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RDS: XD-D5

307TH BOMBARDMENT WING (M)

1-28 FEBRUARY 1957
(Unclassified Title)

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COLONEL LOUIS G THORUP

COMMANDER, 307TH [illegible] WING (M)

LINCOLN AIR FORCE BASE, NEBRASKA

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HISTORY OF THE

307TH BOMBARDMENT WING (H)

1 - 28 FEBRUARY 1957

CHAPTER I - ORGANIZATION AND ACTIVITIES

SECTION I - Mission Developments

The 307th Bombardment Group was activated by President Roosevelt in April 1944, at Geiger Field, Washington, with B-17 Aircraft, and then assigned to Ephrata, Washington, in May 1942. Its' first mission was that of defending the Coast of Alaska against enemy forces of Japan. (U)

In December of 1942, the 307th Bomb Group was assigned to Hawaii, and participated in all Central Pacific Campaigns until the end of the war in 1945. Flying a total of 573 missions during the war, the 307th Bomb Group picked up the nickname, "Long Rangers", and received two Presidential Unit Citations for its accomplishments. (U)

The 307th Bomb Group was deactivated in November of 1945 and re-activated as the 307th Bombardment Wing, in August of 1946, at MacDill Air Force Base, Florida, and was assigned B-29 aircraft, taking part in all Strategic Air Command Operations until the out break of the Korean conflict in 1950. (U)

After a successful campaign in Korea, receiving another Presidential Unit Citation and a citation from President Syngman Rhee, of South Korea, the 307th Bomb Wing was returned to the United States and assigned to Lincoln Air Force Base, Nebraska, in October 1954. In a period of 15 months the 307th Bomb Wing was converted to B-47 Aircraft and on 1 April 1956 had reached combat readiness. (C)

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After a temporary additional duty movement to the United Kingdom during July, August, and September 1956, the Wing settled down to the more important work of increasing their combat effectiveness through an intensive training program. (U)

MISSION: The mission of the 307th Bombardment Wing (M) is to:

Organize and train a force capable of immediate and sustained long range offensive bombardment and air to air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced weapons.

Be prepared to perform those tasks assigned in current emergency plans and related Operation Orders.

Train and administer assigned reserve personnel and units.

Participate in disaster relief and other domestic emergencies when required.

Perform such special missions and assignments as may be directed by higher headquarters.

SECTION II - Command

On 13 February 1957, Captain Robert W. Gottlieb, former Adjutant for the 307th Bomb Wing, assumed command of the 307th Headquarters Squadron, vice Captain Peter G. Samuels, retired.[1]

It was announced during the month of February 1957, that Airman First Class Paul Grem, of the 307th Armament and Electronics Squadron

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1. Special Orders Number 18, 307th Bomb Wing, dated 13 February 1957.

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had been selected as Eighth Air Force's Outstanding Maintenance Man for the month of January. This award is a follow-up to Airman Green's being named the 307th Bomb Wing outstanding Maintenance Man. (U)[2]

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2. Personal Interview with Captain Carlan L. Seawards, 307th. Bomb Wing Adjutant.

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CHAPTER II - PERSONNEL

SECTION I - Military Personnel

STATUS: The average authorized strength for the 307th Bomb Wing during the month of February 1957 was, in an aggregate total, 2,004. This represented 433 officers and 1,571 airmen. For the assigned strength, we had an aggregate total of 2,009. Four hundred forty-five were officers and 1,564 were airmen. This was an increase over the month of January 1957 of five and 14, for officers and airmen respectively. The authorized and assigned strength figures for each organization of the 307th Bomb Wing for the month of February 1957 were as follows: [1] (U)

ORGANIZATION	OFFICERS AUTH	OFFICERS ASSIGNED	AIRMEN AUTH	AIRMEN ASSIGNED
Hq, 307th Bomb Wing	65	60	142	148
370th Bomb Squadron	74	80	96	80
371st Bomb Squadron	74	80	96	83
372nd Bomb Squadron	74	79	96	79
307th Air Defle Sq	99	113	220	211
307th Fld Maint Sq	8	7	417	426
307th Per Maint Sq	3	3	106	94
307th AGE Maint Sq	11	8	316	364
307th TAC Hospital	25	15	82	79
TOTAL	433	445	1571	1564

1. Report, "Lincoln Air Force Base Strength Report", prepared by Statistical Services for the month of February 1957. Appendix # 1.

