	55555555555
-30 -40 -50	1	0 0 0	5 5 5
-60	1	0	5
	Throttle Contro	1 Cable System	#3 & #4 Engines
	#1 & #6 Engines Between Drum Below Filot's Stn. & Drum at Wing Sta. 675	#2 & #5 Engines Between Drum Below Pilot's Sto. & Engine Throttle Cont. Drum	Between Drum Pilot's Sta. & Engine Throttle Cont. Drum
Temp. of	Lbs.	Libs.	Lbs.
80 70 60	40 37	40 36	40 36
50 40	33 27 22	32 26 22	32 28 23
30 20 10	18 14 13	17 14	20 16
0 -10	12 11	13 12 11	15 14 13 13
-20 -30 -40	10 10 9	10 10 9	13 12 12
-50 -60	9 8	9	11
MITT DE	ce letter containing the above infepublished in the near future. A solude this information.	ormation on Tension vs Temp subsequent revision to Ol-2	ernture Rigging OPNB-2 will
	BY ORDER OF COLONEL McCOY:		
		Stalker to.	7
	· for	WESLEY S. MINK Major, USAF Chief of Maintenance	
	3		

MAINTENANCE DIRECTIVE
NUMBER 120

HEADQUARTERS 306TH BOMBARIMENT VING MIDIUM MacDill Air Force Lase, Florida 24 March 1953

IMPLIMENTATION OF SAC MANUAL 66-14

- 1. It is anticipated that the implementation of SAC Manual 66-14 will be accomplished in the near future, approximately 15 April 1953, if the necessary forms are available at that time.
- Request that all sections heads familiarize their personnel and take the necessary steps to begin operation under this system.
- 3. Any problems or questions concerning same, contact M/Sgt Jones or S/Sgt O'Rourke, Reports and Analysis, Maintenance Control, Phone 34-941.

BY ORDER OF COLONEL MCCOY:

WESLEY S, MINT Major, USAF Chief of Maintenance

MAINTINANCE DIRECTIVE
NUMBER 121

HEADQUARTERS 306TH BOMRARDMENT WING MEDIUM MacDill Air Force Base, Florida 24 March 1953

MODIFICATION OF AM-193/APS-23

- 1. The camera operating impulse from the Antenna Servo Amplifier, AM-193/APS-23 to the 0-15, Radar Recording Camera, is being received premature-ly. The camera is being activated too soon thus losing a part of the sector being photographed.
- The purpose of this modification is to improve the impulsing of the 0-15 camera so that it will photograph all of a desired sector.
- 3. Remove the lead from pin #2, of relay K-104 in the AM-193/APS-23. Solder this lead to pin #7 of the same relay.
- 4. This modification will be accomplished by the 306th AAT Maintenance Squadron as seen as possible and not later then the next periodic inspection.

BY ORDER OF COLOUBL McCOY:

WESLEY S. MINY Major, USAF Chief of Maintenance

0958

RESTRICTED

B-47 OPERATIONAL ENGINEERING SECTION

MONTHLY PROGRESS REPORT

1 March through 31 March 1953



6TH AIR DIVISION

MAC DILL A.F.B., FLORIDA

RESTRICTED

INFORMATION COPY EXHIBITY

A. J. t.

OPERATIONAL ENGINEERING SECTION Headquarters 6th Air Division MacDill Air Force Base, Florida

DOES 452.092

10 April 1953

SUBJECT: B-47 Operational Engineering Monthly Progress Report.

TO:

Commanding General
Wright Air Development Center
Wright-Patterson Air Force Base, Ohio
ATTN: WCOWB (B-47)

The Monthly Progress Report of this Section is submitted herewith, covering the period from 1 March through 31 March 1953. This report is divided into three parts: (I) New projects initiated during the month and/or old projects completed by this Section during the month, (II) active projects being conducted by the Operational Engineering Section and (III) B-47 Operational Engineering Section projects completed awaiting action by your Headquarters.

P. D. FLEMING Colonel, USAF Chief, O.E.S.

18

0960

Restricted

PART I

of

3-47 OPERATIONAL ENGINEERING SECTION

MONTHLY PROGRESS REPORT

NEW PROJECTS INITIATED DURING THE MONTH
AND/OR OLD PROJECTS COMPLETED BY THIS SECTION DURING THE MONTH

B-47 INSTRUMENT POWER SOURCE IDENTIFICATION: (AE-20)

The B-47 aircraft, due to its size and complexity, and small operating crew, places a considerable technical burden upon the individual crew member. In an effort to relieve the pilot and copilot of some of the great mass of information which must be committed to memory, the 305th Bomb Wing, developed and applied to the B-47 aircraft a system of power source identification for the aircraft operating instruments. This quick and accurate determination of instrument power source enables the pilot and copilot to understand instrument or related system failure under emergency conditions in a minimum of time and consequently should increase the safety of flight.

et lad

SIR #89, dated 3 March 1953 reports and presents the details of this system and recommends the establishment of a standard system and its incorporation in a Technical Order Compliance. This completes action by the OES.

HEATING THE K-38 CAMERA: (AE-21)

The possibility of ice and water condensate forming in the K-38 camera during flight exists because of improper use of the camera heating blanket. This Section recommends that the operation of this heating unit be made automatic to insure proper usage so that acceptable photographic results may be obtained. A SIR is being prepared by this Section concerning this subject and will be published during the coming period.

WAVY RANGE MARKS: (EE-39)

Specific Item Report No. 90, Subject: Wavy Range Marks, K-4 Bombing Navigational System, dated 6 March 1953, has been completed and forwarded to your Headquarters. This report outlines the ECP's and fixes that are necessary to correct the critical deficiency. The OES has recommended that expeditious action be taken to modify all K-System installations in the field. This completes action by the OES.

The hart

AN/ARN-18 AC POWER SOURCE: (EE-45)

SIR #88, dated 24 February 1953, has been prepared and forwarded through channels to report the unsatisfactory method of providing A.C. power to the AN/ARN-18 glide path receiver and to recommend corrective changes and action. This report recommends that all applicable B-47 aircraft be modified so that the A.C. power for the AN/ARN-18 is provided from the main inverter, rather than from the alternators. This completes action by the OES.

WESTINGHOUSE 20 KVA ALTERNATOR MALFUNCTIONS: (EE-46)

Three types of 20 KVA alternator malfunctions have been experienced on B-4.7 aircraft at this station. They are:

- Failure to build up voltage for periods up to 30 minutes after resetting the field control relay, due to film on the exciter commutator and slip rings.
- Loss of alternator output after passage of the aircraft through clouds, due to moisture on the exciter commutator and slip rings.
- Loss of alternators at high engine RPN, due to worn bearings and consequent play therein.

Malfunctions of types (1) and (2) will probably be eliminated entirely when a field flashing system and a water separator are included in the alternator installation. These two modifications are currently undergoing tests by Boeing. Malfunctions of type (3) will probably be reduced greatly when the alternators are equipped with temperature stabilized bearings now being produced by Westinghouse. A local test program has been formulated to try and reduce the number of alternator malfunctions of types (1) and (3), until the above modifications are accomplished. This consists of the following:

- Cleaning the alternator commutators, slip rings and brushes every 50 hours.
- Operating the alternators in the "excited" condition at all times.
- 3. Checking the alternator bearings every 50 flying hours.

SERVICE TEST OF IMPROVED SPEED GOVERNOR FOR JACK & HEINTZ, AN-3516 INVERTERS: (ES-47)

Unofficial TWX dated 20 January 1953 from B-47 Project Office, Subject: Flight Test Evaluation of Inverters, requested this Section to conduct service tests of six (6) Jack & Heintz AN-3516 inverters equipped with improved speed governors. These six inverters have been installed in 306th Bomb Wing aircraft, and are undergoing tests. Three (3) Jack & Heintz inverters with the old type of speed governors are being used as control items. The frequency and frequency stability of all nine (9) inverters will be checked every twenty-five (25) flying hours, since these characteristics are functions of speed governor operation. A SIR will be submitted when the inverters have accumulated sufficient operating time to establish conclusive indications of speed governor operation.

FAILURE OF 1N23B CRYSTALS IN RT-124/APS-23: (EE-48)

This project was initiated because of the excessive 1N23B crystal failure rate. Although faulty TR tubes have been a contributing factor to crystal failure, excessive leakage past good TR tubes on long pulse length operation is suspected by the local WECO representatives. A pending modification to reduce maximum pulse length may alleviate this situation. Meanwhile all aspects of 1N23B utilization at this station will be closely monitored.

USE OF B-7 INTERVALONETER IN LIEU OF B-8: (EE-49)

Only seventy-four (74) B-8 strike camera intervalometers have been procured for the B-47 program. An adapter cable has been made at this station which makes it feasible to use the B-7 intervalometer in B-47 aircraft. The supply availability of B-7 intervalometers is being investigated. A SIR will be written when the investigation has been completed.

EFFECT OF SPR PANEL ON FUEL GAGE ACCURACY: (EE-50)

It was found that the aircraft fuel quantity gages read too high by $\neq 350$ to \neq or -100 pounds whenever the ground pressure refueling control panel (GRP) is connected to the aircraft. This can be corrected by the installation of a four pole relay which

EFFECT OF SPR PANEL ON FUEL GAGE ACCURACY: (EE-50 CONTINUED)

disconnects the copilots' fuel gages from the circuit whenever the GRP master switch is turned on. When GRP, part number F66058, is used with B-4.7 aircraft having compensated fuel systems, another error is introduced which causes the GRP gages to read as much as 2,000 pounds higher than those in the airplane. This is corrected by using GRP, part number F66215, or by modifying the F66058 panel to the F66215 configuration by installing compensated fuel system gages. SIR #92, dated 25 March 1953, has been written and forwarded to your Headquarters. This completes action by the OES.

APN-76 RECEIVER TRANSMITTER LOCATION: (EE-51)

It is necessary to tune the transmitting section of the RTllA after it is installed in the aircraft in order to assure proper alignment of the transmitter. The present position in which the RT-11/APN-76 is mounted makes this tuning very difficult. It has been determined that it is feasible to rotate the RT-11 ninety (90) degrees from its present position to facilitate tuning the transmitter. A prototype installation has been engineered and will be tested.

EMERGENCY K-SYSTEM BOMBING COMPUTER: (EE-52)

At the request of Headquarters, Second Air Force, the OES will evaluate an emergency bombing computer. The purpose of this computer is to provide an emergency radar bombing capability when the A-l computer fails. This computer operates independently of the A-l computer, and if it proves successful, will effectively increase the reliability of the system.



DROP TANK RELEASE MECHANISM: (ME-67)

Specific Item Report No. 87A, dated 9 March 1953, has been forwarded to your Headquarters recommending:

- Welding of the latch link seat to the side strut be accomplished by the manufacturer so that the latch pin, P/N 6-33268-4, will always disengage from the locked position when the releasing mechanism is actuated.
- Additional dimensioning of critical measurements be incorporated in assembly drawings to aid in fabrication and inspection of release units.
- 3. As an interim measure, using organizations be informed of a procedure by which crews in the field can ascertain the reliability of release units prior to flight (Note: This procedure was included in the SIR).
- 4. Cables which connect the drag chute to the release latch be altered in length by the contractor so that changes in the field will not be necessary.

This completes action by the OES.

LEAKING POWER CONTROL UNIT SEAL: (ME-70)

SIR #91 dated 18 March 1953 has been completed and forwarded to your Headquarters recommending the use of a leather back-up ring to be used with the present "O" ring seals around the metering pin installed in the moveable surface power control units. This modification was recommended on the basis of evidence obtained from forty-five (45) units which have been re-worked in this manner at this station. There have been no indications of leakage past the "O" ring seals on any of the units after modification. This completes action by the OES.

Textricked

FUEL TANK SELECTOR SWITCHES, B-47 AIRCRAFT: (ME-71)

B-47 aircraft, S/N 51-2312 and on, are equipped with an improved pilot's fuel selector panel incorporating modified switches and selector knobs which select the manifold-engine position when rotated fully clockwise. On B-47 aircraft prior to S/N 51-2312, full rotation clockwise selected the tank-angine position. As a result, SIR #93 dated 26 March 1953 has been completed and forwarded to your Headquarters recommending that all B-47 pilot fuel tank selector switches and knobs in aircraft prior to No. 51-2312 be modified so that tank selections can be made by rotating switches in the same manner as with those switches incorporated in later aircraft. This completes action by the OBS.

Retricted

PART II

of

B-47 OPERATIONAL ENGINEERING SECTION

MONTHLY PROGRESS REPORT

ACTIVE PROJECTS BEING CONDUCTED BY THE OPERATIONAL ENGINEERING SECTION

111 d.

PROJECT NO. AE-4: Analysis of B-47 Mission Capability.

PROJECT ENGINEER: Major Lomax Gwathmey

DATE OF ORIGIN: February, 1952

PURPOSE: To determine the range capability of the B-47B aircraft when flying typical combat type missions and to evaluate the primary factors affecting this capability, such as tank drag, in-flight refueling, cruise technique, basic weight, fuel density, etc.

SUMMARY AS OF 31 MARCH 1953: The first phase of this project covered a limited experience with -ll engined aircraft, during February and March 1952, and was covered with SIR 43, dated 8 May 1952.

The second phase extended through April and May 1952 and was conducted with B-47B aircraft #51-2102 equipped with -23 engines and loaned to MacDill by WADC for evaluation. This phase included straight range capability and cruise technique. There was no Technical Order material available. Data collected on range missions was sent to Boeing Airplane Company by its technical representative assigned to OES and helped in developing firm data for Technical Order publication.

Phase III, of this project was performed with the same aircraft during June, July, and September (All B-47 aircraft being grounded for fuel cell inspection and rework for most of August). It included particularly in-flight refueling, tank drag, and further cruise technique not only on A/C #51-2102 but also A/C 51-2206 (the first Phase II modified aircraft received at this station) on which an accelerated operational suitability test was conducted. This work was covered in SIR's 53A, dated 11 September 1952 and 53B, dated 9 April 1953.

Also based upon the work done under Phase II, a composite study of the many variables affecting the range capability of the B-47B aircraft was made and the results published in SIR 53D, dated 15 October 1953.

The above completes the currently active work under this project, but it will be reopened whenever it becomes necessary or desirable.

Retutal

PROJECT NO. AE-11: B-47 Weight Reduction Program

PROJECT ENGINEER: Capt George H. Finefrock

DATE OF ORIGIN: 13 May 1952

PURPOSE: To decrease the basic weight of the aircraft as a means for extending its long range capability.

SUMMARY AS OF 31 MARCH 1953: This project was initated by a Project Alert Sheet on 13 May 1952 to increase the range of the B-47 by reducing the basic weight of the aircraft by eliminating certain equipment unnecessary to the operation of the B-47. SIR No. 52, dated 16 June 1952, recommended that (1) twenty-six itemized systems or equipment be removed from the aircraft (2) runways be extended to 14,000', with 300' minimum width and (3) AMC, ARDC, APG and SAC discuss these items as well as to determine if there are other items which can and should be eliminated from the aircraft as part of the weight saving program. On 21 August 1952, AMC directed and authorized the Contractor to accomplish work items as agreed upon during AMC, WADC, SAC, and Headquarters USAF conferences. These include items which: (1) require incorporation in production aircraft on a no-delay to delivery basis, (2) require engineering and subsequent ECP's, and (3) require a Technical Order for directing accomplishment in the field. In addition to weight reduction changes, those modifications for increasing the maximum take-off gross weight are included in this project and directive letter.

During the recent Operational Suitability Test conducted at this station on B-47B aircraft #51-2206, 734 pounds of lead ballast were removed from between station Nos. 1151 and 1217. The effects of ballast removal were compensated for, in the light landing gross weight range, by proper fuel management. The data collected, plus the recommendation to remove the ballast from all Phase II aircraft, appears in SIR #75, dated 9 January 1953.

The Weapons Phasing Group is now in the process of finalizing the B-47 configuration and the end result of the weight reduction program will be reflected in this configuration. This Section is retaining this project in a study status only.

Colotaid

PROJECT NO. AE-12: Installation of V. G. H. Recorders

PROJECT ENGINEER: Capt George H. Finefrock

DATE OF ORIGIN: 16 October 1952

PURPOSE: To record high altitude gust conditions

SUMMARY AS OF 31 MARCH 1953: Project Alert Sheet was initiated October 1952 by direction of CG SAC Msg DM/DS8U25794, dated 18 September 1952. A total of 400 recorded hours of high altitude (above 30,000') data are required. Three V.G.H. recorders have been installed in 306th Bomb Wing aircraft, Serial Numbers 51-2206, 51-2193, and 51-2220. First film drums were received by OES on 28 October 1952. 355:00 hours of recorded time had been submitted to NACA as of 28 March 1953. It is anticipated that this project will be completed during the coming period.

PROJECT NO. AE-17: Deletion of B-47 Left-Hand Elevator Trim Tab

PROJECT ENGINEER: Major Lomax Gwathmey

DATE OF ORIGIN: 4 February 1953

PURPOSE: To determine the magnitude of the pitch correction problem when flaps are operated without automatic elevator correction.

SUMMARY AS OF 31 MARCH 1953: The removal of the lead ballast from the B-47 is predicated upon the disconnecting of the left-hand elevator trim tab which provides automatic trim compensation for flap extension or retraction. It was considered desirable to so modify a B-47 aircraft and acquire pilot observations on the handling characteristics of the aircraft in this configuration. Primary objective would be the pilot's ability to handle the pitch-up during flap extension and a pitch-down during flap retraction when flying under varying flight conditions. Due to the large number of man-hours required and time of aircraft out of commission in disconnecting the left-hand elevator trim tab, it was decided that this project would be better accomplished by OES personnel flying the aircraft so modified at the Boeing Airplane Company's Test Flight Section, this was accomplished and the flight characteristics of the B-47B aircraft are considered satisfactory under the various flight conditions without automatic flap trim compensation. This action completes the project. No further report will be made by this Section.

+ B. tracted

PROJECT NO. AE-18: Evaluation of Alco Windshield Wiper

PROJECT ENGINEER: Major Lomax Gwathmey

DATE OF ORIGIN: 28 January 1953

PURPOSE: To determine the adequacy of an improved wiper blade for the B-47 Alco windshield wiper.

SUMMARY AS OF 31 MARCH 1953: Project initiated by Project Alert Sheet, 28 January 1953. Four (4) aircraft have been fitted with a new type Alco windshield wiper to be used in this evaluation. Wipers were installed under the supervision of an Alco Technical Representative. As of 28 March 1953, the programmed evaluation flights had not been made, since suitable weather conditions have not prevailed when the aircraft having the new blades were flyable.

Restricted

PROJECT NO. EE-10: Inverter Malfunctions

PROJECT ENGINEER: S/Sgt Michael Huber

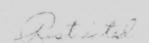
DATE OF ORIGIN: 19 September 1952

PURPOSE: To evaluate, on a competitive basis, nine (9) AN-3516 inverters from four different manufacturers.

SUMMARY AS OF 31 MARCH 1953: This project was established as a result of SIR No. 39, dated 25 April 1952, recommending competitive evaluation of the inverters manufactured by Eicor, Eclipse-Pioneer, Royal and Jack and Heintz. WADC concurred with this recommendation, and this Section was to receive nine (9) typical AN-3516, 50,000 foot inverters from each of the four manufacturers. This Section has received inverters from Eicor and Eclipse-Pioneer and evaluation of these inverters was initiated in November, 1952. As of 31 March 1953, six (6) Eicor and eight (8) Eclipse-Pioneer inverters are installed in six (6) aircraft.

Three (3) Eclipse-Pioneer inverters in secondary positions failed because of burned brushes and slip rings after an average of approximately 26 hours. These three inverters have been repaired, new type 51 brushes installed, and they have been reinstalled in aircraft. A fourth Eclipse-Pioneer inverter, with a total operating time of 312:15 hours failed and is non-reparable due to lack of maintenance instructions. The B-47 Project Office, WADC, has indicated that Eclipse-Pioneer will be directed to forward maintenance instructions. The nine (9) Eclipse-Pioneer inverters now have accumulated an average total time of 285:34 hours and exclusive of the first three malfunctions mentioned above, have a total of eight (8) malfunctions, and fifteen (15) minor adjustments.

The nine (9) Eicor inverters have accumulated an average total time of 200:18 hours, a total of eighteen (18) malfunctions and five (5) minor adjustments. Ten (10) of these malfunctions were due to components in the control circuits, four (4) of the components being time delay tubes. Two (2) time delay tubes were the old amperite tubes, two (2) were new type tubes made by Eicor. The other six (6) component malfunctions have been non-repetitive so far. Three (3) Eicor inverters malfunctioned repeatedly due to the overspeed devices. Two (2) required readjustment of the spring tension as well as cleaning the contacts. Three (3) Eicor inverters are in the shop. One (1)



PROJECT NO. EE-10, Inverter Malfunctions (Continued).

is being used as a spare. One (1) malfunctioned for unknown reasons. One (1) failed and at Eicor's request is to be returned to Eicor for examination of evidences of overheating and possible bad bearings.