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SECTION II - Crews

The availability of combat crews for the 307th Bomb Wing is reflected with a total of 69 B-47 crews, and 25 KC-97 crews. The organizational breakdown for these crews were as follows: 2 (C)

370th Bomb Squadron		371st Bomb Squadron	
Lead Crews	3	Lead Crews	2
Combat Ready	9	Combat Ready	10
Non-Combat Ready	11	Non-Combat Ready	11
372nd Bomb Squadron		**307th Air Refueling Squadron** 3	
Lead Crews	3	Combat Ready	22
Combat Ready	11	Non-Combat Ready	3
Non-Combat Ready	9		

Four new IR crews were formed during the month, two in the 370th Bomb Squadron (IR-84 and IR-85), and two in the 372nd Bomb Squadron (IR-85 and IR-86). 4 (C)

STANDBOARD CREWS: During the month of February 1957, the Standboard Crews for the 307th Bomb Wing were as follows:

B-47 Standboard Crews 5	KC-97 Standboard Crews 6
L-62, L-65, L-34, L-36*,	T-11, T-22*, T-14*
L-61*, and L-66	* Assistant Wing Standardization Crew
* Additional	

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2. Report "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 2.

3. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing For February 1957. Appendix # 3.

4. Report "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the

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SECTION III - Manning

Percentage wise the over-all effective manning for the 307th Bomb Wing continues to climb. The number of officers in required specialties was 398 against a requirement of 429. This dropped the percent in required specialties four tenth of a point under the preceeding month with a new figure of 92.8 percent. The percent of airmen in direct support skills was increased to 81.6, with 1,068 airmen authorized and 872 in required specialties. Airmen in indirect support skills climbed to 67.0 percent with 503 authorized and 377 assigned in required specialties.[7] (U)

The over-all effectiveness with 1,571 airmen authorized and 1,209 effectively assigned was 77 percent.[8]

SECTION IV - Shortages

OFFICER: The shortage of Supply Officers reported in the January 1957 Historical Report was some what alleviated by the assignment of one 64 Career Field officer. However, the authorization was raised from 11 to 12, which in turn raised the percent assigned figure to 66.7. This shortage will continue to have an adverse effect upon the wings personal equipment function. The two shortages in the 32 Career Field continue to exist, and

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4. (Contd) 307th Bomb Wing for February 1957. Appendix # 2.
5. Ibid.
6. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 3.
7. Report, "SAC Management Control Statement" prepared by the 307th Bomb Wing for February 1957. Appendix # 4.
8. Disposition Form from 307 DPA, subj: Airman Manning as of 28 Feb 57. Dated 28 Feb 57. Appendix # 5.

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unless replacements are forthcoming a critical situation will be created in the Armament and Electronics Squadron. The Wing was 70 percent effective in the Maintenance (43) Career Field, with only 14 of 20 Maintenance officers assigned.[9] (U)

AIRMEN: The shortage of supervisory personnel in the 431X1B and 431X1A Career Fields continues to exist. With no indication of input, this shortage presents a serious handicap to the maintenance capability of the Wing.[10] (U)

Specific soft spots were listed for career fields in which less than 76 percent of the assigned airmen were effective. A composite list of these career fields are listed below:[11] (U)

CAREER FIELD	% EFFECTIVE
(20) Intelligence	64.3
(22) Photo Mapping	50.0
(29) Communications	65.0
(45) Production Control	50.0
(46) Munitions & Weapons	54.5
(47) Motorized & Miscellaneous	56.0
(534X0) Airframe Repair	69.4
(55) Construction	57.1
(58) Fabric, Leather & Rubber	62.9

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9. Disposition Form from 307DPO, subj: Officer Manning as of 28 Feb 57. Dated 1 Mar 57. Appendix # 6.

10. Disposition Form from 307DPA, subj: Airman Manning as of 28 Feb 57. Dated 28 Feb 57. Appendix # 5.

11. Ibid.

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(60)	Transportation	68.4
(64)	Supply	64.2
(67)	Finance, Accounting & Auditing	00.0
(68)	Statistical Service	60.0
(70)	Administrative	53.2
(73)	Personnel	69.7
(98)	Dental	66.7

SECTION V - AWOL & Reenlistment

AWOL: The Absent Without Leave rate for the 307th Bomb Wing in February took a decided turn for the better. Where the rate has been running approximately five or six per month, this month it dropped to a low of only one. This also dropped the rate per thousand to 0.5 percent.[12] (U)

REENLISTMENT: There were 25 airmen seperated from the 307th Bomb Wing and the Air Force who were eligible to reenlist. Of this number, 14 airmen made the jump which in turn raised the reenlistment rate to 48 percent. This is approximately 15 percentage points above the Strategic Air Command average.[13] (U)

SECTION VI - Key Personnel

There was only one change made in the key personnel ranks during the month of February. Captain Peter G. Samuels, Commander of the 307th Headquarters Squadron, retired, and was replaced by Captain Robert W.

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12. Report, "SAC Management Control Statement" prepared by the 307th Bomb Wing for February 1957. Appendix # 4.

13. Report, "Separation & Reenlistment Rate for February 1957", submitted by the Base Reenlistment Officer. Appendix # 7.

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Gottlieb, former Adjutant for the 307th Bomb Wing. Captain Gottlieb assumed Command of the 307th Headquarters Squadron on 13 February 1957.[14] (U)

SECTION VII - Awards

During the month of February 1957, the following awards were presented by the Wing Commander:[15] (U)

Outstanding Non-Commissioned Officer:

T/Sgt Walter W. Barton, AF 20790705, 307th A & E Squadron

Outstanding Airman:

A/2C James H. Wilson, AF 13551561, 372nd Bomb Squadron

Outstanding Maintenance Man:

T/Sgt Richard A. Thibeault, AF 12282247, 372nd Bomb Squadron

Outstanding Crew:

Crew C-06	A/C Jack A. Crook, Captain
370th Bomb Squadron	Pilot Robert G. Baker, 1st Lt
	ACB Bernard A. Flynn, 1st Lt

Outstanding Tactical Squadron:

370th Bomb Squadron	Lt. Colonel George J. Iannacito, Commander
	Major Fred C. Underkirk, Ops Officer

Troop Management Award:

370th Bomb Squadron	Lt. Colonel George J. Iannacito, Commander
	M/Sgt Dennis L. Bishop, First Sergeant

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14. Special Orders Number 18, 307th Bomb Wing, dated 13 February 1957.

15. Personal Interview with Captain Harlan L. Seawards, 307th Bomb Wing Adjutant.

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CHAPTER III - OPERATIONS AND TRAINING

SECTION I - General

Pace Setter VI, which was covered in the January Historical Report, and was mentioned to have been scheduled on 28 and 29 January 1957 was inconclusive. It was stated that unfavorable weather forced postponement of the first wave on 28 January, but did not mention that it was re-scheduled for 1 February 1957. For purposes of clarification then, the 307th Bomb Wing flew two waves; one on 29 January, and the other on 1 February. The total number of aircraft involved in this mission was 31.[1] (C)