Eclipse-Pioneer inverters meet the dimensional requirements of specification AN-3516, however, they will not fit in the spars position, due to the location of the input leads. Modified ventilating sleeves are required to fit Eclipse-Pioneer inverters in the secondary nosition. Eicor inverters will fit in all three positions. However, it is not possible to install the ventilating sleeves on the A.C. end of the Eicor inverters in the secondary position in some cases, and in the spare position in all cases, due to the position of the input leads.

PROJECT NO. EE-14A: Rendezvous Equipment

PROJECT ENGINEER: Capt Enoch T. Naversen

DATE OF ORIGIN: 18 March 1952

PURPOSE: To evaluate and to increase, if possible, the range of B-47 rendezvous equipment.

SUMMARY AS OF 31 MARCH 1953: The weak receiving characteristics of the APN-11 limits the range at which a signal can be triggered. By synchronizing an IFF pulse from the APS-23 to the APN-68, a pulse would be sent to the tanker's APN-76, which is linked to the APN-11. The APN-11 would be triggered and the signal displayed on the APS-23. Early test flights showed some promise of increased range. The last evaluation mission has been flown and a Specific Item Report is being written.

A chart

PROJECT NO. EE-16: Fuel Boost Pump Failure

PROJECT ENGINEER: 1st Lt P. D. Anderson

DATE OF ORIGIN: 18 March 1952

PURPOSE: To monitor failures of old and modified fuel boost pumps at this station.

SUMMARY AS OF 31 MARCH 1953: Project EE-16 was initiated on 18 March 1952 because of the failure of an excessive number of fuel boost pumps, types TF 29900-3 and TF 52L00-1. At that time, sixteen (16) boost pumps had failed in flight at an average time of 60 hours. A study was conducted on the rate of pump failure, types of failure and location of those pumps in the aircraft. As a result, SIR #41, dated 6 May 1952, recommended the following:

- a. That the rotating seal in the fuel boost pumps be mounted with the correct tension on the shaft to insure mating with the stationary seal face, and
- b. That the pump manufacturer be notified of the seal malfunctions and of the remedial action.

As a result of this SIR, Thompson Products Corporation, WADC and AMC personnel conducted an investigation of the leaking and failing boost pumps at this station. Pressures in the seal drain line and motor vent line were measured. "Wicking" action of the body to flange gasket has been investigated and several pumps have been torn down for inspection at WADC.

As a result of these investigations, the pump manufacturer has incorporated three (3) modifications into the pumps.

- a. Additional impeller screen to preclude foreign objects entering the impeller.
 - b. New type body to flange gasket.
- c. Modified motor cam which will improve cooling characteristics of pump motor.

401.12

PROJECT NO. EE-16: Fuel Boost Pump Failure (Continued)

At the present time there are one-hundred and eighty (180) modified B18B fuel boost pumps, P/N TF52400-6, being monitored by the OES. As of March 31, 1953, these aircraft have an average time of 136:45 hours since installation of the modified pump units. The balance of the original 326 units shipped to this station are being utilized as replacement parts through normal supply channels. In addition, eighty-four (84) auxiliary tank boost pumps, P/N TF31400-25, are being monitored on the same aircraft. These units have a total average time of 180:25 hours (Two pumps have failed for unknown reasons). There is also a balance on hand of these units, and they are being utilized as replacement parts.

There is an indefinite suspension date on this project and the modified units will continue to be monitored by the \mathtt{OES}_{\bullet}

0978

Alest ald

PROJECT NO. EE-30: K-System Slewing Control

PROJECT ENGINEER: Capt John T. A. Ely

DATE OF ORIGIN: 22 August 1952

PURPOSE: To eliminate excessive or violent banking of the aircraft in "SECOND STATION AUTO" and the possibility of accidental bomb release due to slewing.

SUMMARY AS OF 31 MARCH 1953: From flight test data and the interrogation of crews it was established that switching to "SECOND STATION AUTO" with the PDI off-centered, or slewing the K-System while in "SECOND STATION AUTO", caused violent, excessive banking. At 38,000¹, with 10° of turn angle in the PDI, switching to "SECOND STATION AUTO" caused the ailerons to drive to their limits disengaging the autopilot and necessitating manual recovery by the pilot from a dangerous flight attitude. In these tests, the bank exceeded 45° before recovery could be made. Slewing under this condition produced similar results. Several modifications to correct this deficiency were designed and bench tested.

In March 1953, a simple modification, which consisted of a limiter placed in the input of the E-l turn control amplifier, was successfully flight-tested. This limited the bank to 25° without affecting the sensitivity for small turn angles (The difference between release heading and true heading). A variation of this modification which allows the observer to select bank limits of either 12° or 25°, by means of a toggle switch on the E-l, is being flight tested at this time. If the next test flight is also successful, a SIR will be written recommending field modification of the E-l.



PROJECT NO. EE-40: K-System Hayden Timer Deficiencies.

PROJECT ENGINEER: Capt Phillip W. O'Dwyer

DATE OF ORIGIN: 26 January 1953

PURPOSE: To investigate failures of the Hayden Timer in the SAU and determine if maintenance procedures can be evolved that will reduce the failure rate of this unit.

SUMMARY AS OF 31 MARCH 1953: During the Operational Suitability Test on aircraft No. 51-2206, three (3) failures of this unit occurred during the twelve (12) missions. Armament and Electronic Service Stock Units have been alerted since 5 February 1953 to retain all defective Hayden timers so that they may be tested by OES. To date, no failures have occurred and no progress has been made on this project.

Restricted

Restricted

PROJECT NO. EE-41: Gun Camera Installation, B-47 Aircraft

PROJECT ENGINEER: Capt James T. Crowder

DATE OF ORIGIN: 3 February 1953

PURPOSE: To install gun cameras on the N-6 sight and on the

SUMMARY AS OF 31 MARCH 1953: SAC message DM6BO4A 48744, dated 10 January 1953 to Headquarters Second Air Force directed installation of a CG-4 gun camera on the N-6 sight and an AN-6 gun camera on the turret. Second Air Force provided the CG-4 gun camera and mounts. The CG-4 has been satisfactorily mounted on the N-6 sight and has been bore sighted with the 70 mill reticle of the N-6 sight. Mounting plates for the AN-6 gun camera were held up by supply action. The AN-6 camera is being installed on the bracket, inside the radome, that is used to support the antenna for the AN/APG-30. A damaged radome is being modified with clear plastic to provide a window for the camera. Upon completion of the installation two additional projects might be conducted: (1) ground tests to evaluate the error prediction computing device and (2) flight tests to determine position firing rules. These projects will be discussed with higher headquarters prior to initiation.

Sistricted

PROJECT NO. EE-42: B-4 Armament System Deficiencies

PROJECT ENGINEER: Captain James T. Crowder

DATE OF ORIGIN: 3 March 1953

PURPOSE: To isolate and investigate deficiencies in the B-4 armament system.

SUMMARY AS OF 31 MARCH 1953: Recurring malfunctions of the B-4 armament system during the operational suitability testing of B-47B aircraft 5/N 51-2206 that was reported in SIR #75, dated 9 January 1953 led to the establishment of a project to isolate and investigate the deficiencies in the system. Deficiencies noted during the operational suitability test are as follows:

- Lack of a method to provide dehumidified air for the gun charger.
- 2. Links jamming in ejection chutes causing stoppage of guns.
- Ammunition chute breakage occurring during certain movements of the turret.

On 6 March 1953, at the request of the WADC Armament Laboratory, a representative of the Walter Kidde Company, discussed at this station the problem of dehumidifying the compressed air. He left the following standard Air Force items for trial installation in one aircraft: A mechanical separator, a chemical drying cartridge and a 100 cubic inch storage bottle with a regulator, to replace the current 50 cubic inch bottle. These items have been installed in one B-47B aircraft of the 306th Bomb Wing and one gunnery flight has been made to date.

Emerson Bulletin ECO 129 024-D25, dated 16 July 1952 directed the replacement and a repositioning of the channel guard assembly with a similiar but larger assembly which would eliminate ammunition chute interference during turret movement. However, failures of ammunition chutes at this and other chute locations have continued since this bulletin has been accomplished.

Barrel life is averaging approximately 2,000 rounds when the firing schedule is a three (3) second firing burst and forty-five (45) second cooling period. Six (6) barrels have ruptured with subsequent damage to the radome from projectiles.

Retrited

PROJECT NO. EE-43: Tracking Range of K-4 Bombing Navigation System in B-47 Aircraft

PROJECT ENGINEER: Capt Phillip W. O'Dwyer

DATE OF ORIGIN: 3 February 1953

PURPOSE: Classified Information

SUMMARY AS OF 31 MARCH 1953: SIR #85, classified confidential, dated 3 February 1953, was forwarded through command channels to Hq WADC on 6 February 1953. The action copy has been returned to the OES as Headquarters SAC has established a tracking range requirement with Hq USAF. Testing will continue.

PROJECT NO. EE-44: Remote Radar Indicator ID-218 in Copilot's Position

PROJECT ENGINEER: Capt Enoch T. Naversen

DATE OF ORIGIN: 5 February 1953

PURPOSE: To investigate the feasibility and advantages of installing an auxiliary radar scope in the copilot's position.

SUMMARY AS OF 31 MARCH 1953: A prototype installation of an auxiliary indicator has been completed. Initial test flights indicate that the installation is satisfactory spacewise. A test program has been outlined for the evaluation by crews of copilot station keeping, target assist, and navigation assist by several crews.

PROJECT NO. ME-12: Directional Damper

PROJECT ENGINEER: Major Willis E. Frazier

DATE OF ORIGIN: 11 January 1953

PURPOSE: To determine if the directional damper installation is required during a normal combat mission.

SUMMARY AS OF 31 MARCH 1953: A suitability test of the directional damper was directed by General Selser, then Dep. D/Ops, Hq SAC, in a telephone conversation on 11 January 1952 with Colonel Fleming, Chief B-47 OES. The first evaluation indicated the following:

(1) more pilots felt they were assisted by the damper than hindered by the damper, and (2) the majority of the pilots reported that the damper had no effect on aircraft flight characteristics. It was determined that in the above evaluation the damper failed to achieve its full design capability in many aircraft because of improper setting of the ratio selector. Equipment now available for setting the ratio selector was not available at the time of the first evaluation. The results of that evaluation are not considered conclusive. Accordingly, the setting of the ratio selector has been checked in all aircraft participating in a second evaluation of the damper under various flight operations. This evaluation is continuing and the results will be summarized and reported in an SIR at the earliest practical date. The requirement for including the directional damper in AN-Ol-20EN-6, Inspection Requirements, will also be covered in the SIR.

12. 1 . va

PROJECT NO. ME-28: Fuel Loading Procedures

PROJECT ENGINEER: Major Lomax Gwathmey

DATE OF ORIGIN: February, 1952

PURPOSE: To develop a firm method for refueling the aircraft prior to long range missions.

SUMMARY AS OF 31 MARCH 1953: When the 3-47 was first becoming operational at MacDill AFB, the problem of fuel loading became evident immediately. Fuel loading of the aircraft had to be specified by operations personnel in great detail due to the fuel tanks being in the fuselage extending at great length along the longitudinal axis of the aircraft, and therefore having a direct and great effect upon the C.G. For transition or early training flights only partial fuel loads were used, thus complicating the fuel loading requirement.

For former aircraft, having the fuel tanks in the wings, with which both operational and maintenance personnel were familiar, no $_{\circ}$ C.G. problem existed.

Further, the B-47 carries a proportionately and actually a much larger fuel load, such that the density of the fuel became quite significant. Consequently the current density of the fuel had to be ascertained at regular intervals, and temperature variations due to weather and manner of handling the fuel had to be assessed.

The B-47 aircraft is peculiarly poorly adapted to dipstick determination of fuel volume on board due to the size and shape of the tanks and the positioning of the filler necks. (Forward auxiliary tank cannot be dip sticked).

The aircraft performance is based upon weight of fuel, not volume. The dispensing gages measure volume, not weight.

All of the above called for a new technique in fuel loading procedures. A project was set up by the OES to collect data over a period of time under various operating conditions and make an analysis of the various variables involved with the view of recommending the best and most practical system of fuel loading for the B-47 aircraft.

A SIR is currently being completed covering this project.

PROJECT NO. ME-44: Crew Comfort and Survival Equipment.

PROJECT ENGINEER: Major Willis F. Frazier

DATE OF ORIGIN: 3 April 1952

PURPOSE: To investigate and make recommendations regarding the crew comfort problems existing in the B-47 aircraft.

SUMMARY AS OF 31 MARCH 1953: Undue aircrew fatigue and inadequacies in survival equipment became apparent in B-47 aircraft operation at MacDill AFB. Accordingly, SIR No. 27, subject: Crew Comfort and Survival Equipment, dated 3 April 1952, recommended that ARDC take the following action: (1) initiate a program to determine what items are causing excessive crew member discomfort and fatigue, and (2) take positive measures to improve the design of, or completely eliminate, various items which are causing crew fatigue. Specific examples of items to be considered were reclining seats, rudder pedal footrests, an entirely different type of oxygen breathing apparatus, more comfortable seat cushions, much lighter head protection equipment, smaller life jackets, and detachable parachutes.

An ARDC Human Factors B-47 Research Team investigated the above recommendations. This Team visited the majority of AF bases at which B-47 aircraft were being flown, including MacDill AFB. A preliminary report was rendered by this Team to SAC personnel at a conference held at Wright-Patterson AFB on 26-27 June 1952. The final comprehensive report, entitled "Human Factors in B-47 Operation," was published 18 November 1952 and received wide dissemination.

Certain items of newly developed personal equipment have been and are being evaluated by personnel at MacDill AFB.

A conference was held at MacDill AFB on 25-26 February 1953 on survival equipment and a survival kit combination to be used in the B-47 aircraft without ejection seats. Attending were representatives from Hq SAC, Hq WADC, Hq Second Air Force, Hq 6th Air Division, and the 305th and 306th Bomb Wings. It was decided that the 306th Bomb Wing would be furnished additional SAC E-1 survival kits to provide them with enough equipment to make up their own kits for use in the immediate future. Also, it was decided to furnish the 306th Bomb Wing with heated flying suits in addition to other standard equipment. One each Mark IV survival suit was made available to the 306th Bomb Wing for evaluation; two additional suits are to be furnished as soon as possible.

PROJECT NO. ME-53: Fuel Tank Leaks, B-47 Aircraft

PROJECT ENGINEER: 1st Lt Joseph S. Breeden

DATE OF ORIGIN: 19 February 1952

PURPOSE: To report fuel tank leaks and to recommend corrective action (Note: The corrective action referred to in the original purpose was for (1) stronger interconnect spiders (2) special spider tool, and (3) "manufacturer initiated special procedures to insure that the fuel tanks are properly installed and completely free from leaks prior to delivery of the aircraft").

SUMMARY AS OF 31 MARCH 1953: During the period from the project initiation to approximately 21 July 1952, it was felt by most persons concerned that the fuel leaks were primarily due to faulty interconnectors. SIR #48, dated 26 May 1952, submitted during this period reflects the thinking at that time on fuel cell leaks. The purpose and recommendations of this SIR are given in brief above. As a result of the number of cells which were found to be split, and an accident on 21 July 1952, all 6th Air Division B-47's were grounded on 22 July 1952. A Fuel Tank Task Force composed of WADC, AMC, Boeing, US Rubber, and OES representatives was formed at MacDill to study the problem of fuel tank leaks. An extensive study was conducted and recommendations for improving fuel cells, cavity draining and sealing, tank hardware and tank interconnector fittings were made. Since the above study, four Technical Orders for fuel cell component inspections have been issued: Technical Order 01-20EN-113, dated 28 August 1952, the original one-time inspection by WADC personnel; Technical Order Ol-20EN-122, dated 9 October 1952, specifying an inspection to follow the first inspection by 40 / or -10 days and to be performed by OCAMA personnel; Technical Order Ol-20EN-122, dated 22 December 1952, which superseded Technical Order Ol-20EN-122, dated 9 October 1952, directed another cell inspection at $60 \neq \text{or}$ -10 days, and specified that the field maintenance organizations would perform the maintenance; and Technical Order 01-20EN-165, dated 20 February 1953, which replaced Technical Order 01-200N-122, dated 22 December 1952, while still specifying that the field maintenance organizations would perform the maintenance.

After the Fuel Tank Task Force departed, this Section continued collecting data only, since the magnitude of the problem has been recognized by responsible agencies. Therefore, this project consists

PROJECT NO. ME-53: Fuel Tank Leaks, 3-47 Aircraft (Continued)

of monitoring fuel cell discrepancies noted in the 306th Bomb Wing to obtain a continual sampling of the problem. A monthly report is made of (1) discrepancies noted from fuel cell inspections performed on aircraft during the month, and (2) leaks reported for all B-47 aircraft of the 306th Bomb Wing. It is pointed out that the inspections being accomplished by the 306th Bomb Wing are in accordance with O1-20EN-122, dated 22 December 1953, on aircraft delivered from the Modification Center. The report for the month of March is as follows:

I. Fuel cell inspections (self-sealing cells only):

Eleven (11) aircraft were inspected and the results of eight (8) of the inspections available are:

A. Discrepancies noted: Holes in cell wall (7), thinned areas (1), splits and cuts (5), loose patches (3), activated areas (5), activated areas sumps (4), separations (2), loose seams (3), miscellaneous manufacturing flaws (2).

B. Cells replaced: (All for activation) one -3, one -4, one -7, one -3 left sump.

C. Patches required: -1 cell (1), -15 cell (2), -3 cell (7), -6 cell (5), -7 cell (3), -8 cell (1), -9 cell (3), sumps (3).

II. Fuel leaks reported (self-sealing and non-self-sealing cells):

Seven (7) aircraft were reported with leaks:

A. Leaks not ed:

Non-self-sealing cells leaking (17); self-sealing cells leaking (1); fittings leaking (1).

B. Cells replaced for leakage (in addition to those replaced as a result of fuel cell inspections):

1. For holes or seepage through non-self-sealing cell walls -14 cell (4), -13 cell (5), -10 cell (3), bomb bay (1), TO cell (1).

PROJECT NO. ME-53: Fuel Tank Leaks, B-47 Aircraft (Continued)

2. For activation: -15 cell (1).

III. Several supply discrepancies were also noted during the month:

An empty crate was issued as a -15 cell, two old type -15 cells were issued, one -13 cell was in a crate marked and issued as a -14 cell, and two -13 cells had cell wall holes when issued.

- " treated

A Restricted

PROJECT NO. ME-54: Service Life of B-47 Surface Control Pump Assemblies.

PROJECT ENGINEER: 1st Lt P. D. Anderson

DATE OF ORIGIN: 12 June 1952

PURPOSE: To monitor the operation of twelve each subject assemblies, part number 4869-167 WQ 300, for the purpose of determining periodic replacement time.

SUMMARY AS OF 31 MARCH 1953: As a result of message DM3A3B 78096, 29 May 1952, Hq SAC to CG, 6th Air Div, this project was initiated by a Project Alert Sheet, dated 12 June 1952, for the purpose of determining the service life of two different surface power control pump assemblies: P/N 4869-167WH300-2 and P/N 4869-167WQ300. Six of each type assembly would be monitored in detail with respect to operation and maintenance reliability. Since, at this time a third unit was in use (P/N 4869-167WH300-1), it was decided that all types of power control units would be monitored to determine the operational service life before replacement.

On 20 June 1952, a copy of Hq AMC message MCMNTS15-6-7-M was received by OES stating that Technical Order Ol-20EN-6 was being revised to specify the time change period for these pumps: P/N 167WH300-1 at 200 hours while like assemblies with the other part numbers would be replaced at 500 hours. As a result of this message, the general project was reduced, on 16 August 1952, to the specific monitoring of twelve units, noted in paragraph above.

DOES message, dated 31 December 1952 to CG, SAC, advised that all the aircraft equipped with surface power control units being monitored by the OES had been transferred from this station. During the period preceding this message, one unit P/N 167WH300-2 had failed after 24 hours. The average time on each of the twelve units as of the message date, was 100:38 hours. It was further stated that, since only one type of replacement unit was carried in local supply, namely, power control assemblies P/N 167WQ300, only these type pumps would be monitored by the OES for the purpose of determining the advisability of increasing the time for periodic replacement.

SAC message to OES, 9 January 1953, concurred with the modified project and twelve units are being monitored in accordance with the objectives of the OES message. As of 31 March 1953, there have been no replacements of any of the assemblies, P/N 167WQ300. The average time for the twelve units is 146:00 hours.

PROJECT NO. ME-55: Pilot's In-Flight Refueling Arm Rest

PROJECT ENGINEER: 1st Lt Joseph S. Breeden

DATE OF ORIGIN: 13 June 1952

PURPOSE: To evaluate an adjustable arm rest installed on the pilot's seat during IFR.

Note: Original purpose has been modified to evaluate adjustable arm rests as a crew comfort item to relieve fatigue on long flights.

SUMMARY AS OF 31 MARCH 1953: An adjustable arm rest was originally intended to relieve strain on the arm of the pilot during IFR operations. As a result of evaluation flights by various pilots, it was determined that the idea of an adjustable arm rest was of more concern to crew comfort problems than to IFR operations only. Therefore, an arm rest similar to that used on the left arm of the pilot's seat is being manufactured for the right arm of the pilot's seat. A work order to accomplish this was issued in March, 1953, but a lack of metal stock in the machine shop has prevented the completion of the right-hand rest to date. As soon as the material is available, the right-hand rest is to be installed with the left-hand rest and evaluated.



PROJECT NO. ME-58: Dock Requirements for Periodic Maintenance Inspec-

PROJECT ENGINEER: 1st Lt Mike Mozer

DATE OF ORIGIN: 21 July 1952

PURPOSE: To review the periodic maintenance dock requirements for a B-47 organization including air refueling support.

SUMMARY AS OF 31 MARCH 1953: It was felt by higher headquarters that the five (5) B-47 and two (2) KC-97 docks which were originally authorized for a B-47 wing were in excess of requirements.

This project was initiated by a Project Alert Sheet on 21 July 1952 to review the dock requirements, based upon actual inspections completed by the 306th Bomb Wing. OES published Specific Item Report No. 61, dated 13 September 1952, recommending that the number of docks be reduced to four (4) B-47 and two (2) KC-97 docks. This report was forwarded through command channels. Disposition of the report will be determined by Headquarters, Strategic Air Command.

Restricted

PROJECT NO. ME-63: Engine Choo-Choo

PROJECT ENGINEER: Capt William F. McClain

DATE OF ORIGIN: 21 November 1952

PURPOSE: To investigate and eliminate the engine choo-choo problem.

SUMMARY AS OF 31 MARCH 1953:

The engine condition known as choo-choo, apparently caused by fuel pressure pulsation, was observed at MacDill AFB with the arrival of Phase II B-47 aircraft, on which J47-23 and -25 engines are installed. Two (2) .060 inch diameter VCO line orifice restrictors were installed on two (2) engines having choo-choo, and sufficient improvement to warrant further testing was observed. Accordingly, twelve (12) additional orifices of .060 inch diameter were installed on engines with chronic choo-chooing. Choo-choo remained during 26% of the total starts over a test period of 584:45 hours. This testing was discontinued in favor of a program using smaller orifices.

During February, 1953, tests were conducted at MacDill AFB by General Electric, WADC, and OES personnel on various size orifices, on accumulators, and on rerouting of the fuel return line between the fuel control valve to the engine driven fuel pump. It was determined that the .037" diameter orifice and the 10 cubic inch accumulator can almost entirely eliminated choo-choo. As of 31 March 1953, .037 diameter orifice restrictors have been tested 427:00 hours on 82 flights, and the accumulators have been tested 570:35 hours.

Data is not available at this station on cold weather operation of the .037 inch diameter VCO orifice. Informal information indicates that on an Air Proving Ground Command, B-47 aircraft, operating under cold weather conditions involving cold soak periods at temperatures of -17°F and -20°F, those engines with VCO orifices (dia. not specified) would not initially accelerate above 62% RPM. The engines would not respond normally until after five (5) minutes of idle engine operation, at which time acceleration characteristics became normal. The engines without orifices responded normally without warmup. A test will be conducted by MacDill AFB personnel during April, 1953 on cold weather operation of the .037 inch diameter orifice and the 10 cubic inch accumulætor.

Restricted

expedication

PROJECT NO. ME-65: Flaperon Hydraulic Pressure Gauge Mounting.

PROJECT ENGINEER: 1st Lt Mike Mozer and 1st Lt P. D. Anderson

DATE OF ORIGIN: 15 December 1952

PURPOSE: To mount the flaperon accumulator hydraulic pressure gages so as to prevent damage from excessive vibration.

SUMMARY AS OF 31 MARCH 1953: This project was initiated by a Project Initiation Sheet, dated 15 December 1952 which stated "indicator needles on flaperon hydraulic pressure gages have been falling off the pivot shaft of the gages". It was decided to determine the reason why the needles have been falling off, and if it is due to aircraft vibration, recommend in a Specific Item Report repositioning of the flaperon accumulator pressure gages. Since this series of malfunctions have become more prevalent on Phase II aircraft, the first possibility to be investigated was the use of a type of shockproof mounting.

At the present time, there is installed on one aircraft a type of rubber mounting intended for the purpose of absorbing vibrations which might be detrimental to the construction of the gage mechanism. As of 31 March 1953, this modification has been installed for approximately 30 days and no difficulty has been reported. Completion of the SIR is being deferred until more information as to the feasibility of the experimental shockproof mounting can be gathered.

Cornelau to

Restricted

PROJECT NO. ME-69: Tow-Target Reel Installation

PROJECT ENGINEER: 1st Lt Joseph S. Breeden

DATE OF ORIGIN: 13 February 1953

PURPOSE: To determine the feasibility of installing a tow-target reel which can be readily removed or installed for towing winged targets with B-47 aircraft.

SUMMARY AS OF 31 MARCH 1953: In accordance with a message from Headquarters SAC, DM4AS856603, dated 14 February 1953, a project to determine the feasibility of a tow-target reel installation in a B-47 aircraft was initiated. Two type A-2 assemblies with cable and four aero 27-A targets have been received at this station. Trips have been made to Eglin AFB and Wright-Patterson AFB to inspect and discuss tow-target reel installations and related problems. The preliminary configuration for the installation has been established and tentatively approved by Headquarters WADC. Actual fabrication of the installation and modification of the targets are contingent upon a decision by Headquarters SAC that this project will be conducted by the OES at this station.

Restricted

Andrew 180 PART III B-47 OPERATIONAL ENGINEERING SECTION MONTHLY PROGRESS REPORT B-47 OPERATIONAL ENGINEERING SECTION PROJECTS COMPLETED AWAITING ACTION BY HEADQUARTERS WRIGHT AIR DEVELOPMENT CENTER

THIS PAGE IS DECLASSIFIED IAW EO 13526

Retricted

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION.

Project No. and	Title	
-----------------	-------	--

Status

AE-13: PDI Instrument Relocation SIR #82, dated 24 January 1953, forwarded to Hq WADC. AMC-WADC have not received the Contractor's ECP to place the PDI instrument in a position where it is more readily visible to the pilot. This Section is in the process of evaluating an emergency interim repositioning by interchanging the pilot's Machmeter and P.D.I. instrument.

AE-16: Evaluation of B-47
External Tank
Jettison Features

SIR #87, dated 10 February 1953 forwarded to Hq WADC. WADC is studying Boeing comments on recent tests. Comment to SAC will be made in the near future.

EE-5: ATO Indicator

SIR #86, dated 4 February 1953, has been forwarded to Hq WADC. WADC laboratories are studying this problem.

EE-13: K-Equipment Junction Box J-218 SIR #77, dated 15 January 1953, forwarded to Hq WADC. The SIR is being reviewed by Armament Lab, WADC, and the changes recommended are being evaluated. The Armament Laboratory agrees that the relocation of the junction box is very desirable.

EE-14: Evaluation of APN-12 and APN-68 Rendezvous Equipment SIR #76 was forwarded through command channels 13 February 1953. C&N Lab, WADC received the "Action" copy of SIR during the week of 30 March 1953. KC-97 Project Officer has been forwarded copy of the report.

Rectrited

Returbe

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION.

Project No. and Title

Status

EE-20: Radar Circuit Breaker

SIR #56, dated 15 July 1952, forwarded to your Headquarters on 20 October 1952. The change recommended by this SIR has been approved by the Weapon Phasing Group for production incorporation in the 645th unit and for retrofit in previous aircraft. Therefore, this project is considered complete and no further action will be taken.

EE-21: Emergency Communications

SIR #71, dated 15 December 1952, forwarded to Hq WADC. WADC is continuing tests of the ARC-21 and Collins 18S-4 which have wing and fixed wire antennae. The tests should be completed by 15 April 1953. Recommendation awaits evaluation of all test data.

EE-22: K-System Cabling Deficiencies in B-47 Aircraft SIR #42, dated 7 May 1952, forwarded to Hq WADC. In January, WADC indi-cated that the Armament Lab was preparing a Technical Order which would dictate removal of extraneous wires. WADC now states that the wires are not to be removed to avoid affecting interchangeability and that a Technical Order will not be written. Subject SIR recommended removing the wires from the cables in B-47 aircraft. This will not affect equipment interchangeability between the K-System and the AN/APQ-24. In addition, WADC also stated that subject wires will be used in the latest modified sets but does not state how or why they will be used. Therefore, the OES will attempt to obtain additional information on recent modifications which will utilize these wires.

Restricted

Stickentin

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION.

Project No. and Title

EE-24: Misfire of B-47 ATO Motors

SIR #44 dated 17 May 1952, has been forwarded to Hq WADC. Connectors and leads of the types discussed in SIR #44 have been shipped to the CG, WADC, ATTN: WCWB F-MC-18B for inspection. It is understood that a project has been established by WADC to test an automatic energizing device on an F-86 type direct:

EE-26: Towing of N-1 Bomb Dolly

SIR #60, dated 17 September 1952 and SIR #60A, dated 10 November 1952, forwarded to Hq WADC. WADC indicates that the contractor has initiated an ECP for attachment facility for N-1 bomb dolly on forward main gear strut with tentative effective point at 617th unit. AMC-WADC has not received ECP for evaluation and approval. In addition, WADC Labs are presently evaluating the retrofit recommendation of subject report.

EE-28: Mounting of Nesa Glass Windshield Deicing System's Auto Transformer

SIR #70, dated 12 December 1952, forwarded to Hq WADC. WADC concurs in OES recommendations regarding mounting of the Nesa glass auto-transformer to simplify replacement. However, the contractor has proposed a windshield de-icing transformer mounting revision for the RB-47B that is somewhat different from OES recommendations but which also appears to be satisfactory. Therefore, the contractor has been requested by WADC to comment on subject report particularly regarding the ECP already established for RB-47B and how it will affect B-47B airplanes.

(Kestrited)

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION.

Project No. and Title

EE-29: Oxygen Warning System

EE-32: Nesa Glass Control

EE-33: Spare Three Phase Inverters for K-System

EE-35: B-8 Intervalometer Wiring Installation

Status

SIR #62, dated 25 September 1952, forwarded to Hq WADC. WADC letter, WCOWB WBB WC-188(1), Subject: B-47 Aircraft Oxygen Warning System, dated 4 March 1953, indicates that necessary changes have been made or are being programmed to provide a satisfactory warning system. Therefore, this project is considered complete and no further action will be taken.

SIR #73, dated 23 December 1952, has been forwarded to Hq WADC. The AMC is in the process of issuing a Technical Order to connect the Nesa Glass Control unit to the secondary inverter in aircraft which did not have this change made in production. In addition, the Contractor is investigating Nesa glass systems that are capable of operating on alternator power.

SIR #69, dated 12 December 1952, was forwarded to Hq WADC. WADC has sent 2nd Ind of SIR #69 to Hq SAC 9 March 1953. Firm engineering provisions for the engineering change proposal have been established. The contractor has been requested to prepare an ECP to replace the spare three phase "nverter, 500 VA instrument inverter, with a 750 VA inverter to serve as a spare for both the instrument and the K-System. This project is completed.

SIR #74, dated 15 January 1953, has been forwarded to Hq WADC. WADC . indicates that ECP-331K which corrects the wiring deficiency has not been received. The WADC is to require closer quality control on the manufacture of the B-8 intervalometers. In addition, the aircraft contractor will be required to accomplish a

Retrictal

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION.

Project No. and Title

EE-35: B-8 Intervalometer Wiring Installation (CONTINUED)

EE-36: Mounting Provisions of Potentiometer on PP-353 Panel

EE-37: K-System Fuse Accessibility, SAU and CAU

EE-38: Guard for Control Box C-626, AN/ARC-27

EE-38A: Mounting Bracket for Control Box AN-ARC-27

Status

functional check of the camera system. Official reply from WADC has been coordinated within WADC for transmittal to Hq SAC, dated 2 April 1953.

SIR #81, dated 23 January 1953 forwarded to Hq WADC. Armament Lab, WADC concurs with the recommendations of this report and will obtain an BOP. The engineering change proposal will provide for early incorporation in production and retrofit.

SIR #78, dated 15 January 1953 forwarded to Hq WADC. WADC states that this SIR is being reviewed by the Armament Lab and an answer should be available on or before 9 April 1953.

SIR #72, dated 12 December 1952, forwarded to Headquarters WADC on 23 December 1952. WADC concurs in the report and vill request the Contractor to submit an ECP to correct this condition.

SIR #72A, dated 27 February 1953, has been forwarded to Hq WADC recommending a modified mount which would result in the face of the control box being normal to the copilot's line of vision. This will permit the copilot to see the recessed numerals, and therefore, the frequency, without getting out of his seat. WADC concurs that this condition appears to be unsatisfactory. Contractor will be requested to submit an ECP.

Restricted

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION

Project No. and Title

ME-9: Cabin Drainage Station 126.50

Status

SIR #30, dated 10 April 1952, and SIR #64, dated 27 October 1952, forwarded to Hq WADC. WADC has written a letter requesting a Technical Order be issued requiring an inspection of the drain hole forward of station 126.50. The Contractor has been requested to insure that the hole is not blocked with sealing compound during production.

ME-11: Operational Analysis of B-47 Cabin Air Conditioning System

SIR #63 dated 25 September 1952 forwarded to Hq WADC. Recommendations of the above SIR were answered by Hq WADC in their letter to Hq SAC, Subject: (Uncl) Cabin Air Conditioning System, B-47 Aircraft, dated 16 February 1953. The B-47 OES has not received an official answer.

ME-15: Observer's Ditching Harness SIR #45, dated 21 May 1952, and SIR #64, dated 27 October 1952, have been forwarded to Hq WADC. The contractor has established an BCP for the incorporation of an observer's ditching station. Details of change are now being worked out with tentative effectivity at the 788th unit. OCAMA will be directed by WADC to write a Technical Order for an interim ditching position. No additional information.

ME-21: Lower Wing Surface Access Panel SIR #17, dated 6 March 1952, and SIR #64, dated 27 October 1952, forwarded to Hq WADC. No further information on this project is available.

Restricted

Restricted

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION

Project No. and Title

ME-36: Periscopic Sextant

SIR #13, dated 26 February 1952, Subject: Periscopic Sextant in Sectionalized Canopy, forwarded to Hq WADC. The technical inspection of segmented, jettisonable canopy for B-47E aircraft convened at Boeing Seattle 23-24 March 1953. A single periscopic mount in the canopy was agreed upon in the present optimum position. Satisfactory observations can be made toward the forward hemisphere and toward the aft hemisphere by twisting around in the seat. Seven requests for action or study were made to WADC to make the installation more satisfactory. The amount of tilt, to correct for aircraft roll in particular, is only 2-3/4° in one direction. This condition exists also in the new solid canopy for the first 400 aircraft incorporating the periscopic sextant mount. Until this deficiency is removed, B-47 aircraft will have little celestial capability.

ME-36A: Periscopic Sextant Mount in the Navigator's Position, B-47B Aircraft

SIR No. 13A, dated 4 November 1952, forwarded to Hq WADC. Canopy conference at Boeing Seattle requested a periscopic mount be retained in the Navigator's position B-47 air-craft. It is expected that the short-comings of the present installation will be resolved to make a satisfactory installation,

Rutual

Restricted

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION

Project No. and Title

ME-41: Servicing Engine Oil Tanks

Status

SIR #40, dated 6 May 1952, forwarded to Hq WADC. WADC answered this SIR on 8 October 1952, ltr WCCMB/MBB:dd/F-18B4. At that time, it was pointed out that there were two fixes to this problem. One of these is an improvement of the present tank as an interim fix with the final fix being a redesigned oil tank. SAC, as late as 8 January 1953 at the B-L7 Weapons Phasing Group, indicated that the interim fix is operationally acceptable. SAC has not as yet expressed officially its desire for the incorporation of the final fix.

ME-42: Drag Chute Tail
Access Door Installation

SIR #47, dated 23 May 1952 and SIR #64, dated 27 October 1952, forwarded to Hq WADC. The contractor has established ECP 715 to provide a satisfactory installation of the subject door. The modification proposed in the SIR #47 appears satisfactory but will affect only a portion of the difficulties. It is considered better practice to use a retrofit that corrects the entire deficiency. The ECP has been returned to the contractor for more information.

ME-43: Aileron Balance Seal, B-47 Aircraft SIR #66, dated 11 December 1952, which recommended deletion of the inspection requirement for the first and third intermediate inspections, was forwarded to Headquarters WADC through command channels. Disposition has been made by Headquarters SAC, since the date was collected for their use. Headquarters SAC forwarded SIR #66 to WADC on 7 January 1953.

Retricted

Restricted

SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION

Project No. and Title

ME-48: Fuel Selector Panel

ME-49: Modification of Fuel Selector

Switches

ME-50: Fuel Pressure Warning Indicator Lights

ME-51: H-1 Hoisting Dolly

ME-59: Seal Retainers on Fuselage Access Doors

ity Test of Phase II Modified B-47B Aircraft

Status

SIR #33C, dated 17 June 1952, forwarded to Hq WADC. ECP 1358 approved by WADC accomplishes necessary change. Retrofit is provided for all in-service aircraft. Project is considered complete.

SIR #33B, dated 17 May 1952, forwarded to Hq WADC. A Fuel Panel Conference was held at Wichita, Kansas on 17 February 1952 and a decision was reached on a permanent fix which the Contractor expects to be ready for field retrofit within sixty (60) days. The Contractor has recommended an effectivity at the 693rd unit. No additional information available.

SIR #49, dated 29 May 1952, forwarded to Hq WADC. Boeing comments submitted to Power Plant Laboratory. Reply will be made in near future.

SIR #84, dated 2 February 1953, for-warded through command channels to WADC. Hq SAC forwarded "Action Copy" to WADC on 4 March 1953.

SIR #58, dated 19 August 1952, forwarded to Hq WADC. ECP 1221 has been submitted by the Contractor and has been approved by WADC. No retrofit provisions.

ME-60: Operational Suitabil- SIR #75, dated 9 January 1953, has been forwarded through command channels to Hq WADC. All WADC laboratories have copies of this report for review until "Action Copy" arrives. This Report will be used with Sky-Try Report on overall evaluation.

Restunted!



SUMMARY LIST OF B-47 OES COMPLETED PROJECTS AWAITING AMC ACTION

Project No. and Title

ME-61: Accomplishment
of SIR Modifications by Field
Activities

ME-68: Multiplace Life Raft Installation in B-47 Aircraft

Status

SIR #64, dated 27 October 1952, forwarded to Hq WADC. No additional information is available.

SIR #83, dated 29 January 1953, forwarded to Hq WADC. A letter has been written to OES giving comments on SIR #83. WADC is prepared to submit a letter to the Contractor requesting installation of multiplace life raft in the airplane as soon as the requirement for the raft is established by Headquarters SAC.

Autricted

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDHENT WING MEDIUM Office of the Director of Operations NacDill Air Force Base, Florida 21 March 1953

I'm I

GEN RAL PROVISIONS INDEX AND DISTRIBUTION

- 1. PIRHOSE: The purpose of this memorandum is to provide a list of all current Corrections Remorandum's and to outline the distribution of this and future profileations in order to insure adequate dissemination to persons concerned.
- 2. FIGURE: This publication is issued primarily as a directive to flying squadrons and rated personnel of this wing. Distribution is also made to interested units and steff sections as may be designated.
 - 3. PROGERE
- a. The Director of Operations will originate, publish and distribute the Operations Mumorandums.
- b. There will be no amendments to memorandums. All changes will be by replacement. When a memorandum becomes obsolete the next memorandum published will assume its number.
 - c. Operations Memorandum are numbered as follows:

NUMBER B-47-00 (B-47 Type Aircraft)
NUMBER KC-97-00 (KC-97 Type Aircraft)
NUMBER AOB-00 (Cheerwar Information)
NUMBER T-33-00 (T-33 Type Aircraft)

d. Numerical Index to Ming Operations Memorandum are as follows:

Attachment #1 B-47 Index
Attachment #2 KC-97 Index
Attachment #3 T-33 Index
Attachment #4 AOB Index

e. Distribution of Operations Memorandum will be made in accordance with the table on Attachment #5. Special distributions will be listed in the Distribution Section of Operations Memorandum.