The overall standing in the Eighth Air Force, with nine wings competing, was originally reported as being seventh.[2] However, after re-evaluating total scores, Eighth Air Force reported that the 307th Bomb Wing placed fifth, with a total of 853.5 points. The highest total, that of the 340th Bomb Wing, was 944.9 points, while the lowest score was 802.0 by the 310th Bomb Wing. The 307th Bomb Wing score was considered satisfactory in the Eighth Air Force Critique.[3] (C)

On all Pace Setter VI targets there were 93 runs scheduled and 78 runs scored for the 307th Bomb Wing.[4] (C)

In the error department, 6.4 percent was for gross errors, and the gross error rate was 16.1 percent.[5] (C)

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1. Msg from 818th ADIV, 307DO 2-174C, Subj: Changes to 307BW Final Mission Summary, dated 25 February 1957. Appendix #8.
2. Msg from 8AF, CS 04591, Subj: Pace Setter VI, dated 8 February 1957. Appendix # 9.
3. Letter, 8th AF, DOT3D, Subj: Pace Setter VI Critique, dated 8 March 1957. On file 307th DO.
4. Msg from 818th ADIV, 307DO 2-174C, Subj: Changes to 307BW Final Mission Summary, dated 25 February 1957. Appendix # 8.
5. Ibid.

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Five gross errors were reported, two at Omaha, two at St. Louis, and one at Binghamton. At Omaha, one gross error was due to a large cross hair jump which was noticed after the tone switch was initiated, the range clutch in the polar converter was loose, and an opening was detected in the time-to-impact motor winding. The other error was due to a tone malfunction occuring at bomb release and not cutting off automatically. The observer did not, as outlined in T.O. 1B-47B-1, use the manual cut off procedure and the tone was not cut off until after the aircraft departed the RAC plotting board range. One gross error at St. Louis was caused by a defective rail synchro in the Bomb Release Computer. The other error was with the automatic tone cut-off on the same aircraft that made this type gross error at Omaha. The error at Binghamton was made by the same aircraft that had a gross error at St. Louis due to the defective rail synchro in the Bomb Release Computer. The error was also caused from the same reason given above.[5] (C)

There were 12 aborts on all three targets combined, for an abort rate of 16 percent.[6] (C)

STAND DOWN: The provisions of Headquarters Strategic Air Command letter, subject: Training Responsibilities During Special Upgrading Period, 818th Air Division,[7] dated 2 January 1957, specifically state that units will be relieved from the requirements of all SAC Regulation 50-8 and all

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5. Final Mission Summary Report , Pace Setter VI, prepared by the 307th Bomb Wing. Appendix # 10.

6. Ibid.

7. Letter, Hq SAC, Subj: Training Responsibilities During Special Upgrading Period, 818th Air Division, dated 2 Jan 57. Appendix # 11.

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other commitments, special projects, etc. Contrary to this letter, requirements have been received for the 307th Bomb Wing to participate in Project APO/SAB/978-A, nickname "Black Duck". This project, scheduled for 44 flying hours, will cut into the upgrade program. More serious is the fact that the aircraft commanders who are needed as instructor pilots for this program are in the crews that must fly this "Black Duck". It is recommended that the full intent of the Stand Down be followed. The continued assignment of this type mission will seriously delay the accomplishment of SAC Programming Plan 9-56.[8] (C)

SECTION II - Flying Training

C-47: There was only one higher headquarters directed mission flown during February. This mission was Pace Setter VI. Although it was scheduled for January, due to bad weather, 50 hours and 40 minutes were flown in February, without the benefit of programming.[9] (C)

The Eighth Air Force Air Training Priorities that were programmed and accomplished during the month were as follows:[10] (C)

Priority one, AFR 60-2 requirements were programmed for 90 hours, with 25:15 hours being accomplished as such. However, this requirement was accomplished concurrent with other training.

Priority two, was for Strategic Evaluation. Scheduled for 100 hours, 92:30 hours were accomplished.

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8. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 2.

9. Ibid.

10. Ibid.

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The third priority, Non-Ready Crew Training, was devided into three categories and was programmed for 658 hours, of which 436:05 hours were accomplished. This requirement was affected by the necessity of upgrading Instructor personnel for Operation Stand Down.