BY ORDER OF COLONIA McCOY:

RICHARD E EVANS
Lt. Col., USAF

Director of Operations

DISTRIBUTION: B-47

T-33 FG-97 AO3--47 AOB-97

Inal 2

EXHIBIT "EE"

Attachment #1 306th Bomb Wing Opns Memo. Index 21 March 1953

B-47 Index

M	NABER SUBJEC	T	DATE
1.	. Bicyele Control		21 March 1953
2.	. Squadron Operations Duty Offic	er	21 March 1953
3.	linimum and Maximum Crew B-47		21 larch 1953
4.	SOP for Air-to-Air Gunnery and Air Proving Ground Warning Are	Bubing Missions	21 Farch 1953
5.	Filing of Hight Plans for Loc Local rand Cross Country Elight	al Flight, and Combin	ned 21 March 1953
6.	Air Traffic Control Violations	at Bomb Range and RE	88 :21 March 1953
7.	Minimum Equipment - B-47		21 March 1953
8.	Wearing of Mae West		21 March 1953
9.	Ground Safety Precautions		21 Narch 1953
0.	Weather Restrictions for B-47 F	lying	21 March 1953
1.	T-33 & B-47 Long Range Navigati	on Flights	21 March 1953
2.	Responsibility for Aircraft "hi	le in Flight	21 March 1953
3.	Grew Flight Briefing		21 March 1953
4.	VFR - Airspace Reservations		21 March 1953
5.	Utilization of UHF Frequencies		21 March 1953
	Fuel Minimum for B-47 Flights		21 March 1953
7.			
	Flight Recall Procedure		21 March 1953
	Instrument Flying		21 March 1953
	Parachute for Entry Into Bomb Ba	y B-47	21 March 1953

Attachment #1 (cont'd) 306th Bunb Wing Opns Memo. Index 21 Larch 1953

B-47 INDEX

NUL B	<u>SUBJECT</u>		DATE	
21.	B-47 Vertical Separation - RBS Runs	21	March	1953
22.	SOP for Aircraft Aborting in Flight	21	Larch	1953
23.	Cross Country Clearance Procedure	21	karth	1953
24.	SOP Water Landing After Bail-out	21	Larch	1953
25.	UHF Emergency Keyer in B-47 mircraft	21	Larch	1953
26.				
27.	Remaining Over-Night Away from Hoge Station	21	Laneh	1053

page 2.

3061 Opra	achmont th Bomi	b Wing				
	Mer 53	KC-97 INDEX				
NUM		SUBJECT	DA	<u>TE</u>		
1		Safety Factors Involving Search	21		h 53	
2		Bicycle Control	11	ıı	"	
3		Equadron Operations Duty Officer	11	11	11	
4		learing of the Mao West	11	11		
5		Cake-off Weight Restrictions KC-973 &B	11	11	11	
0	C	Combined Local and Cross Country Flights, and	"	11	"	
7		round Safety Procautions	17	11	11	
8		desponsibility for Aircraft While in Flight	11	11	11	
9		row Flight Briofing	11	11	a	
10	С	learing the IFR Boom at Disconnect	11	11	11	
11	A	FR Airspace Reservations	11	11	11	
12	U	tilization of UNF Frequencies	11	11	11	
13		oports C-97 Support Missions	11	11	- 11	
14	F	light Recall Procedure	"	11	11	
15						
16			2.ª Ma	rch	1953	
17		ross Country Clearance Procedure	tt	11	11	
18	S	OP for Mater Landing after Pail-out	11	77	п	
19	Ut Ko	tilization of Brooksvillo Airport for T-33, T-97 Transition Training	11	11	п	
20	Po Ma	ersonnel and Survival Equipment KC-97 Over	"	11	11	
21	Si	imulated Emergency Procedure - KC-97				
22						
23	Em	organcy Flight Procedure	21 Mai	nah	1052	
24		maining Over Night away from Home Station	11	m m	1777	
25		of for Obtaining ATC Cloarence	11	n		
				"	н	

Attachment #2 3 305th Barb Wing Chrs Meno. Index 21 March 1953

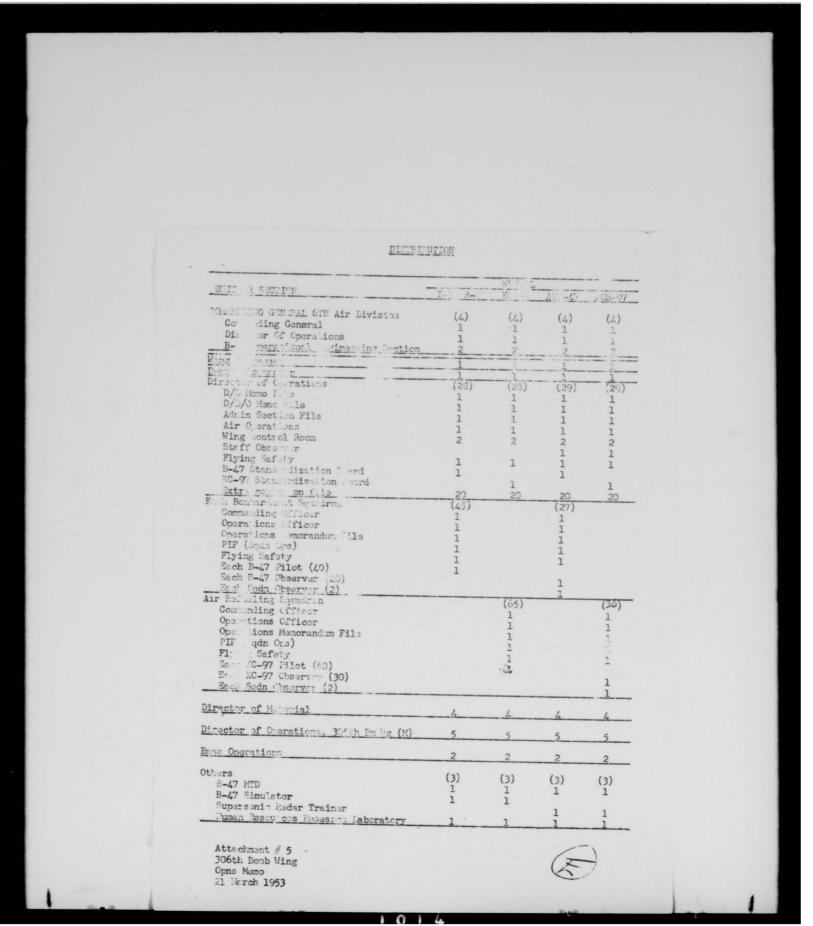
T-33 Index

MULPER SUBJECT	DATE
1. * Bioycle Control	21 Larch 1953
2. T-53 Chase Aircraft	21 March 1953
3. * Wearing of Mae West	21 Larch 1953
4. * Ground Safety Procautions	21 March 1953
5. * T-33 and B-47 Long Range Navigation on Flights	21 Larch 1953
6. * Responsibility for mircraft While in Flight	21 Larch 1953
7.* Crew Flight Briefing	21 March 1953
8.* VFR dirspace Reservations	21 Larch 1953
9. * Utilization of UHF Frequencies	21 March 1953
10.* Flight Recall Fracedure	21 Larch 1953
ll.* Instruct t Flying	21 Larch 1953
12. * SOP for Fireraft Aborting in Flight	21 March 1953
13. * SCP for Water Landing after Bail-out	21 March 1953
14. Utilization of Prophsville Airport - T-33, KC-97 Traus, Tng.	21 Larch 1953
15. Co-pilot Required T-33	21 March 1953
16. * Remaining Over-rught from Home Station	21 March 1953
17. *Filing of Flaibt Plans for Local Flights, and Combined Local and Cross Country Flights	21 March 1953
18. T-33 Tip Tank Salva Area	21 March 1953

* See B-47 Index

At	tac.	hner	t	44
30	6th	200	b	Vine
90	13	[esc		Index
21	Me	rch	19	53

NUM	BER SUBJECT	D/	TE	
1.	Radar Procedure on B-47 Letaown	21	Mar	53
2.	"C" Flet '90P	tf	11.	11
3.	Radar and Y-System Pre-Flight	11	n	11
4.	Observer Reports	11	11	11
5.	Bomb Pay Dogr and Bomb Release Procedures	11	н	11
6.	Armament Procedures Frior to Take-Off	п	11	11
7.	Observer Flight Plan and Chart Requirements	11	11	11
8.	K-System Power Turn-on Procedures for 2000 . $\frac{1}{\sqrt{2}}$			11
	Series Aircraft	11	11	п
9.	Altitude Limitations for K-System In-Plight Maintenance	н	11	ıı
10.	Operational "K" Equipment in B-47 Modified Aircreft	11	11	Н
11.	Polaris Correction on the 1888 or \$-10 Computer	II.	11	н
12.	Corrections for Coriolia on the Computer	11	11	11
13.	Procedures for Operation of the 0-23 Camera	11	11	tt
14.	Operation of APH-76 Reads avous Equipment	11	11	11
15.	Reder Procedures for Tracking Aircraft	п	11	11



OPERATIONS MEMORANDUM

WMBIR. . . . Bh7-1 T33-1 KC97-2 HEADQUARTERS 306TH BOMENERMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

Bicycle Control

- 1. The Wing Centrel Room is equipped with a VHF, UHF and HF radio sets. The code name for this installation is Bicycle Centrel.
- 2. Central Ream personnel will maniter Easy channel on VHF, 6 channel on UHF, and 7 channel on HF at all times to receive information and instructions from aircraft in flight.
- 3. The fellowing procedures will be followed by all 306th Wing Pilots to enable Central Reem personnel to keep a current plot of all eigeraft and to alert the proper agencies in the event of emergencies:
 - a. After clearing with the tower on the first take-off of each mission, the Aircraft Commander will call Bicycle Control giving them the take-off time, mission and estimated time of return; example: "Bicycle Control Air Ferce Jet 6123, airherne at 32 CCIS mission 6 ETR 1830 cut."
 - b. Upon completion of each mission the Aircraft Commender will call Bicycle Control immediately prior to cutting engines relaying the following information: ATM, mission remarks, aircraft status; example: "Bicycle Control Air Ferce 2985 ramp chack at 45, mission incomplete, been ineperative, cut."
 - c. Ricyclo Central will acknowledge all transmission and will log
 - d. Code numbers only will be used on all transmissions.
- 4. It shall be the responsibility of the Vircraft Commander to phone the Control Room, Ext 32-371, if there is any doubt that the Control Room has received his transmission.

BY ORDER OF COLONEL MCCOY:

DISTRIBUTION: B-47

KC-97

RICHARD E EVANS

Lt Colonel, USAF Director of Operations

OPERATIONS TEMPRATEDIES

MARIER. . . . Bl.7-2

HEADQUARTERS 306TH ROME, FRANCE OF OPERATORS MacDill fir Porce Page, Micrida 21 March 1953

Equadron Operations Daty Officer

- 1. There will be an efficer on duty at each Squadron Operations Office at all times during periods when flying operations are being conducted. The officer will be qualified to accept the responsibility for the Operations
- 2. It will be the responsibility of this officer to moritor all phases of the flight, to notify responsible persons in the event of emergencies, to formerd necessary changes in flight plans and terminal forecasts to airborne cross in the event of changing meather conditions, changes of mission, burricums alerts, etc.
- 3. It will be the further responsibility of the duty officer to interposate the direction of the mission, obtaining from him the results of the mission, flying time, remarks on aborts, malfunctions, etc. This information will be assembled and be made available to the Squadres Overations Officer so that the day's flying activities may be reported to Ming Operations at 0730 each morning (Ng Res 55-17 as amended).

HY ORDER OF COLONEL "CCCY:

DISTRIBUTION: 3-47

RICHIFD E EVINS
Lt Colonel, USAF
Director of Operations

OPER TIONS MEMORANDUM

HEADQUARTERS 306TH BOMEARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER. . . . P47-3

Minimum and Maximum Crew - B-47

1. The following minimum crew requirements are established for all B-47 pilots:

- a. Without Instructor Pilot on board:
 - (1) Qualified 'ircraft Commander and qualified Pilot.
- b. With Instructor Pilot on board:
 - (1) Student Pilot or Pilots.
- 2. The maximum number of personnel on board a E-47 aircraft will be taree, with the following exceptions:
 - a. During Standardization rides.
- b_{\bullet} During scheduled Transition Missions where more than three people are designated.
- c. Under emergency conditions directed by the Wing Commander or higher authority.

BY ORDER OF COLONEL MCCOY:

DISTRIBUTION: B-47

RICHURD E EVINS
Lt Colonel, USAF
Director of Operations

OFER TIONS MEMORANDUM

HEADQUARTE'S 306TH BO BARDMENT WING CODIUM Office of the Director of Operations MacPill Air Force Base, Sorida 21 Harch 1953

NUNB"

B47-4

SOF for Air-to- ir Gumnery and Bombing Missions Air Frovin: Ground Command Warning Areas

- 1. The following SOP will be adhered to by aircraft commanders flying free firing and bombing missions over the Air Proving Ground Command Marning areas:
 - a. Contact Eglin tower before entering the warning area.
 - b. Contact SAT N Control for allocation of firing or bombing area.
- c. Upon arrival at the designated area, ascertain that the air space and water surface area is free of aircraft and surface shipping. This clearance may be obtained optically, assisted by airborne radars, or any other means to insure safety.
- d. Notify SaTed Control upon completion of the mission and request instructions for clearance from the Air Froving Ground Command area.
 - e. Contact Eglin tower on leaving the warning area.
- 2. Squadron Communics Jons Officer will brief all crews on the current frequencies, emergency frequencies and voice procedure to be used for each mission.
- 3. The Air Froving Ground Command will provide a safety sircraft to assist the aircraft commander in the clearance of water surface impact areas when six space is available for free firing missions within seventy five (75) miles of the northern boundary of the Air Proving Ground Command warning area.
- 4. The responsibility for the clearance of the impact area for missions in this category resides with the circust commander.

BY ORDER OF COLONEL MCCOY:

RICHARD E EVANS Lt. Col., USAF

DISTRIBUTION: B47

Director of Operations

OPERATIONS LELORANDUM

HEADQUIRTERS 306TH BOMBARDA ENT WING A PEDIC Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUL B47-5 KC97-6 T33-107

Filing of Flight Plans for Local Flights and Combined I cal and Cruss Country Flights

It will be the rest raibility of the Aircraft Commander, or the Flight Commander in cases of f rmation flights, to comply with the previsions of this memorandum:

a. Local VFR Flights - For flights conducted entirely under VFR conditions and within the local flying area established for hacbill AFB, an AF Form 113 will be completed for each flight or for each formation flight. The completed AF Form 113 may be filed at Buse Operations, Base Flight, or at the individual Squadran Operations. When filed other than at Buse Operations the flight plan will be relayed to Base Operations by telephone. Completed AF Forms 113 will be kept on file for thirty days after which time they will be destroyed.

b. Local IFR Flights - For flights conducted under IFR conditions entirely within the local flying area a DD Form 175 will be filed for each flight or each formation flight at Bose Operations.

- c. Combined I cal and Cross Country Flights.
 - (1) VFR F flights conducted entirely under VFR conditions combining a flight in the local area and a cross country flight a DD Form 175 will be filed at B.sc Operations for each flight or each formation flight. The ETE (Estimated Time Entracte), in Section D of this DD Form 175 will include the entire time of the mission, that is, the combined time of the cross country flight and the time to be spent in the local area. Under the "Romarks" Section of the DD T in 175 will be included a statement giving the time to be spent in the local area and whether the local area part of the mission will be flown before or after the cross country.
 - (2) IFR Local Flying Prior to Departure on IFR Clearance.
 - (a) For flights conducted entirely or partially under IFR conditions a combined local area and cross country flight may be indicated on the DD Form 175 ONLY WIEN THE FLIGHT IN THE LOCAL AREA IS CONDUCTED PRIOR TO THE CROSS COUNTRY FLIGHT. The local area part of the mission will be indicated in Section "D" of the DD Form 175 and the ETE, Estimated Time Enroute, will include the total time of the mission, that is, the combined flying time of the local and cross country flights.

OPNS MELO 847-5 K697-4 T33-187

- (3) Local F. ming at the Termination of JFR Flights.
 - (a) When flying in the local area is desired after the completion of a cross country flight the aircraft commander will close his flight plan with the appropriate CAA agency and with Base Operations. Thru sir to ground communications facilities, and request further clearance to fly in the local area. Pilot will contact Bicycle Control and state intentions.

BY ORDER OF COLONEL NCCOY:

DISTRIBUTION: B-47

KC-97

REEVANS
Lt Colonel US.F

D/Operations

OBELS TOLLS MENOLY, DILL

HEADQUARTURS 306TH ICHTEARD THE WING TOM Office of the Director of Operations MacDill Air Force Bass, Fig. 2

NUMB

B47-6

Air T ffic Control Violations At b Range and RDS Site

- 1. Then an aircraft is expected to remain in the vicinity of a Dombing Range or an RES Site during any portion of a flight, the following action will be taken by the airplane commander:
 - a. Form 175, Include in the remarks section:
 - (1) WTA at the Bomb Range or RBS Site.
 - (2) Expected duration of time in vicinity of range or site.
 - b. Upon arriving or leaving range or site:
 - (1) Notify the appropriate agency (CAA or Flight Service)
 - (2) File a w clearance if nacessary.
- 2. The above procedure will be complied with by all aircraft commenders in order to proclude any A violation reports on improper clearance and

BY ORDER OF COLONEL MCCOY:

DISTRIPUTION: B-47

RICHARD : EVANS Lt. 001., US.F Director of Operations

102

OPER TIONS NEWORATOUM

HEADQUARTERS 306TH BOMBARDMENT WIND MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER. . . . EL7-7

Minimum Equipment - B-47

- 1. The following list of equipment (other than flying equipment) will be procurred and maintained in current status, by each B-47 ircraft Commander and Pilot.
 - a. Brief case.
 - b. Pilot's Information File containing:
 - (1) T.O. 01-20EMB-1 (with supplements).
 - (2) 'll other applicable material.
 - c. Weight and balance cruise control computers.
 - d. B-47B flight log.
 - e. B-47B check list.
 - f. Auto-pilot check list.
 - g. E-10 computer.
 - h. Dividers.
 - i. Weems plotter.
 - j. Route chart 2206 (Southeast US) (Omni).
 - k. WAC Charts 466 and 525 (South and North Florida).
 - 1. Flashlight.
 - m. Writing pad.
 - n. Small screwdriver.
- 2. The Aircraft Commander will check his aircraft prior to each flight to insure that the following items are in the aircraft:
 - a. Radio facility chart.
 - b. Radio data chart.
 - c. Jet let-down book US.

OPERATIONS HEMORANDUM

NUMBER. . . . B47-8 KC97-4 T33-3 HE DQUARTERS 306TH BONDARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

Wearing of Mae West

- 1. It will be the responsibility of the Mircraft Commander on all types of aircraft, to assure that all crew members and passengers wear the Mae West while flying in the local flying area of MacDill ir Force Base, Florida.
- 2. Mae Wests will also be worn when flying over any body of water that, in the opinion of the fireraft Commander, would require the use of the Mae West in event of an emergency.
- 3. All crew members and passengers on aircraft flying outside the local flying area will, upon entry into the local flying area, don Mae Wests.

BY ORDER OF COLOMEL HECCY:

DISTRIBUTION: B47

B-47

RICH RD D EVINS Lt Colonel, USAF Director of Operations

OPS 1EMO # Bh7-7 d. Pilot's Handbook - East US. e. T.O. 01-20EMB-1A. 3. Items listed in paragraph one above will be maintained in a current status by each pilot and will be mandatory items of operational equipment to be carried on each flight. BY ORDER OF COLONEL McCOY: DISTRIBUTION: B-47 Lt Colonel, USAF Director of Operations

OPERATIONS NEMOR NOUN

MUMBER. BL7-9 KC97-7 T33-4 HEADQUERTERS 306TH BOMB'RDHENT WING MEDIUM Office of the Director of Operations NacDill ir Force Base, Florida 21 March 1953

Ground Safety Precautions

fireraft controls will not be actuated from the cockpit by aircrew or ground crew personnel until a ground observer is on interphone and has stated that the applicable control surface is clear.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-177

KC-97

RICHIRD E EVINS

Lt Colonel, USAF Director of Operations

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDMENT WING MADIUM Office of the Director of Operations MacDill Air Force fase, Florida 21 Harch 1953

Weather Restrictions for B-47 Flying

1. The following take-off, landing, and in-flight weather restrictions will apply to all B-h7 flights:

- a. Pilots having less than 100 hours total R-47 flying time.
 - (1) Take-off and landing day: 1000 and 2 miles.
 - (2) Take-off and landing night: 1500' and 3 miles.

b. Pilots having more than 100 hours total B-47 flying time. The following minimum will apply to MacDill, Eglin and Parksdale AFB only.

- (1) Take-off and landing day: 500' and 1 mile.
- (2) Take-off and landing night: 500' and 2 miles.

For take-off and landing at all other bases, pilots will follow the minimums listed in paragraph la above. All minima listed will include G. C. A.

c. In-Flight: No R-47 will be flown in weather conditions where severe icing or severe turbulence is forecast to exist.

BY ONDER OF COLONEL MCCOY:

DISTRIBUTION: B-47

R E EWAMS Lt Colonel, USAF Director of Operations

REFUMIS

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH BOMELID CONT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NU BER

B47-11 T33-5

T-33 & -47 LONG RANGE MAVIGATION FLIGHTS

- 1. Authority has been granted to land T-33 and B-47 aircraft at SAC Bases Only for training purposes.
- 2. The following procedure will be adhered to b' all pilots flying to and from these bases.
- a. Training flights may be scheduled to take-off at any time after normal duty hours on Friday. All flights must terminate at MacDill AFE by 1700E on Sunday.
- b. No more than one aircraft of each type from each Squadron may be way from the station at any given time.
- c. Weather minimums for T-33's will be those in current Jet Let Down Handbo . The weather minimums for B-47's will be as listed in Ops Memo E47-10, doubt 21 March 1953.
- 3. Pilots will be respon 'ble for safe conduct of the flight and adequate care of the aircraft while on a ground. In the event it becomes necessary to alter flight plan in any manner call the Wing Director of Operations collect.

BY ORDER OF COLOURL MCCOY:

DISTRIPUTION: B47-

RICHARD E EVANS Lt. Col., USAF

Director of Operations

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH BOMBIRDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER . . . B47-12 KC97-8 T33-6

Responsibility for Aircraft While in Flight

- 1. A contributing factor in several recent accidents, SAC wide, has been the existance of confusion among pilots of a crew as to who is responsible and in charge of the aircraft. The following policy is established, effective immediately:
- a. When an instructor pilot is flying in any aircraft and actively engaged in instructing, he will be responsible for the flight of the aircraft, regardless of his position in the aircraft.
- b. In B-47 direraft, the pilot occupying the front seat will be responsible for the safe conduct of the flight. This will hold true even though the occupancy of the front seat is rotated among pilots, as during a pilot familiarization mission.
- c. In KC-97 and C-97 aircraft, the pilot designated as airplane commander on Flight Orders will be responsible for the aircraft.
- d. In T-33 aircraft the pilot in the front seat will be in charge of the aircraft and flight.
- e. During standardization rides and instrument check rides, the standardization board pilot, or instrument check pilot, designated on appropriate orders, will be responsible for the aircraft, except that, during take-offs and landings in B-l/7 and T-33 aircraft, responsibility will revert to the pilot in the front seat for the safe conduct of that portion of the flight.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-47

KC-97

R E EVANS

Lt Colonel, USAF Director of Operations

OFERATIONS HE ORANDUM

B-47-13 KC-97-9 T-33-7

HE DOWARTERS 306TH BOME POMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

Crew Flight Briefing

1. The Squadron Corations Officer (or the ling Air Operations Officer in the cases of wing bri lings) will brief flight crows on alternate landing fields along the proposed route. The following information on each air field will be covered:

- a. Runway length.
- b. Forcest weather at ETA.
- c. Electronic navigational facilities.
- d. Current NOTAKE.
- e. Ground Support facilities. f. Fuel.

2. This memorandum will not be construed as authority for releasing the Aircraft Commander from is primary responsibility regarding the select of the aircraft and the success of the mission.

BY ORDER OF COLCUIL McCOY:

RICHARD E SVANS Lt. Col., USLF Director of Operations

DISTRIBUTION: (B-47)

(KC-97)

REFUCIOS

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH FOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Pase, Florida 21 March 1953

MUSSER. PL7-14 KC97-11 T33-8

VFR Airspace Reservations

- 1. Effective immediately the following VFR Airspace Reservations below $5000\ {\rm feet}\ {\rm are}\ {\rm established}.$
 - a. Tampa Reservation Roundaries
 Forth of ME leg of Tampa Range
 East of N leg of Tampa Range
 South of EN line through Hillsborough Mirport
 West of MS line through Hillsborough Mirport
 - b. St. Fetersburg Deservation Roundaries 27° 40.25111 82° 42.51 W 27° 47.25111 82° 35.751 W 27° 50.51 H 82° 39.51 W 27° 49.01 W 82° 44.01 W
- 2. We aircraft will fly below 5,000 feet within the reservation boundaries during VFR conditions. Whenever practicable, flights within reservation boundaries during IFR conditions will be conducted above 5,000 feet.
- 3. Tampa Urban Area Charts showing air space reservations will be displayed in a prominent place in each Squadron Operations Office.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-47

KC-97

R E EVAMS

Lt Colonel, USAF

Director of Operations

OPERATIONS MEMORANDUM

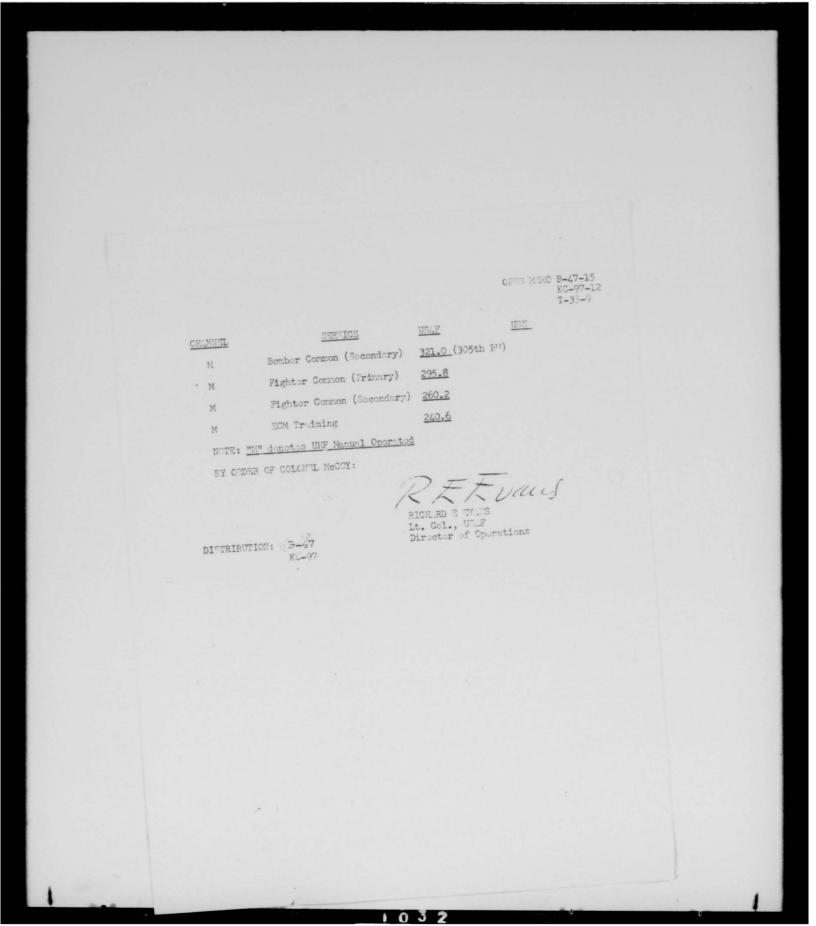
HMDQUARTERS 306TH BENBARDMENT WING MEDIEM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER B-47-15 KC-97-12 T-33-9

Utilization of UHF Proquencies

The following table lists Normal Channelization of UNF Radio for aircr f of the 306th Bomb Ming (M). Frequencies as authorized in the Radio Facility Chart and 2/F TWX #6973, dated 11 March 1953.

CHUMET	SERVICE	USAF	USN
1	Control Tower (Primary)	236.6	233.8
2	Control Tower (Secondary)	275.8	250.6
. 3	Control Towar (Civil)	257,8	257.8
4	CAL (Range Stations)	255.4	255.4
5	Satan Control (only B-47's)	257.0 Pri	
6	Bomber Common (306th)	341.4	
7	SAC Cormon	311.0	
8	RBS	258.2	
9	RBS	356.8	
10	GCI Common	364.2	364.2
11	Air Refueling (Pri)	266.2	
12	Fighter Bomber Linison	351.1	
13	Satan Control (only B-47's)	238.4 Suc.	
14	UHF/DF	305.4	
15	Airways "Approach Control"	363.8	
16	Dovil Control Rng 36	289.0	
17	GCA Sunrch	335.8	258.6
18	GCA Final	289.4	270.6
GD	Guard (Military Emergency)	243.0	243.0



OPERATIONS MEMORANDUM

HELDQUARTERS 306TH BOMEARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

Fuel Minimum for B-47 Flights

- 1. All B-47 flights will be planned so aircraft will arrive over MacDill at altitude with 20,000 pounds of fuel.
- 2. Inflight Refueling (IFR) missions will be planned so that B-47's will arrive over MacDill at altitude with 20,000 pounds of fuel whether the IFR is or is not successful.
- $3 \star$ Exception to this order may be authorized only by the Wing Commander $\!\star$

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-47

Lt Colonel, USAF Director of Operations

CPERATIONS MEMCLANTUM

MUTER. . . . ph7-16 EC97-14 T33-10 HEADQUIRTERS 306TH BEMFAREMENT WING MEMBER

'ffice of the lirector of Operations
MacTill Air Force Base, Florida
21 March 1953

Flight Recell Procedures

1. Recalls received in flight from any of the following authorities will be considered official and will be immediately obeyed.

Metapher Alpha - Drig Gen Meeney

Metaphor Pravo - Colonel Creer

Metapher Cocca - 6th An Operations

Dicycle Alpha - 306th Domb Wg Command Section

Ficycle Prave - 306th Demb Wg Operations

2. Squadrens will initiate recells through Wing Operations.

BY CREER OF COLONEL McCOY:

DISTRIBUTION: B-47

KC-97

R E EVANS

Lt Colonel, USAF Director of Operations

OPERATIONS MEMORANDUM

MUN BUR. . . . BL7-19

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida

Instrument Flying

- 1. With the increase in air traffic it is doemed extedient to assign altitudes for instrument flying. These altitude assignments do not relieve the pilot of the responsibility of maintaining a constant visual lookout for other mireraft.
- 2. The 306th Pombardment Wing will utilize even altitudes, the 305th Bemberdment Wing will use odd altitudes. 20,000 feet will be left open for initial approaches.
- 3. During VFR conditions, squadrons may assign more than one aircraft to the same altitude on the same range only if the safety observer is in the
- 4. Maximum utilization of Ft Myors and Cross City ranges will be scheduled.
- 5. Basic instruments, stalls, etc., will not be practiced within 30 miles of the Tampa ranges.

ALTITUDE ASSIGNMENTS

367 TH 368TH 369TH

22,000

24,000

26,000

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-47

R E EVANS

Lt Colonel, USAF Director of Operations

QE Evans

OPERATIONS MEMOR UNDUR

HANDQUARTERS 306TH BOME ROMENT WING MEDIUM Office of the Direct r of Operations MacDill fir Force Base, Fl rida 21 March 1953

Parachute for Entry Into Bomb Bay - B-47

- 1. During missions where it is necessary for the co-pilot to enter the bomb bay, the following precedure will be fell-wed:
- a. Prior to the mission the co-pilot will procure a chest type parachute and harness. The chute will be placed in the crawlway adjacent to the bomb bay. The harness will be located near the co-pilot in the crew compartment.
- b. When it becomes necessary to enter the bomb bay during flight, the co-pilot will remove his back chute and don the chest type chute harness prior to entering the bomb bay.
- $c_{\:\raisebox{1pt}{\text{\circle*{1.5}}}}$ The chest type chute and harmess will be turned in to personal equipment after the flight.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: 1-47

Lt Colonel, USAF Director of Operations

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDMENT WING MIDDING Office of the Director of Operations MecDill Air Force Base, Florida 21 March 1983

NUMBER. . . . B47-21

B-47 Vertical Separation - RFS Runs

1. Altimeter indications at high altitude have been observed to be in error by several hundred feet.

2. In order to insure safe vertical separation between aircraft while flying RBS runs, B-47 aircraft will not be scheduled for RBS missions with less than 2000 feet vertical separation.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-47

R E EVANS Lt Colonel, USAF Director of Operations

CHERLITICIS MEMORANDUM

NUMBER. . . . KC97-16 EL7-22 T33-12 HELDQUARTERS 306TH BONDARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Pase, Florida 21 March 1953

SCP for Aircraft Aborting in Flight

- 1. All aircraft returning to MacDill AFB as result of an air abort will contact the 305th Bomb Wing as soon as possible, stating the exact reason for the early return. This will enable Maintenance Control to crrange for parachute pickup and necessary people to mout the aircraft.
- 2. B-47 and T-33 aircraft will contact Picycle Control on ULF or VF or VF when they are within working range. This should be done at least 100 miles out from the station.
- 3. MC-97 aircraft will contact MacDill ground station, AFE-8, as soon as they turn back and request that the message be relayed to Picycle Control immediately.

BY ORDER OF COLONEL MCCOY:

DISTRIBUTION: B-47

KC-97

RE EMANS

Lt Colonel, USAF Director of Operations

OFTRATIONS MEMORANDUM

NULBER. . . . B47-23 KC97-17 HEADQUARTERS 306TH BOLBARDLENT "ING 1 TO HAM
Cffice of the Director of Operations
MacDill Air Force Base, Florida
21 Larch 1953

Crims Country Clearance Procedures

- 1. Forms 175's for B-47 Cross-Country flights will be delivered to Base Operations three hours prior to take-off.
- 2. Block altitude TO Clearance request will be filed 48 hours in advanced with Base Operations by each Squadron Operations. Clearance for missions envolving both F-47's and KC-97's will be filed together when the proposed flight request is for (IFR) instrument flight rules. Base Operations will secure ATC Clearance as soon as possible and attach a typowritten cary to the carbon copy of the Form 175.
- 3. Squadron Operations Officer will pick-up pilot's copy of 175 and attach d copy of ATC Clearence, and deliver to pilot.
- 4. In clearing, while taxing, pilot will notify LacDill Tower that he has a copy of his ATC Clearance, and state take-off time. There will be no necessity for tower of outer or pilot to read clearance.
- 5. If copy of clearance has not been received then pilot is ready to taxi, clearance will be requested from tower in the conventional manner - in which case to eready require that clearance be read back.
- For filing of Flight Plans for combined Local and Cross Country Flights reference Opns Land # B-47-5 and KC-97-26.

DY ORDER OF COLUMNIA 1 GCOY:

DISTRIBUTION: B-47

KC-97

REEVANS NO.

Lt Colonel, US F D/Operations

OPERATIONS MEMORANDUM

Office of the Director of Operations
MacDill Air Force Base, Planida
21 March 1953

MUMBER . . . Bh7-2h KC97-18 T33-13

SOP for Water Landing after Bail-Out

- 1. During the investigation of a recent accident, the Aircraft Accident Board conducted experiments to determine the best possible precedures to be used when bailing out over water.
- 2. As a result of these experiments, the following procedures will be followed by all personnel in this wing whenever landing in water after baileut is probable.
- a. If, during descent, it is probable that the landing will be made in the water, the chest strap will be unbuckled and one side of the Mac West will be inflated.
- b. If the E-L harness is used, the Riser quick-release mechanism will be actuated as the feet contact the water.
- c. Upon contacting the water, the crew member will immediately inflate the other compartment of the life vest.
- c. After the above has been performed, the error member will then release the parachute harness and any other unnecessary equipment.

BY ORDER OF COLONEL MCCOY:

DISTRIBUTION: B-47

KC-97

R E EVINS

Lt Colonel, USAF Director of Operations

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDHENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER

B47-25

UHF Eme goncy Keyer in B-47 Aircraft

- 1. The Emergency Keyer in the B-47 aircraft is an automatic device for conding distress calls on GUARD Channel of UNY. Operation of the Guarded witch deannels the UHF to Guard Channel (243mcs) and sends the following signal: SOS, the aircraft tail number, and long dashes for D/F fixes.
 - 2. The following procedur will be used to operate the amergency Keyer.
 - a. Power switch may on in any position including off.
- b. Break safety wire and move Guarded Switch to ON position. (This turns the transmitter ON and the signals are sent automatically).
- 3. Operation of the Thorsancy Keyer in cases other than an MARGE CY is a violation of International and Federal statutes, and is punishable by a fine of 10,000 and/or ten years imprisonment.
- 4. If the Emergency Mayer is accidentally turned ON, the following action will be taken immediately:
 - a. Turn the GUARD TITCH to the OFT position.
 - b. Call the town and bicycle control giving the following information:
 - (1) Time the TF signal was Keyed.
 - (2) Circumstences under which Keyer was turned ON.
 - (3) Approximate time Keyer was operating.
 - 5. The tower will notify all rescue agencies of the false distress signal.

 BY OPDER OF COLONIL MCCOY:

DISTRIBUTION: B47-2%

RICHARD & EVANS
Lt. Col., USAF
Director of Chare

Director of Operations

OFERATIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDMENT MING EDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

F BER B-47-27 10-97-24 T-33-16

Remaining Over-Hight Away From Home Station

1. In accordance with 2AF TWK 2AFMAME 4672, dated 15 Nov 52, the below listed regulations will be brought to the attention of all aircraft commanders:

247 Ro- 60-2 Romaining C r-Night Away From Homo Station, 27 Oct 52.

2AF Reg 65-15 Responsibility for the Repair and Supply of Aircraft Grounded Away From Home Bess, 19 Mar 52.

- . A copy of 217 60-2 will be placed in each Pilots PIP. During the mission briefing the regulations listed above will be brought to tention of the Aircraft Townsander.
 - 3. The following paragraph will be added to par. 4, 2AF Reg. 60-2:
 - c. Itomized list of parts r quired by ---- nomenclature.

(1) In event an aircraft is grounded outside the ZI and requires parts to return the aircraft to an in-commission status, which are not available from local or Theater resources, the aircraft commander will obtain an air priority designation from the respective base supply and will include the air priority designation in his reports.

BY ORDER OF COLONIL McCOY:

RICH RD E EVANS

DISTRIBUTION: B-47

Lt. Gol., USAF Director of Operations

OFTENTIONS LICERANDUM

Office of the Director of Operations
WeeDill Air Force Base, 72 rich
21 March 1953

T-33-2

T-33 Chase Aircraft

1. Requirements for Chase Pilots:

a. Until further a tice, no B-47 flights will take off unless a muitable "Chase" eiger ft is available (TT 2.F.O 3778, 20 Nov 51).

2. Assignment of Chese Filots:

a. The squadron removable for these duty will provide the chase airer of for that day and will inform the Wing Control Room by t lection all 1600 are the proceeding day giving number of the aircraft to be used.

b. Squadrons will in our that a chase pilot, qualified as required, and a rated officer for rear seat duty are assigned for chase standby during the period that B-47's are flying.

3. Chasa Pilot's Rosponsibilities:

a. Chase pilots will standay in the Wing Control Room during the scheduled tour of duty when not flying the chase aircraft.

b. Chase pilots will be required to check the "Chase Pilots File" each day prior to scheduled tour of duty.

4. Procedure for Utilizing Chase Aircraft in Swent of E-47 Emergency:

a. In the event of an emergency in a B-47, the pilot will contect the tower at ting the name of the emergency and then call Bicycle control on Channel "6" UHF, requesting a chase pilot.

b. The call signs These One" and "Chase Two" have been assigned these fireraft, and any reference to them in conversation will be by the assigned tactical call sign.

o. After contact has been established with Bicycle control and a quest add for the "Chase Aircraft" the B-47 will continue to monitor channel "6" UFF and proceed to the Touga radio range at 10,000 feet and hold, utilizing a rigio and race track pattern. In the event 10,000 feet cannot be maintained, the B-7 will inform Bicycle Coursel of the altitude which will be flown.

d. The chass aircraft will be given first priority on any runway during "Emergency Take-Off".

o. Immediately after take-off the chase aircraft will switch to channel "6", UHF and contact the B-47. Channel "1" UHF will be used as a secondary channel if unable to make context on channel "6".