Priority four, Ready Crew Training, was programmed for a total of 705 hours, and 689:50 hours were completed.

Priority five, compliance with SAC Regulation 51-26 was programmed and accomplished concurrent with Priority four, above.

Priority six, was for miscellaneous training of which there were 71 hours programmed and 65:30 hours accomplished.

One other priority was listed as priority X, which included higher headquarters training requirements. There was no time programmed and 80:20 hours accomplished. This included 50:40 hours for Pace Setter VI, 19:50 for Familiarization of B-36 Pilots, and 9:50 for Loring Ferry. These last commitments were received too late for programming and consequently effected the overall program.

CANCELLED SORTIES: Due to Bad weather, 41 sorties were cancelled that totaled up to 273 hours. Nineteen sorties were also cancelled due to the Eighth Air Force Alert.[11] (C)

KC-97: Five training priorities were scheduled for the Air Refueling Squadron during February, including one higher headquarters directed mission to support the 98th Bomb Wing. These priorities, in order of

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11. Ibid.

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precedence, were as follows:[12] (C)

Priority one, Air Force Regulation 60-2 requirements were flown concurrent with other priorities.

Priority two, was the higher headquarters directed mission to support the 98th Bomb Wing. This mission was programmed for a total of 80 hours. Upon completion of the mission the 307th Air Refueling Squadron had flown a total of 86 hours and 35 minutes.

Priority three, Non-ready Crew Training, was originally programmed for 144 hours. After the month began, it became apparent that some of the sorties planned for presently assigned non-ready crews would be needed for Instructor Pilot upgrading training in order to support SAC Plan 6-56. Through careful scheduling the Squadron was able to fly non-ready pilots and flight engineers 104:50 hours and 109:05 hours, respectively, and in conjunction with ready crew missions. While only indicating 40 hours of ready crew training against a programmed 144 hours, in reality by flying non-ready crews with ready crews, as explained above, we flew 144:50 hours of non-ready training against the programmed 144 hours.

Priority four, Combat Ready Crew Training, was programmed for 418 hours. Due to weather cancellation which accounted for 12:45 hours, maintenance cancellations accounting for 55:15 hours, and 19 hours that were lost because of an Eighth Air Force Alert, only 379:10 hours were accomplished.

The final priority, given to Test Flights, accomplished 10:15 hours.

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12. Report, "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 3.

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CANCELLED SORTIES: Due to bad weather during the month of February, 50:45 hours were lost.[13] (C)

SECTION III - Unit Directed Mission

A mass night refueling operation was the only Unit Directed Mission flown during February. This mission, nicknamed Lone Dozen, was flown on 13 and 27 February and consisted of the following requirements.[14] (U)

One Night Mass Refueling

One Electronic Rendezvous

One Night Grid Celestial Navigation Mission

One PLOP Navigation Leg

One Night Celestial Leg

High Level Formation

Air Weapons Mission

K-19 drop for selected crews

Gunnery fire-out

Depressurized Flying

A normal take off and an acceleration of two minutes prior to turn was used for the cell join up. The climb was made to a base altitude of 20M at 96 percent power and basic flight formation was assumed at this altitude. Refueling was made at an altitude of 15,000 feet base, with an off load of 33,000 pounds. The minimum requirement was 6,000 pounds.[15] (U)

A total of 11 crews participated in the first wave on 13 February,

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13. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 2.