OPS 11810 133-012

f. B-47 pilots are encouraged to utilize the chase aircraft, even in the slightest emergency. A few of their uses would include:

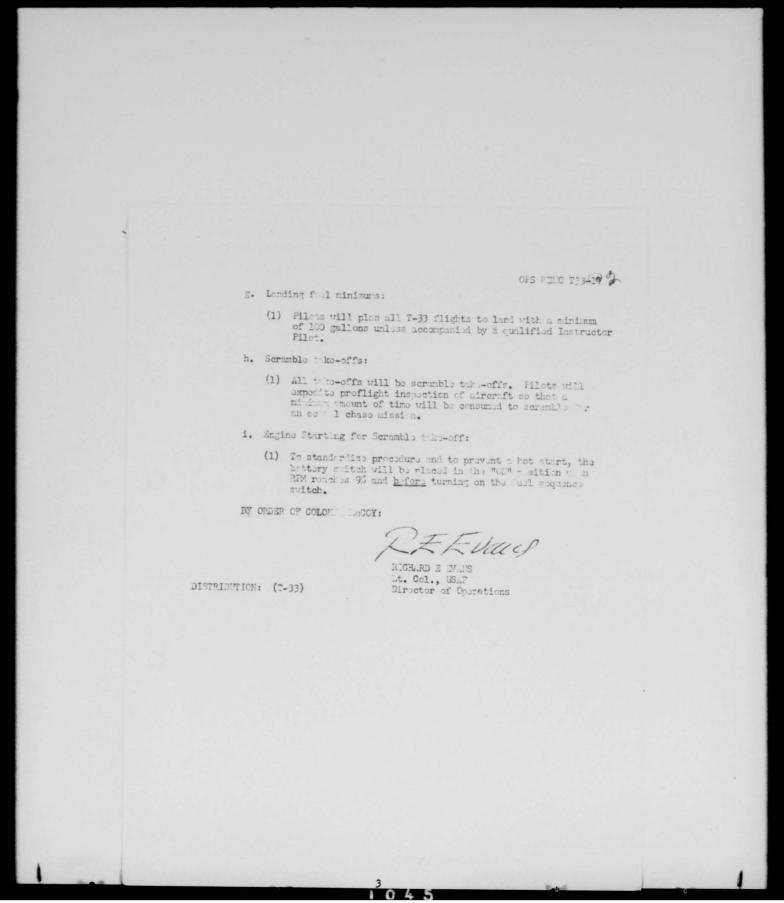
- (1) Pacing B-47's in the traffic pattern in the event of failure of the sirspeed indicator.
- (2) Nonitoring unorgancy extension of the londing gar and/or flaps and positioning of flapsrons.
- (3) Assass t of demage caused by collision with object in flight coby access manels term from the aircraft during high special flight.
- (4) Inspection of proper positioning of Rader Door.
- (5) Monitoring flight in the avent of canopy failure.

5. Specific Instructio and Limitations for Chase Filets:

a. The T-33 aircraft assigned for chase standby will be flown by a qualified chase pilot on training flights and only when at least one other T-33 aircraft within the wing is in commission, and which is either on the ground or flying in the local area piloted by a qualified chase pilot.

b. When on training flights the chase pilots will monitor channel "6" UHF at all times for a possible call to perform actual chase missions.

- c. Woather Mir Laums, take-off and landing:
 - (1) Coiling, 1,000 foot, visibility 2 miles Day.
- (2) Ceiling 1,200 foot, visibility 3 miles night.
 d. Fractice mediag with 2-47 aircraft will be flown only be a qualified chase pilot.
 - o. Touch and Go Landings:
 - (1) Touch are go landings will not be made on runways less than 700 fest in length.
 - (2) During the first 10 hours of transition or first 4 hours of re-familiarization training, touch and go landings will be made only when there is a qualified IP abound the T-33.
 - f. Full Stop Landings:
 - (1) To conserve trakes, pilots, will allow the T-33 to roll completely to the end of the runway before turning off on all full stop landings. Use of brakes will be kept to a minimum.



OTER TIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDMENT WING HEAD Office of the Director of operations
MacDill Air Force Rase, Florier
21 March 1999

TEMBER

KC97-19 T33-14

Utilization of Brooksville Airport for T-33, KC-97 Transition Training

- 1. Effective immediately, KC-97 and T-33 transition training will be conducted at Erocksville Airport.
- 2. A control officer will be in the Brocksville tower while KC-97 aircraft are flying without II's. The officer will be an "freaft Commander or higher, theroughly femiliar with the operation of the KC-97.
- 3. Prooksville tower will transmit and receive on the following WHF frequencies:

Primary "Brave" 126.18 mes

Secondary

"Delta"

121.5 mes

Emergency "Alfa" 135.9 - 135.0 mos

NOTE: UHF not available at Brooksville.

- h_\bullet At Brocksville personnel will stend by with emergency fire and modical equipment from 0800 to 1700 weekdays and from 0800 to 1200 Saturdrys. Landings will be made ONLY during those periods.
- 5. Grounding of 306th aircraft at Brooksville will be reported without delay to the Director of Operations, 306th Rombardment Wing through Bicycle Control or MacDill Tower. Telephone transmission is authorized when radio contact cannot be established.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: T-33

R E EVANS

Lt Colonel, US.F Director of perations

HELDQUIPTERS 306TH BOUR REDNENT WING MEDIUM Office of the Director of Operations Hacbill fir Force Pase, Florida 21 Harch 1953 OPERATIONS ITTORATION NUIBER . . . T33-15 Co-Pilot Required T-33 1. A co-pilot is required for all chase and practice instrument missions. 2. Par 3c, AFR 60-7, specifically authorizes logging of co-pilot time when a co-pilot is required. BY ORDER OF COLONEL McCOY: DISTRIBUTION: T-33 At Colonel, USAF Director of Operations

O ERATIONS MEMOFAMBIM

NUMBER T3348

HEADQUARTERS 306TH BOHDANDMENT HING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 23 March 1953

T-33 Tip Tank Salvo Area

- 1. NURTOSE: The purpose of this memo is to establish a T-33 Tip Tank Salvo Area and to prescribe the procedures to be used by all aircraft utilizing the
- 2. FORMS. The provisions of this memo are applicable to all T-33 aircraft unificing the MacDill Air Force Pase Tip Tank Salvo Area.
- 3. LOCATION OF SALVO ARIAS: The primary area for salve of T-33 tip tanks will be the berasota Guerry Range. The secondary area for salve will be over the veter off the and of runway 22 extending for a distance of two miles on a heading of 220 degrees with a width of 4000 feet.
- 4. PROCEDURG: The following procedure will be used for circust desiring to salve tacks,
- a. Contact NecDill Tower for clurance to the Sarasota Cunnery Range (located 35 statute miles from MacDill on a heading of 210°) and request permission to proceed to range to salve tanks. MacDill Tower will notify all aircraft on range to cease gunnery practice. After tower clearance proceed to range, clear area, and drop tanks at a minimum altitude of 3000 feet and a minimum IAS of 290 MeV. Notify tower upon completion of drop and when off the range.
- b. If circumstances such as weather, low fuel, etc. make it undesireable to use the farasota Range, notify tower of intent to salve in water off runway 22. The to or will temperarily close the field to landings and take off, holding all treffic on the ground or above 3000 feet and will then clear the aircraft to make the salve run and drop fiving the latest altimater setting. The aircraft will make a standard left hand approach passing slightly to the left or right of the center line of runway 22 at 3000 feet and at a minimum IAS of 290 MPH. Tank release will be immediately after passing over weters edge, provided area is clear of boots, or as soon as possible thereafter. Caution: Course will be altered by the aircraft to avoid boots and approach lights extending over the water from runway 22.

PY O'D IR OF COLONIL MCCOY:

RICHARD E EVAIS Lt. Col., US F Director of Operations

Directo

DISTRIBUTION: T-33

OPERATIONS .. DIORANDUM

HEADQUARTE'S 306TH POMB-RDWENT WING HEDDING Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

ICM IR

KC-97-1

SAFETY FACTORS INVOLVING STARCE

- 1. All planning and crew personnel will be briefed on the following safety factors involving search:
- a. The imports to of aircraft staying on briefed course when engaged in search activities cannot be over-emchasized.
- b. Imergencies of any kind should be declared as soon as possible. Since the first few hours are critical to search and rescue teams.
- c. For visual sparch missions the ceiling of 1000 feet, and 3 miles visitity will be YER ministrs.
- 2. A twelve hour rest taried is recommended for all craws after each long range search mission prior to further flights.

BY OPD IR OF COLONEL MCCOY:

DITTRIBUTION: 1'C-97

RICHARD 7 EVANS
Lt. Col., USAF
Director of Operations

OPERATIONS MEMORANDUM

WUMBER. . . . B47-1 T33-1 KC97-2 HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

Picycle Control

- 1. The Wing Central Room is equipped with a VHF, UHF and HF radio sets. The code name for this installation is Bicycle Central.
- 2. Control Room personnel will meniter Easy channel on VHF, 6 channel on UHF, and 7 channel on HF at all times to receive information and instructions from aircraft in flight.
- 3. The fellowing precedures will be followed by all 306th Wing Pilets to enable Central Room personnel to keep a current plot of all aircraft and to alert the proper agencies in the event of emergencies:
- a. After clearing with the tower on the first take-off of each mission, the Aircraft Commander will call Bicycle Control giving them the take-off time, mission and estimated time of return; example: "Bicycle Control Air Ferce Jet 6123, airborne at 32 CCTS mission 6 ETR 1830 cut."
- b. Upon completion of each mission the Aircraft Commander will call Ricycle Control immediately prior to cutting engines relaying the following information: ATM, mission remarks, aircraft status; example: "Hicycle Control Air Force 2985 ramp check at 45, mission incomplete, been inoperative, cut."
- c. Bicycle Centrel will acknowledge all transmission and will log
 - d. Code numbers only will be used on all transmissions.
- 4. It shall be the responsibility of the Jircraft Commander to phone the Control Room, Ext 32-371, if there is any doubt that the Control Room has received his transmission.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-47

KC-97

RICHARD E EVANS
Lt Colonel, USAF
Director of Operations

OPERATIONS MEMORINDEN

MTBEP. . . . BL7-2 KC97-3 HEADQUARTERS 306TH BOTH FROM THE MEDIUM Office of the Director of Operations MacDill Air Porce Rase, Florida 21 Parch 1953

Squadron Operations Duty Officer

- 1. There will be an officer on duty at each Squadron Operations (ffice at all times during periods when flying operations are being conducted. The officer will be qualified to accept the responsibility for the operations officer.
- 2. It will be the responsibility of this officer to monitor all phases of the flight, to notify responsible persons in the event of emergencies, to forward necessary changes in flight plans and terminal forecasts to airborne crows in the event of changing weather conditions, changes of mission, hurricume alerts, etc.
- 3. It will be the further responsibility of the duty officer to interrosate the direcast Cormander on completion of the mission, obtaining from him the results of the mission, flying time, remarks on abouts, malfunctions, etc. This information will be assembled and be made available to the Squadrer Overations Officer so that the day's flying activities may be reported to Wing Operations at 0730 each morning (Vg Reg 55-17 as amended).

HY ORDER OF COLONEL MCCOY:

DISTRIBUTION. 3-47

3-47

RICHLED E EVANS
Lt Colonel, USAF
Director of Operations

OPERATIONS MEMORANDUM

NUMBER B47-8 KC97-4 T33-3 HEADQUARTERS 306TH BONDARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

Wearing of Mae West

- 1. It will be the responsibility of the Mircraft Commander on all types of aircraft, to assure that all crew members and passengers wear the Mae West while flying in the local flying area of MacDill ir Force Base, Florida.
- 2. Mae Wests will also be worn when flying over any body of water that, in the opinion of the Aircraft Commander, would require the use of the Mae
 West in event of an emergency.
- 3. All crew members and passengers on aircraft flying outside the local flying area will, upon entry into the local flying area, don Mae Wests.

BY ORDER OF COLONEL MCCCY:

DISTRIBUTION: .

B-47 1-15 KC-97 RICHARD E EVANS Lt Colonel, USAF

Director of Operations

OF LITTONS HIMOTORN HEADQUARTERS 306TH COMLERENT THE MEDIUM Office of the Director of Operations MacDill Air ores ass, Florida 21 Arch 1953 MICTO K097-5 Take-off eight Destriction VC-972 & F 1. There have been several incidents reports on the Hamilton Stand-c 4 model 2426 W propell c in SaC. Propellers have facthered in flight due to malfunction of the internal cil control. 2. For this reason, effective i mediately, 10-67 maximum equival at take-off weight will be 155,700 pounds. a. For actual cha-off weight, refer to figure A-14 of Fig. D1200 G-1. b. For Climb-out, - angle, r for to figure A-17 T.O. C1-200AG-1. I'V OFDI OF COLO : 1600Y: Lt. Col., UTAT Director of Operations DIT I TO: FC-97

CPERATIONS LELORANDUL

HEADQUARTERS 306 TH BOMBARDMANT WING MEDIUM Office of the Director of Operations NacDill Air Force Base, Florida 21 March 1953

MALER. . . B47-5 KC97-6 T33-147

Filing f Flight Plans for Local Flights and Combined Local and Cross Country Flights

1. It will be the reponsibility of the Aircraft Commander, or the Flight Commander in cases of formation flights, to comply with the previsions of this memorandum:

a. Local VFR Flights - For flights conducted entirely under VFR cond tons and within the local flying area established for haeDill AFB, an at form 113 will be complained for each flight or for each formation flight. The completed AF For 113 may be filed at Buse Operations, Base Flight, or at the individual Squadron Operations. When filed other than at Buse Operations the flight plan will be relayed to Base Operations by telephone. Completed AF Forms 113 will be kept on file for thirty days after which time they will be destroyed.

b. Local IFR Frights - For flights conducted under IFR conditions entirely within the local flying area a DD Form 175 will be filed for each flight or each formation flight at Buse Operations.

- c. Combined I cal and Cross Country Flights.
 - (1) VFR For flights conducted entirely under VFR conditions combining a flight in the local area and a cross country flight a DD Form 175 will be filed at B.sc Operations for each flight or each formation flight. The ETE (Estimated Time Taroute), in Section D of this DD Form 175 will include the entire time of the mission, that is, the combined time of the cross country flight and the time to be spent in the local area. Under the "Rem. rks" Section of the D Form 175 will be included a statement giving the time to be spent in the local area and whether the local area part of the mission will be flown before or after the cross country.
 - (2) IFR Local Flying Prior to Departure on IFR Clearance.
 - (a) For flights conducted entirely or partially under IFR conditions a combined local area and cross country fight may be indicated on the DD Form 175 ONLY WHEN TO THE CROSS COUNTRY FLIGHT. The local area part of the mission will be indicated in Section "D" of the DD Form 175 and the ETE, Estimated Time Enroute, will include the total time of the mission, that is, the combined flying time of the local and cross country flights.

OPNS MELO E47-5 K697-6 T33-18

- (3) Local Flying at the Termination of IFR Flights.
 - (a) When flying in the local area is desired after the confition of a cross country flight the aircraft communder will close his flight plan with the appropriate Cah agency and with Base Operations Thru air to ground communications facilities, and request further clearance to fly in the local area. Pilet will contact Bicycle Control and state intentions.

BY ORDER OF CCIONEL NCCOY:

DISTRIBUTION: B-47

KC-97

R E EVAN'S Lt Colonel USIF

D/Operations

OPERATIONS HENCR MOUNT

MUMBER. . . . BL7-9 KC97-7 T33-L HIMDQUERTERS 306TH BOLD'ADMENT WING MEDIUM Office of the Director of Operations MacDill 'ir Force Base, Florida 21 March 1953

Ground Safety Precautions

fireraft controls will not be actuated from the cockpit by aircrew or ground crow personnel until a ground observer is on interphone and has stated that the applicable control surface is clear.

BY ORDER OF COLOMEL MCCOY:

DISTRIBUTION: B-#7 KC-97

RICHURD E EVINS
Lt Colonel, USAF
Director of Operations

OPERATIONS MEMORANDUM

MUMPER . . . Ph7-12 KC97-8 T33-6 HTADQULTIERS 306TH BOMBURDMENT WING MEDIUM Office of the Director of Operations MacDill air Force Hase, Florida 21 March 1953

Responsibility for Aircraft While in Flight

1. A contributing factor in several recent accidents, SAC wide, has been the existence of confusion among pilots of a crew as to who is respectible and in charge of the aircraft. The following policy is established, effective immediately:

a. When an instructor pilot is flying in any aircraft and actively engaged in instructing, he will be responsible for the flight of the aircraft, regardless of his position in the aircraft.

b. In E-47 direcraft, the pilot occupying the front seat will be responsible for the safe conduct of the flight. This will hold true even though the occupancy of the front seat is rotated among pilots, as during a pilot familiarization mission.

c. In KC-97 and C-97 aircraft, the pilot designated as airplane commander on Flight Orders will be responsible for the aircraft.

d. In T-33 aircraft the pilot in the front seat will be in charge of the aircraft and flight.

standardization rides and instrument check rides, the standardization board pilot, or instrument check pilot, designated on appropriate orders, will be responsible for the aircraft, except that, during take-offs and landings in B-L7 and T-33 aircraft, responsibility will revert to the pilot in the front seat for the safe conduct of that portion of the flight.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-47

KC-97

R E EVANS

Lt Colonel, US'F Director of Operations

OF TICES HEMORANDUM

HEADQUARTERS 306TH BOWEAPDWENT WING MEDIUM Office of the Director of Open lions MacDill Air Force Base, Florida 21 March 1953

MALTR

B-47-13 KC-97-9 T-33-7

Craw Flight Briefing

- 1. The Squadron C grations Officer (or the ling Air Operations Officer in the cases of wing brisfings) will brisf flight crows on alternate landing fields along the proposed route. The following information on each air field will be covered:
 - a. Runway length.

 - to. Runway Isnguh.

 b. Forcesst w ather at ETA.

 c. Electronic avvigational facilities.

 d. Current NOT. 3.

 c. Ground Survert facilities.

 f. Fuel.
- 2. This memorandum will not be construed as authority for releasing the Aircraft Commander from his primary responsibility regarding the safety of the aircraft and the success of the mission.

BY OPDER OF COLON IL McCOY:

RICHARD E EVANS

DISTRIBUTION: (B-47)

(KC-97)

Lt. Col., USAF Director of Operations

REEVERS

OFER TIONS MEMORANDUM

HEADQUETERS 306TH FOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER KC97-10

Clearing the IFR Boom at Disconnect

1. Effective immediately, to preclude the possibility of damaging the IFR Boom Fairing in the vicinity of the yoke when the boom is cleared from the receiver aircraft, the Boom Operator will clear the boom well to the right of the tanker but not higher than the horizontal position in elevation.

2. Following an upper elevation disconnect, twenty-five (25) degrees of elevation will be available for boom clearance with this method.

BY ORDER OF COLONEL MCCOY:

DISTRIBUTION: KC-97

R E EVANS Lt Colonel, US. F Director of Operations

OFERATIONS MEMORANDUM

HEADQUARTERS 306TH EOMBARDMENT WING MEDITAL Office of the Director of Operations MacDill Air Force Pase, Florida 21 March 1953

MUMBER. BL7-14 KC97-11

VFR Airspace Reservations

- 1. Effective immediately the following VFR Airspace Reservations below 5000 feet are established.
 - a. Tampa Deservation Foundaries North of ME leg of Tampa Range East of N leg of Tampa Range South of EW line through Millsborough 'irport West of MS line through Hillsborough 'irport
 - b. St. Petersburg Reservation Roundaries 82° 42.51 W 82° 35.751 W 82° 39.51 W 27° 40.25° M 27º 50.51 N
- 2. We aircraft will fly below 5,000 feet within the reservation boundaries during VFR conditions. Whenever practicable, flights within reservation boundaries during IFR conditions will be conducted above 5,000 feet.
- 3. Tampa Urban Area Charts showing air space reservations will be displayed in a prominent place in each Squadron Operations Office.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: B-47

KC-97

Lt Colonel, USAF

Director of Operations

OPERATIONS MEMORANDUM

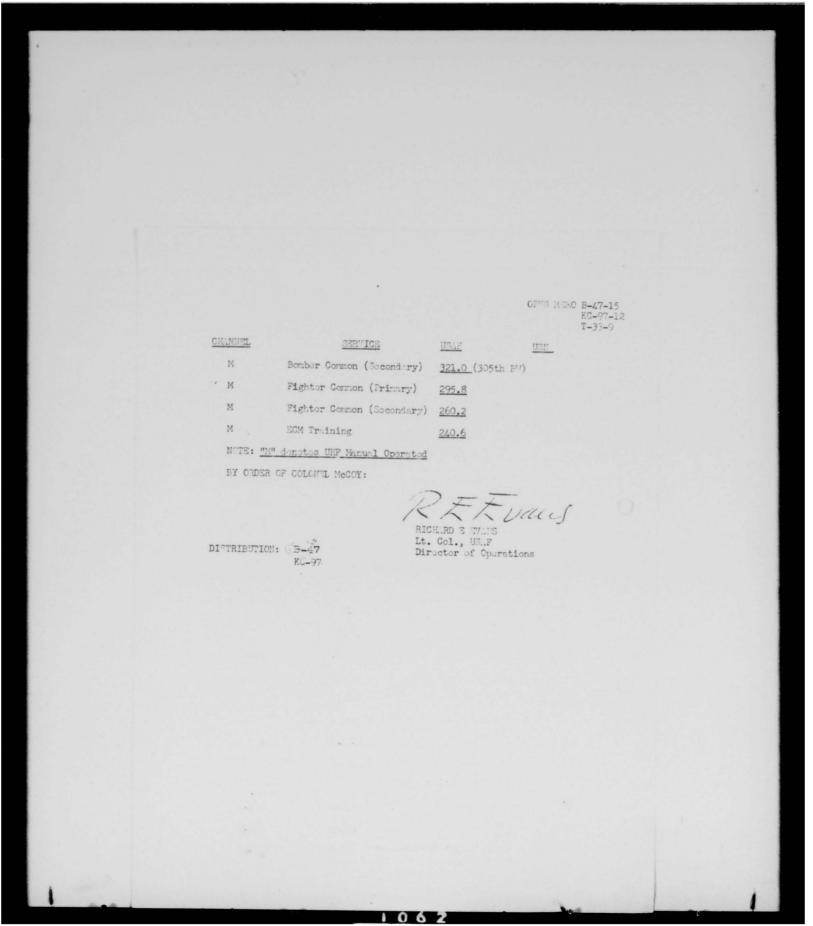
HANDQUARTE IS 306TH BOMBARDMENT WING MEDICAL Office of the Director of Operations MacDill Air Force Base, Florian 21 March 1953

NUMBER B-47-15 KC-97-12

Utilization of UHF Proguencies

The following table lists Normal Channelization of WAF Radio for aircraft of the 306th Bomb Ming (M). Frequencies as authorized in the Radio Facility Chart and 2/F TWX #6973, dated 11 March 1953.

CHAINGL	SERVICE	UNIF	USN
1	Control Tower (Primary)	236.6	233.8
2	Control Tower (Secondary)	275.8	250.6
3	Control Tower (Civil)	257.8	257.8
4	CAN (Range Stations)	255.4	255.4
5	Satan Control (only B-47's)) <u>257.0 Pri</u>	
6	Bombor Common (306th)	341.4	
7	SAC Cormon	311.0	
8	RBS	258.2	
9	RBS	356.8	
10	GCI Common	364.2	364.2
11	Air Rofuoling (Pri)	266.2	
12	Fighter Bomber Limison	351.1	
13	Satan Control (only B-47's)	238.4 S.c.	
14	UHF/DF	305.4	
15	Airways "Approach Control"	363.8	
16	Dovil Control Rng 36	288.0	
17	GCA Sourch	335.8	258.6
18	GCA Final	289.4	270.6
GD	Guard (Military Emergency)	243.0	243.0



OPERATIONS METIORANDUM

HEALQUARTERS 306TH BOMDALDMENT WING MACTUAL Office of the Director of Operations
MacDill Air Force Base, Florida 21 March 1965

MARKER. . . . KC97-13

Reports - C-97 Support Missions

1. In addition to the reports normally required by SAC Regulation 55-11, dated 22 May 1952, for flights outside the United States, the following reports will be required effective this date, for all ordered Cargo or passenger flights "within" the United States:

a. Reports as outlined in Inclosure 2, SAC Reg 55-11 (Route and Support).

b. Reports as outlined in Inclosure 3, SAC Reg 55-11 (Arrival and Departure).

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: KC-97

RE EVANS
Lt Colonel, USAF
Director of Operations

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH ECMEANDMENT WING MINITED 'ffice of the lirector of Operations MacTill Air Force Base, Florida 21 March 1953

Flight Lecall Procedures

1. Recalls received in flight from any of the following authorities will be considered official and will be immediately obeyed.

Metapher Alpha - Drig Gen Meeney

Metapher Brave - Colonel Creer

Motaphor Cocca - 6th An Operations

Dicycle Alpha - 306th Lamb Wg Command Section

Ficycle Drave - 306th Lomb Mg Operations

2. Squadrens will initiate recells through Wing *perations.

DY CROSER OF COLONEL McCOY:

DISTRIBUTION: B-47

KC-97

R E EVANS

Lt Colonel, USAF Director of Operations

106/

CHELITICIS MEMORANDUM

HEADQUARTERS 306TH BUMBARDHENT WING MEDIUM Office of the Director of Operations MacPill Air Force Base, Florida 21 March 3073

MUMBER. . . . KC97-16 BL7-22 T33-12

SCP for Aircraft Aborting in Flight

- 1. All aircraft returning to MacDill AFF as result of an air abort will contact the 365th Fomb Ving as soon as possible, stating the exact reason for the early return. This will enable Maintenance Control to arrange for parachute pickup and necessary people to most the sircraft.
- 2. B-47 and T-33 sircraft will contact Picycle Control on UHF or VHF or HF when they are within working range. This should be done at least 100 miles out from the station.
- 3. KC-97 direraft will contact Machill ground station, MFE-8, as seen as they turn back and request that the message be relayed to Bicycle Control immediately.

BY ORDER OF COLONEL MCCOY:

DISTRIBUTION: B-47

KC_07

R E EVANS

Lt Colonel, USAF Director of Operations

OPERATIONS MELORANDIN

HEADQUARTERS 306TH BONBARDMENT WING 1 TO JUM Office of the Director of Operations MacDill Air Force Base, Florida 11 Larch 1953

NUL BER. . . . P47-23 KC97-17

Crass Country Clearance Procedures

- 1. Forms 175's for B-47 Gross-Country flights will be delivered to Base Operations three hours prior to take-off.
- 2. Block altitude ATC Chearance request will be filed 48 hours in advanced with Base Operations by each Squadron Operations. Chearance for missions envolving both 5-47's and KC-97's will be filed together when the proposed flight request is for (FR) instrument flight rules. Base Operations will secure ATC Chearance as soon as possible and attach a typewritten copy to the carbon copy of the Form 175.
- 3. Squadren Operations Officer will pick-up pilot's copy of 175 and attached copy of ATC Clearance, and deliver to pilot.
- 4. In clearing, while taxing, pilot will notify LacDill Tower that he has a copy of his ATC Clearance, and state take-off time. There will be an necessity for tower operator or pilot to read clearance.
- 5. If copy of clearance has not been received then pilot is ready to taxi, clearance will be r quested from tower in the conventional manner - in which case to er may require that clearance be read back.
- For filing of Flight Plans for combined Local and Cross Country Flights reference Opns Namo # B-47-5 and RC-97-26.

BY ORDER OF COL TEL 1 CCOY:

DISTRIBUTION: B-47

KC-97

R E EVANS Lt Colonel, US F D/Operations

DEFORMS

OPERATIONS MEMORANDUM

MMBER . . . Bl:7-24 KC97-18 T33-13

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM Office of the Director of Operati no MacPill Air Force Base, Plorida 21 March 1953

SOP for Water Landing after Bail-Out

1. During the investigation of a recent accident, the Aircraft Accident Board conducted experiments to determine the best possible procedures to be used when bailing out over water.

2. As a result of these experiments, the following procedures will be followed by all personnel in this wing whomever landing in water after bailout is probable.

a. If, during descent, it is probable that the landing will be made in the water, the chest strap will be unbuckled and one side of the Mac West will be inflated.

b. If the B-4 harmess is used, the Riser quick-release mechanism will be actuated as the feet contact the water.

c. Upon contacting the water, the crew member will immediately inflate the other compartment of the life vest.

d. After the above has been performed, the crew member will then release the parachute harness and any other unnecessary equipment.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: 8-47

Lt Colonel, USAF Director of Operations

OFFR TIONS NEWCRANDUM

HEADQUARTERS 306TH BOMBARTMENT WING MEDIUM Office of the Director of Operations
MacDill Air Force Dass, Joseph 21 Navet 1953

NUMBER KC27-19 T33-14

Utilization of Prooksville Airport for T-23, KC-97 Termsition Treiling

- 1. Effective immediately, KC-97 and T-33 transition training will be conducted at Brooksville Airport.
- 2. A control officer will be in the Brockeville tower while NG-97 sizereft are flying without II's. The officer will be an ircreft Commander or higher, theroughly familiar with the operation of the NG-97.
- 3. Brooksville tower will transmit and receive on the following WHF frequencies:

Princry

"Bravo"

126.18 mcs

Secondary

"Dolta"

121.5 mes

"/lfa"

135.9 - 135.0 mcs

NOTE: UHF not available at Proofsville.

- 4. At Brooksvillo personnel will stend by with emergency fire and modical equipment from C800 to 1700 weekleys and from 6000 to 1200 Seturdays. Landings will be made CMLY during those periods.
- 5. Grounding of 306th aircraft at Brocksville will be reported without delay to the Eirector of Operations, 306th Bombardaint Wing through Bicycle Central or MacDill Tower. Telephone transmission is authorized when radio contact cannot be established.

BY ORDER OF COLONEL MCCCY:

DISTRIBUTION: T-33

R E EVANS

Lt Colonel, US.F Director of operations

BRATI T MEMORANDUM HEADQUARTERS 306TH BOMBARDMENT ING MEDIUM Office of the Director of Operations NacDill Air Force Base, Florida MIMRE-KC-97-20

Personne and Survival Equipment KC-07 Overwater Flights

1. The following items of personnel and aircraft survival squipment will be carried on all KC-97 overwater flights.

21 March 1953

Parachutes TYPE B-4 Back 1 per person plus 2 extra 2 per 4/0 or 1 per 20 persons *Life Raft Twenty- an or fraction thoroof Gib on Girl Radio 11-CRT3 1 por Aircraft Pistol Pyrotechnic (flare) 1 por Aircraft Flares Signal double stor red, Red Model 20 per Aircraft Tie down equip. *Rations Tmorgoncy IF-1 IF-2 or suitable substitute 2 Par person (Dr wn From in-flight Kitchen) Individual -#9-196-80 First Aid Kit **Anti-exposure Suit R-1 Life Vest R-5 1 per person B-5 Life Preserver 1 per person Mfg Part 90196-650 (Incl Chart) Minimum 12 per Aircraft
Night Mot 1 2 per Aircraft
2 per Aircraft First Aid Kit Drift Signal Bomb-Insteticida *Thorgoncy Kit 2 per Aircraft E-18 (D-1) 2 per Aircraft 1 per 7 persons oilot suo 2 por Aircraft 1 roll per 10 persons Contain Cardboard 1 ct. or suitable sub. 1 per person Slooping 1 per Craw me *Bags St ping 1 per Craw member *Blanke 1 per passenger 4 per Aircraft Emergency UHF Radio URC-4 *As directed by this Headquarters. * Not required on operational training flights in the Carribean or other tropical or semi-tropical areas. ** If available.

- 2. No one-man life rafts will be carried for passangers in compliance with T. 0. 04-15-1, and 2nd Ind., DM3B4 400.3, Haadquarters SAC, to letter 6th Air Division, DMA 400.315, data. 25 March 1951.
 - 3. Flying clothing worn as prescribed by the type of mission.
- 4. A-14 or Λ-14A Oxygen masks will be carried by all crew members, except those in cargo compartment who will use the A-8B oxygon-mask.

BY ORDER OF COLONEL McCOY:

D_ TRIBUTION: (KC-97)

RICHARD E EVANS Lt. Col., USAF Director of Operations

OPERATIONS MELORANDUM

HEADQUARTERS 306TH BOND ROMANT WING WE DIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

UNAPER KC-97-21

Simulated Emergency Procedures KO-97

- 1. Under the provisions of SAC Reg 62-10, dtd 22 Apr 52, the following restrictions will govern all simulated emergency procedures not covered in SAC Manual 50-15, conducted in KC-97 aircr ft.
- n. Engine failure on take-off will not be simulated below 200 ft above the terrain, and will be limited to one engine simulated inoperative. Desirable gross weight of 110,000 lbs will not be exceeded when performing this mane over.
- b. Heavy weight the-offs and landings will not be practiced at equivalent moss weights in exc as of 132,500 lbs.
- c. Simulated two time landings will not be practiced below 5000ft above the terrain.
- d. Instructor pilots only are parmitted to practice or demonstrate no-
- . Simulated three engine landings and go-arounds will not be accomplished to equivalent gross weights in excess of 110,000lbs.
- f. Full power heavy elight go-arounds will not be permitted at a uivalent gross weights in excess of 132,500 lbs.
- g. For practice go-arounds of all types, the directft will not descend below 500ft above the terrain.
- h. The following in-flight meneuvers will not be accomplished below 5,000 ft above the terrain: Steep turns, recovery from unusual positions, power-on and now r-off stalls, less the normal power operations, with the exception of those paratited in parts a, e.g. above, demonstration and practice on in-flight emergency procedures.
- i. No simulated emergency procedures will be practiced during adverse weather, darkness, or when runway conditions are below maximum safety. (Adverse weather will be construed to mean when the local airdress coiling is less than 1,500ft and three miles initiality when simulating emergency procedures in the traffic pattern, or any condition less than VFR when demonstrating emergency procedures above 5,000 ft).
- j. Refused take-of will be based on procalculated take-off data to assure completion of the refusal with adequate margin of safety.
- 2. No Aircraft Commander will be allowed to perform simulated emergency scadures without an Instructor Pilot, until he has logged 100 hours first pilot mae in the KC-97.
- 3. All simulated engine f ilures and practice feathering will be accomplished by ret ding throttles to 15 inc. as manifold pressure:

BY ORDER OF COLONEL Med Y:

RICHARD E EVANS Lt. Col., USAF

DISTRIBUTION: KC-97

Director of Operations

Ullees

OPERATIONS MEMORANDUM

HMADQUARTERS 306TH FOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1 53

MBGR -C-97-23

EMERCINCY FLIGHT PROCEDURES

. Following is an extract from SAC Rog 51-1 dtd 23 June 52:

(Supersades SAC MSG DOTFL 7551, 3 Oct 50, and DOFS 14880, 18 Jun 51; ltrs, this Hq, DOTFL 452-2, Subj; "Emergency Operation of the Landing Gear", 23 Sep 50, and DOFS 452, Subj: C-97 and KC-97 In flight practice of Emergency procedures," 31 Jan 52; lst Ind to Eight AF Ltr, CDT-B 360, Subj: "In-flight practice of emergency procedures, 3 Oct 51).

- a. Prior to check-out and during the course of normal emergency procedure training, crew combers concerned will be given instructions and administrate proficiency in the operation of the emergency landing goar system during static retraction tests under the supervision of qualified personnel.
- b. During final check-out and standardization flights, aircrew members concerned will demonstrate proficiency in the operation of emergency landing goar system while in-flight under the supervision of appropriate standardization crew members.
- c. No landings will be made upon goar which has been operated by the emergency system for training purposes until after the goar has been retracted and extended by normal methods, except in case of emergency.
- d. Extreme care will be exercised to insure that safety procautions to taken to proclude injury to personnel or damage to aircraft both on the round and in-flight.
 - o. Authority SAC L g 51-1 dtd 23 June 52

BY ORDER OF COLONEL Me II:

RICHARD E EVANS Lt. Col., USAF

DISTRIBUTION: KC-97

Director of Operations

C GRATIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM
Office of the Director of Operations
MacDill Air Force Base, Florida
21 March 1953

MUMBER B-47-27 KC-97-24 T-33-16

Romaining or-Night Away From Home Station

1. In accordance wit 2AF TMX 2AFMAE 4672, dated 15 Nov 52, the below listed regulations w 1 be brought to the attention of all aircraft commanders;

2AF E 60-2 Romaining Over-Night Away From Home Station, 27 Oct 52.

2AF F 65-15 Responsibility for the Repair and Supply of Aircraft Grounded Away from Home Base, 19 Mar 52.

2. A copy of 2AF 60-2 vill be placed in each Pilots PIF. During the pre-mission briefing the regulations listed above will be brought to the attention of the Aircraft Commander.

- 3. The following paragraph will be added to par. 4, 2AF Reg. 60-2:
- c. Itemized list of parts required by ---- nomenclature.

(1) In event an circraft is grounded outside the ZI and requires parts to return the aircraft to an in-commission status, which are not available from local or Theater resources, the aircraft commander will obtain an air priority designation from the respective base supply and will include the air priority designation in his reports.

BY ORDER OF COLONIL McCOY:

RICH RD E SYANS Lt. Col., USAF

DISTRIBUTION: B-47 KC-97

Director of Operations

OPERATIONS MEMORINDUM

MINBER. . . . KC97-25

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1959

SOP for Obtaining TO Clarance

- 1. On starting engines before taxing the pilot will call the centrol tower requesting them to start working on an ATC Clearance. The tower will be notified that this is a controlled take-off and be given the control take-off time.
- 2. After taxi and runup have been completed the pilot will ask the tower for the ATC and expected release clearance time. If no release time is given, he will standby with engines running for a maximum of (15) minutes. Then he will call the tower. If no release time is given, the pilot will clear the taxiway and runway as best he can and shut down, notifying the tower that it will take twenty minutes to start engines and make a new release time.
- 3. If the pilot does not receive a release clearance within thirty minutes after shutdown, he will proceed to the line and abort the mission.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: KC-97

R E EVANS Lt Colonel, USAF Director of Operations

OPERATIONS MILIOLANDUM HEADQUARTERS 306TH BOMEARDIGHT WING MEDIT Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER. . . . ACB-1

Radar Procedure on R-47 Letdown

As a weather procaution during letdown, it is recommended that the K-System be put in "NAV" position, the radar in "SCAN F ST". The standard turn-off procedure will be completed after touch-down.

BY OPDER OF COLONEL MCCOY:

DISTRIBUTION: AOB-47

REEVEUS Lt Colonel, USAF Director of Operations

OFER TIONS Dike.

NU.Best 405-2

Office of the Director of Operations

"AcDill air Force Base, Florida
21 March 1953

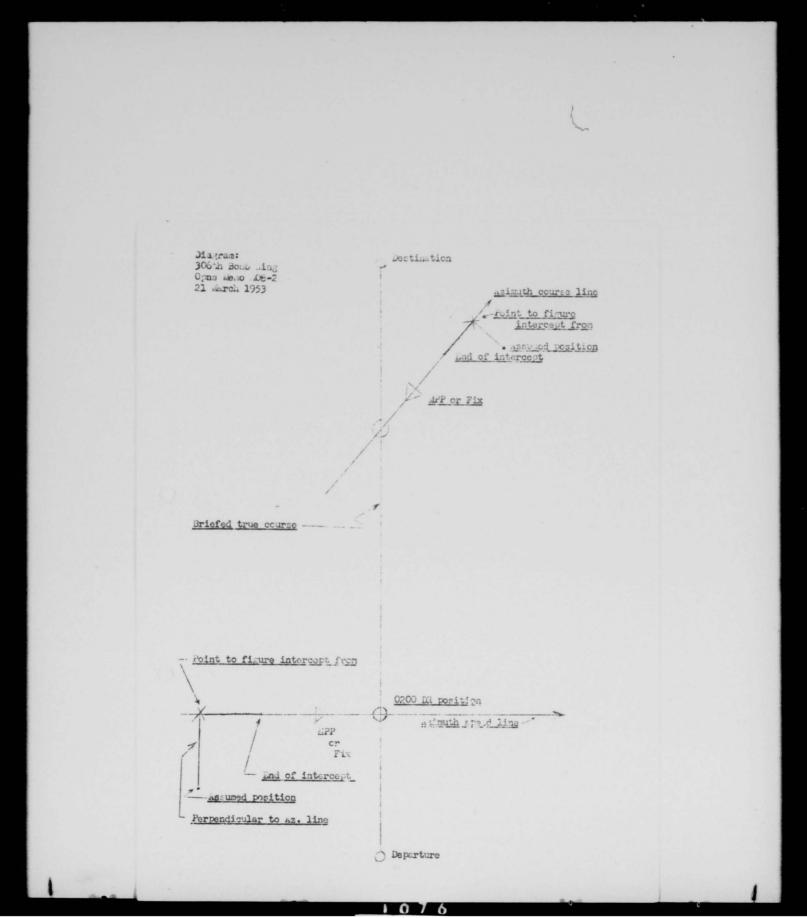
"C" Plot SOP

- 1. "C" Plot method of navigation is outlined as follows:
 - a. Figure the DR position for start of "C" Plot.
 - h. Alternate speed and course line azimuths approximately 10 minutes apart.
 - c. Draw the azimuth through the DR position.
 - d. Figure assumed position and drop a perpendicular line from assumed position to azimuth line drawn through the position. The intersection of those two points is where the intercept is figured from.
 - e. apply intercept towards or away from the intersection of the assumed position and azimuth lines.
 - f. The MPP is then plotted half-way between the end of the intercept and the DA position.
 - 6. After 3 MPPs or fixes, Di ahead along MPP trail instead of briefod track and repeat plotting procedures.
 - h. True heading and true air speed, a trad and roundspeed can be used for establishing the A distance.
- The attached diagram gives the correct plettin; method and symbol nomenclature.