14. Crew Flimsy for Operation Lone Dozen, 13 and 27 Feb 57. Appendix # 12.

15. Ibid.

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and nine in the second wave, on 27 February.[16] (U)

The first wave, on 13 February, flew as outlined above, and was considered a very good mission. The second wave, on 27 February, did not do as well as expected. Due to bad weather, credit for a mass night refueling was lost for the second wave. The first cell did not refuel because of the bad weather in the area. The second cell, due to tanker aborts, received a very limited amount of fuel.[17] (U)

B-19 weapons were dropped by four aircraft in the first wave, and of the two aircraft that made it around in the second wave, only one made the drop.[18] (U)

SECTION IV - Ground Training

B-47: The total number of combat ready crews responsible for Phase III, SAC Regulation 50-24 training during February were 38. The total number of combat ready crews completing SAC Regulation 50-24 during the month were five. Because of an overall shortage of crews available to complete the flying program, there were no crews scheduled for March. The non-ready crew upgrade program will not permit scheduling of 50-24 training and the completion of the flying training program.[19] (C)

KC-97: Twenty-two combat ready crews were responsible for Phase I, SAC Regulation 50-24 training this month. Ten combat ready crews completed SAC Regulation 50-24 requirements.[20] (C)

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16. Personal Interview with Major P. A. Tisdale, 307th D/Ops.

17. Ibid.

18. Ibid.

19. Report, Wing Commanders Remarks, RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 2.

20. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 3.

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SECTION V - Refueling Data

B-47: Information pertinent to the numbers of sorties, aborts, mass night cell refuelings, and the transfer of required fuel for tactical aircraft, for the month of February,* is listed below:[21] (C)

Number of refueling sorties scheduled and confirmed	56
Number of sorties:	
Airborne	56
Effecting complete electronic rendezvous	28
Transferring required fuel	44
Number of aborts due to:	
Adverse weather	8
Aircraft Malfunction - B-47	1
Tanker cancellation and aborts	2
Rescheduling	1
Mass Night Cell Refueling:	
Confirmed sorties	24
Airborne sorties	24
Effecting complete electronic rendezvous (Includes all acft and cell formation)	17
Transferring required fuel	18

Included in the above is the training conducted in accordance with SAC Regulation 50-8*. For reporting purposes, this information is further

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* This information was derived by subtracting the figures contained in the January T-12 report from the T-12 report published as of 28 February 1957.

21. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 2.

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broke down to depict the amount creditable to SAC-3 requirements.[22] (C)

	Total Refuelings	Mass Night Refuelings	Max Gross Weight Night	Opt. In-Flt Gross Wt 20 Min Contact
Attempted	33	21	13	7
Successful	25	12	13	7

KC-97: The following information* indicates the numbers of sorties and aborts, information on mass night cell refuelings, and total pounds transferred by the KC-97 aircraft during February 1957.[23]

Number of refueling sorties scheduled and confirmed: 82

Number of Sorties:

Airborne:	63
Effecting complete rendezvous	58
Transferring required fuel	55

Number of aborts due to:

Adverse Weather	2
Aircraft Malfunction	3
Rendezvous equipment malfunction	0
Refueling equipment malfunction	0
Receiver Cancellations	6
Air Aborts	3
Maintenance Cancellations	8

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* This information was derived by subtracting the figures contained in the January T-12 report from the T-12 report published as of 28 February 1957.

22. Ibid.

23. Report, "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 3.

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Alert Status	4
Operations Cancellation	1

Mass Night Cell Refueling:

Confirmed sorties	36
Airborne sorties	35
Sorties effecting complete rendezvous (Includes all acft in cell formation)	32
Sorties transferring required fuel	27

Total Fuel Transferred:

Pounds	1,699,733
Gallons	283,288

Also included in the above is the training conducted in accordance with SAC Regulation 50-8. This information* is further broke down, for reporting purposes, to depict the amount creditable to 50-8 requirements.[24] (C)

	Total Refuelings	Day Refuelings	Night Refuelings	In Radio Silence
Attempted	62	26	36	36
Successful	61	25	36	36

SECTION VI - Special Training

In order that crews of the 307th Bomb Wing might receive better instruction on survival, a quota of one was requested for the Ramey Air Force Base Sea Survival School. Captain Bill F. Francis, a graduate of the Stead School, and former instructor at the Fifth Air Force Evasion

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* This information was derived by subtracting the figures contained in the January T-12 report from the T-12 report published as of 28 February 1957.