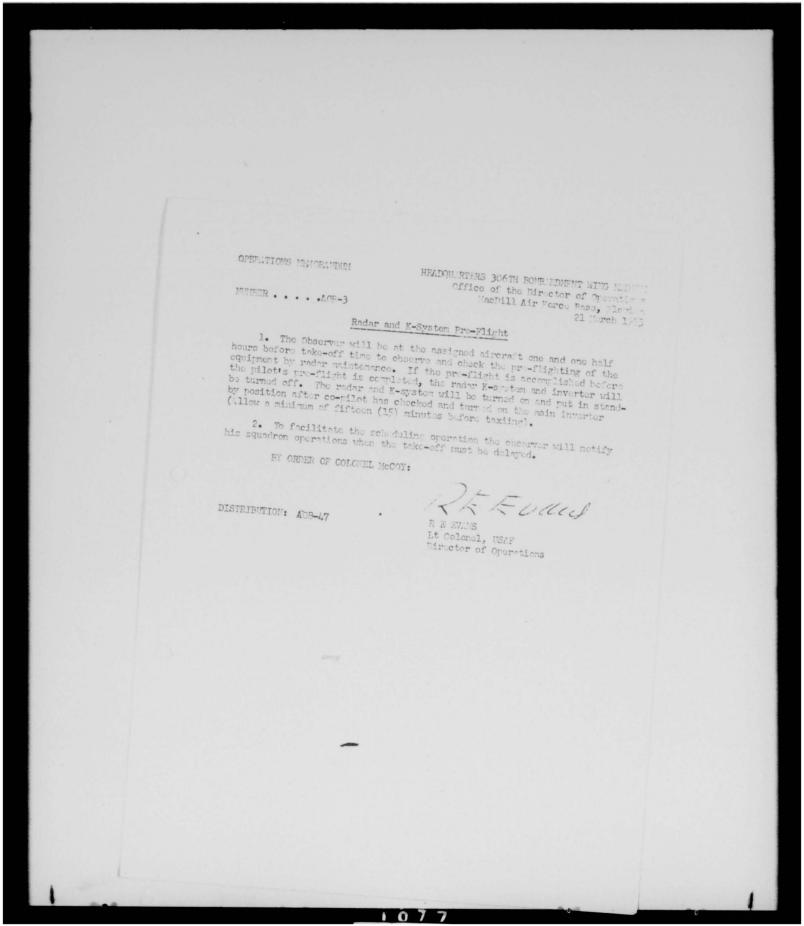
BY ORDER OF COLONAL MCCOY:

Lt. Col., USAF Director of Operations

DISTRIBUTION: AOD-47



THIS PAGE IS DECLASSIFIED IAW EO 13526



OPERATIONS MEMORANDUM

NUMBER AOB-4

HEADQUARTERS 306TH BOMBARDNEWT WING MEDIUM Office of the Director of Operations MacPill Air Force Pass, Florida 21 March 1953

Observer Reports

- The observer will fill out in duplicate an accurate and complete in-flight radar report. This report will be turned over to the radar specialist meeting the aircraft.
 - 2. SAC Form 31 will be utilized for recording data on RRS missions.
- Charts used on navigation missions will contain sufficient information to reconstruct flight, and also for permanent record purposes.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: AOB-47

R E EVANS Lt Colonel, USIF Director of Operations

OPERATIONS MEMORANDUM

HELDQULRTERS 306TH BOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Mir Force Pass, Florida 21 March 1953

MUMBER AOB-5

. Bomb Bay Door and Bomb Release Procedures

- 1. On all missions on which the bomb bay doors will be operated in flight, the final closing of the doors prior to take-off will be performed using the normal system switch at the observer's station. The alternate system will not be used.
- 2. For normal ${}^{m}K^{m}$ system drops, the following sequence will be used for turning on the Bomb Panel switches:

At the I.P.:

Fomb door and release control switch-K-2 ruto Intervalometer - Select and with Mo. of Fombs aboard set in. Indic tor light switch - on Fomb control power switch - on

20 sec. prior to bombs away:

- 3. For "K" releases without the timer (emergency only), the sequence is as follows: Indicator light On, Bomb Power On, Intervalometer Select, K-4 Manual, when TG meter reads 90 seconds, Bomb Door Mormal Open, if Bomb Door does not open in 10 seconds, Bomb Door alternate Open, (opening cycle takes 20 40 seconds). Ifter bomb release, close the bomb doors with the system which was used to open them.
- h. Release procedures without the use of the "K" system are as follows: Indicator light On, Fomb Power On, Intervalometer Select, K-4-Manual, Pomb door Normal Open, Select Salvo normal, Hand Release-Deprell, Pomb Poor Normal Close. (Note: if "Ilternate open" is used, bomb cannot be released for 20 40 seconds).
- 5. For emergency salvo, it is necessary to activate only the salvo switch. This switch will be used if the release procedures listed in paragraph & above fail. The manual salvo pull cord will not be used until the electrical salvo switch has been tried.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: AOB-47

R E EVANS
Lt Colonel, USAF
Director of Operations

OPERATIONS MEMORANDUM

HEADQUARTERS 306TH POMBARDMENT WING MEDIUM Office of the Director of Operations MacPill Air Force Pase, Florida 21 March 1953

MUMBER AOB-6

Armamont Procedures Prior to Take-off

- On all missions where live bombs are required, Armament personnel will be responsible for the bomb loading and safetying until the aircraw is ready for take-off.
- 2. The bombs will not be fused until the aircrew has arrived at the aircraft for pro-flight. Prior to erew inspection, the observer will remove the pins from the bombs and check to see that armament has connected the cannon plug thru which the bomb derives its power. The cannon plug connection on the junction box is located on the upper left side of the bomb bay between Location A and B.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: LOR-47

R E EVANS Lt Colonel, US:F Director of Operations

CTERATIONS MEMORANDUM

NUTER

ACB-7

HEADQUARTERS 306TH OMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

Observer Flight Plan and Chart Requirements

1. It will be the responsibility of each observer to file a flight plan plan and route chart in squadron operations prior to take-off. The flight the flight.

2. On all flights outside of the local area, observers will maintain a Navigation Log or make flight chart entries every 15 minutes. In lieu of a fix, a DD position will be recorded.

BY ORDER OF COLONIL MCCOY

RICHARD E BYANS

DISTRICTION: ACB-47 ACB-97 Lt. Col., USA? Director of Operations

OPER TIONS MEMORINDUM

HEADQUARTERS 306TH EOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER. . . . AOB-8

K-System Power Turn-on Procedure for 2000 Series Aircraft

- 1. Four separate types of power are required to operate the K-MA Pomb Navigational System. Three phase power for the gyros is furnished by an inverter located in the lower radar compartment. Regulated 115V AC is supplied by the main ship's inverters, unregulated 115V /C is supplied by alternators located on No. 1 and No. 6 engines. DC power is supplied by engine driven generators having a capacity of 400 amps each.
- 2. When power for the K-LT Pomb-Nav Systems is supplied by the aircraft's power the following conditions must exist: Main Invertor "ON", PC generators "ON", power on the RH alternator bus.
- 3. With power being delivered by the aircraft's power system, the unregulated 115V AC can be supplied from either of the two alternators as long as they are supplying the "FH HUS". The co-pilet will have his selector switch in normal position when the RH alternator is in operation. With a failure of the RH alternator, the co-pilet will place his selector switch in "LH Alternator PH Bus" to supply 115V AC unregulated to the K-System. (The alternators have over and under voltage relays and frequency relays to remove the alternator cutput from the bus. A reset switch is located in the co-pilet position.) External 115V AC unregulated can be supplied by placing the selector switch in the "RH Pus external power" position.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: 10B-47

R E EVINS Lt Colonel, USAF Director of Operations

OPERATIONS MEMORANDUM

HENDQUARTERS 306TH BONDARDMENT WING MEDIUM
Office of the Director of Operations
MacDill Air Force Base, Florida
21 March 195

NUMBER AOE-9

Altitude Limitation for K-System In-Flight-Maintenance

1. The following procedures will apply to observers performing IFM at altitudes.

a. IFM will be performed $\underline{\text{from the observer's seat}}$ at all altitudes whenever possible.

b. If IFM necessitates the observer leaving his seat, the altitude limitation will be 25,000 feet aircraft altitude until an oxygen hese and interphone extension is installed.

c. When above 25,000 feet aircraft altitude and with no extension installed, flight altitude will be lowered to 25,000 feet so that the necessary IFM can be performed. This applies to IFM requiring the observer to leave his seat.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: TAOB-47

R E EVANS
Lt Colonel, USAF
Director of Operations

OPETATIONS MEMORANDUM)

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER. . . . AOB-10)

Operational "" Equipment in B-47 Modified Aircraft

- 1. The following X-system rules will apply to all flights in B-47 modified aircraft:
- a. The main inverter will be the primary source of power for the K-system.
- b. For all missions, upon completion of pilots inverter chack, the function switch will be placed in the "Stab" position and switched alternators be put on the line prior to removal of the external power source.
- c. In case of alternator failure during the taxi, recycle the system by switching function switch off then back to "Stab" for at least 30 see nds prior to switching to the "Nav" position on take off roll. The tower switch should be in the "Stand-by" position on take off.

CAUTION: Recycle the system rior to take off roll, if the K-system is in the second timing period or will be in the second period during the

d. During IFR missions, the function switch will be turned to "Stab" position prior to wat contacts being made and then tuned to "Nav"

BY ORDER OF COLCUEL McCOY:

RICHARD E. EVANS Lt. Col., USAF

DITRIBUTION: AOB-47

Director of Operations

OFERATIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDMENT WING MEDIUM Office of the Director of Operations MacDill Air Force Ease, Florida 21 March 1953

NUMBER

AOB-11

Poleris Cormettion on the E6B or E-10 Computer

A permanent correction for any sextant observation of Polaris may be set on the E6B or E-10 Computer.

PRC TRE:

- 1. Place the square gr'l beneath the translucent plastic face of the
- 2. Place the grommet over 60 as crinted on the square grid, and then rotate the azimuth scale to align 207 under the True Index Marker.
 - 3. With a pencil, put a mark 57 spaces above the grommet.
- 4. With screwdriver remove plastic face and with ink place a permanent mark on the underside of the plastic directly beneath the pencil mark.
- 5. The ink mark new affords the correction to be applied to a Folaris observation at any time. Simply align the LHA of Aries with the True Index. Then count the spaces of the ink mark above or below the ground, moving the grommet, to therever the spaces may be counted conveniently. If the ink mark is, for example, 32 above the grommet as would be the case with an LHA of 152 degree, the correction to sextant altitude of Folaris is 32 minutes of arc. If the LHA is, for instance, 097 degrees, the ink mark will fall 20 spaces lower than the grommet and then Polaris correction is minutes of arc.

BY ORDER OF COLONEL McCOY:

DISTRIBUTION: AOP-47

PICHARD E EVANS
Lt. Col., USAF
Director of Operations

C SEATIONS MEMORANDUM

HEADQUARTERS 306TH FOMB TONENT LING EDIUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

NUMBER ACB-12

Corrections for Coriolis on the Computer

Correction of Coriolis affect for each observed altitude of a colestial body may be placed upon the computer for rapid reference on any navigation mission. This is the procedure:

- 1. Determine total coriolis correction based on latitude and ground speed from appropriate table in NO249. For example, 30 degrees North latitude and 200 to 250K GC give 3 N.M. correction to the right of track.
- 2. Move azimuth ring of computer's clear plastic face to align circust track with True Index. For example TC 230 exposite True Index.
- 3. Use square grid part of sliding card and mark a point directly right of groundt three heavy a rtical lines (15 light lines).
- 4. When an observation is made, align the star's true azimuth with True Index. For example, Sirius at 130 degrees.
- 5. Place the growmet over any convenient heavy horizontal reference lines of the squire grid. The mark falls below the growmet almost an even time heavy lines. The confess correction to the Sirius observation is minutes of arc.
- 6. Using Polaris, with 360 degree true azimuth, the mark lies higher than the grommet, slightly more than two heavy lines. The correction is \$2.
- 7. This computer system for coriolis correction is especially handy and time saving in flying C-Flot colestial. The reference mark need only be changed upon sizeable change of course and 10° change of latitude.

BY ORDER OF COLONGL McCOY:

DISTRIBUTION: AOB -4

AOB -97

RICHARD E DULING
Lt. Col., UNLE
Director of Operations

OPERATIONS HENORAUDING

Hampquartas 306TH LONE ROMETT THE NEDIUM Office of the Director of Cocrations NacDill Air Force Base, Florida 21 March 1953

MB 3E AOB-13

Free dury for Operation of the C-23 Cum ra

1. The following procedure will be adhered to for 0-23 camera operation.

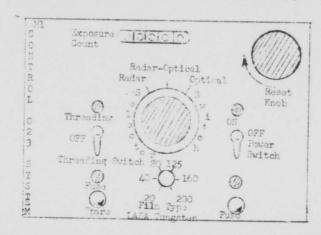
chanb r exposure counter.

b. Fill out the data plate: (0-15 & 0-23) mission # when utilizing .../C # Ohe.
Data
Target Areas

c. Turn the N-1 centrel box ower switch to "ON" (turn on at profilight and law, on for duration of mission). NOTE: The O-23 will not run independent of the O-15.

d. Zaro N-1 control exposure counter on the ground. NOTE: do not reset in the cir.

- 9. Sot meds of operation to Bader-Optical.
- f. Exposure will be set by camera repair personnel.
- g. To maintain correlation of the 0-23 film to the 0-15 film do not operate threading switch until all comb runs are completed.
 - h. Indicate on 0-15 campra log if 0-23 cam re was used.



OFS 'E''O AOB-13 This page for authentication only. BY ORDER OF COLONEL MCCOY: Lt. Col., US.F Director of Coorations DISTRIBUTION: AOB-47

THIS PAGE IS DECLASSIFIED IAW EO 13526

OPE TIONS MEMORANDUM

HEADQUARTERS 306TH BOMBARDMENT WING COLUM Office of the Director of Operations MacDill Air Force Base, Florida 21 March 1953

R AOP-14

Operation of AFN-76 Rendezvous Equipment

1. The rendezvous equipment in the B-47 aircraft (APN-76) will be operated in accordance with the following procedure:

Pro-Flight

- a. Before tur -on.
 - (1) Power Control (CE-1694)

Power CFF
Transmitter OFF
Receiver ST.NDBY
Gain ZEPO
Pulse SINCLE

(2) Frequiley Control (C-170)

Transfitter BRISED STING

- b. Turn-on.
 - (1) Power Centrel (CE-169A)

Power ON Receiver ON

As gain is increased, a popping sound will be noted, increasing in frequency, as gain is increased.

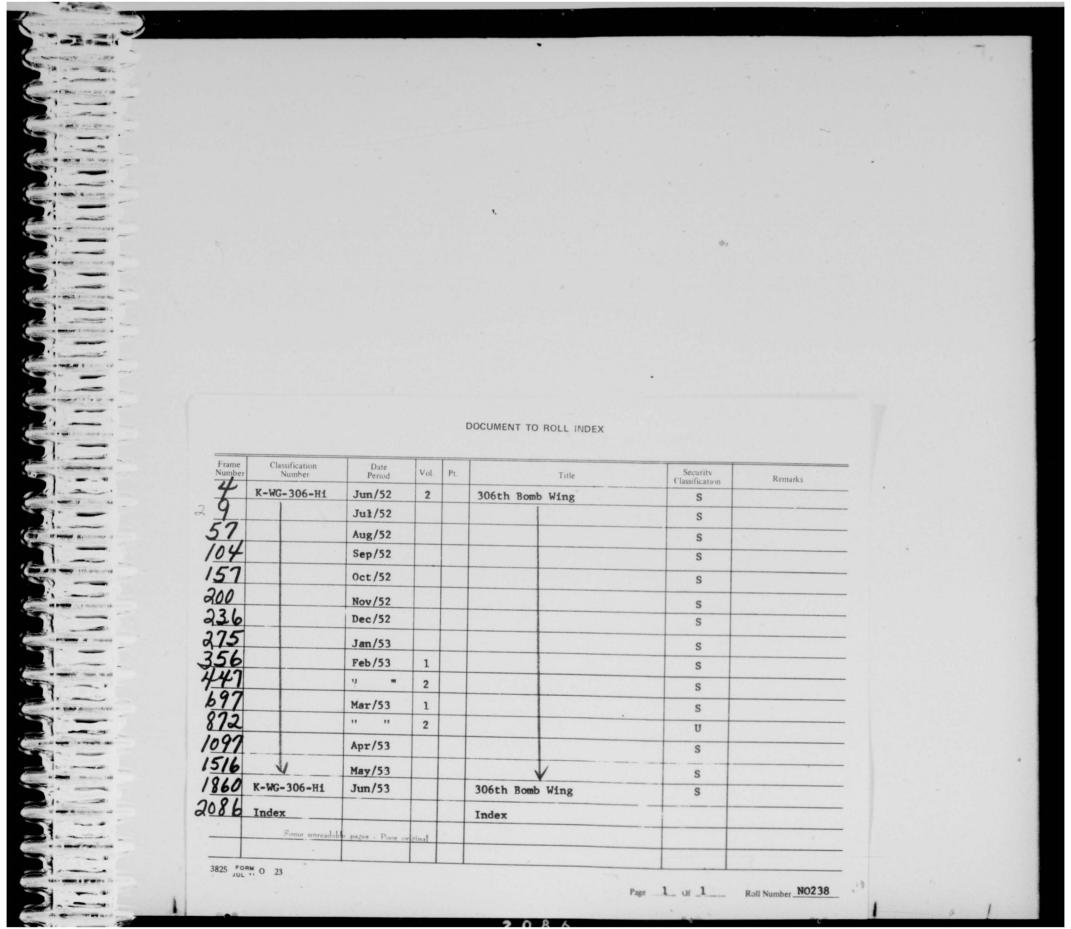
- c. Turn-off.
 - (1) Power Control (CZ-169A)

Power OFF
Receiver STANDBY
Gain ZERO

OPS MEMO ACT-1 In-Flight a. Bofors turn-on. (1) Power Contr 1 (CE-169A) Power OFF Transmitter OFF Rocaivar STANDBY Gain SINGLE Pulso (2) Frequer by Control (C-170) Transmittor BRIEF D SETTING BRIEF D SETTING b. Turn-on. (1) Power Ontrol (03-1694) (wait at least CMB minute for werm-up)
Transmitter HIGH
Receiver ON
Gain As required NOTE: When equipment not in actual use, place transmitter OFF and receiver STANDBY. c. Turn-off (1) Power Contr (CE-169A) Transmittor OFF BY ORDER OF COLONEL McCOY: RICHARD & EVANS Lt. Col., USAF Director of Operations DISTRIBUTION: AOB-47

```
OPERA IS NEMORANDUM
                                HEADQUARTERS 306TH BOMBARDMENT ING 1 DIUM
                                      Office of the Director of Operations
                                        MacDill Air Force Base, Florida
NUL E
             AOB-15
                                                          21 karch 1953
                  Radar Procedures for Tracking Aircraft
    . The following rad r procedures will be adhered to when tracking of air-
craft in formation is necessary.
        a. AFS-23 only: Heading mark oriented longitudinal axis of the air-
croft.
           Function Switch . . . . . STAB or OFF
           b. "K" system: Heading mark priented to T.N.
           (1) Function Switch . . . . . Nav.
               (2) Function Switch . . . . . . Nav.
               Power Switch . . . . . SCAN F ST
                Range Dial . . . . . . . 8 - 10 liles
       c. "K" system: Ran ing & azimuth check.
           Function Switch . . . . . Nav.
           Power Switch . . . . . SC.N F.ST
           Range Dial. . . . . . . 8 - 10 biles
           Altitude Switch. . . . . . "ON" (set altitudedial equivalent to
                                         the distance spacing between
                                         aircraft)
          (By turning the altitude correction knob on the primary control, the distance between L/C can be determined by the reading in the
           altitude window of the ballistics control - do not run the alti-
           tude dial into the limits)
          (1) Range Mark - X - h.ir switch . . . Range mark position for
                                               azimuth and X-hair position
                                               for ranging.
```

(2) Mode switch Line of sight (3) Line of sight control . Normal (4) Azimuth dial Zero (positions heading marker along the longitudinal axis of A/C) PY ORDER OF COLUMN MeCOY:
DISTR UPION: (ACB-47) Lt. Col., USAF Director of Operations
2



THIS PAGE IS DECLASSIFIED IAW EO 13526