24. Report, "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for February 1957. Appendix # 3.

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and Survival School in Korea, volunteered for this training.[25] (U)

One space was received from Eighth Air Force, with the provision that Captain Francis be utilized for instruction by both the 307th and 98th Bomb Wings.[26] A report on the results of this school will be forwarded to Eighth Air Force upon his return, and will also be included in the March 1957 historical report. (U)

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25. Msg from 313th Air Division, requesting quota for school. Dated 25 January 1957. Appendix # 13.

26. Msg from 8AF, assigning quota for school. Dated 30 Jan 57. Appendix # 14.

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CHAPTER IV - MATERIEL

SECTION I - General

On 14 February, an Eighth Air Force Alert was called to test the 818th Air Division Emergency War Plan Preparations. The over-all Mobility effort of the Bomb Wing was excellent. All planned loads for unit or MATS aircraft were assembled and loaded as scheduled. Wing Personnel exhibited a thorough understanding of Wing Mobility plan and displayed proficiency in its execution. Some minor discrepancies were noted. Eighth Air Force Inspectors pointed out that the 307th Bomb Wings Mobility Plan was not up to date; that the load list for the B-47 element varied from the MATS airlift schedule, and that in some instances unit boxes were not banded, in need of repair, or were not correctly marked.[1] (U)

Immediate corrective action was taken on all discrepancies noted. The Wing Mobility Office published and distributed a new Mobility Plan on 28 February 1957. Corrected B-47 loads were incorporated into the new Mobility Plan. Units were directed to reweigh all material required for deployment, remark boxes, re-accomplish shipping lists and to report any variance to the newly published Mobility Plan to the Wing Logistics Office.[2] (U)

Eighth Air Force inspectors also pointed out that the Wing Logistics Officer was performing the functions of the Base Commercial Transportation

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1. Personal Interview with Major Denzal T. Harvey, Wing Logistice Officer.

2. 307th Bomb Wing Mobility Plan (Unclassified). Appendix # 15.

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Officer during alerts. Subsequently, several conferences were scheduled between Wing, Division and Air Base Group officers, to establish the orderly transfer and assumption of outloading responsibilities to the Base Commercial Transportation Officer, as outlined in SAC Manual 76-1. Rapid and satisfactory progress is being made in this area and the Base Commercial Transportation Officer is tentatively scheduled to assume the above on 15 March 1957.[3] (U)

On 26 February the Wing Logistics Officer and other Wing Staff Officers visited the 340th Bomb Wing, Whiteman Air Force Base. Purpose of the visit was to ascertain the effectiveness of alert procedures being followed at Whiteman, and to attend a critique of a recent SAC alert conducted at that station. A report was submitted to the Commander, 818th Air Division, outlining the results of the critique. This report was also distributed to all agencies concerned in order that they might correct any discrepancies pertinent to their operations.[4] (U)

The 307th Bomb Wing's Fly Away Kit Review Board met during the month, and during said meeting the individual aircraft Fly Away Kit problems were resolved, with the Board directing the immediate placement of individual aircraft Fly Away Kits aboard each aircraft.[5] (U)

Rapid progress has been made by the 307th and 98th Bomb Wings Wing Mobility Offices in standardizing Wing Mobility Plans, preparation and

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3. Personal Interview with Major Denzal T. Harvey, Wing Logistics Officer.

4. Letter, 307C to Comdr 818th Air Division, subj: Report of Staff Visit to Whiteman Air Force Base, dated 1 Mar 57, on file 307th D/Materiel.

5. Proceedings of the Fly Away Kit Review Board, 18 Feb 57. Appendix # 16.

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procedure. It is believed that this new approach to the mobility problem will result in considerable saving of money, time and manpower.[6] (U)

SECTION II - Maintenance

Gain and Loss: A total of six B-47 aircraft were lost and two were gained during February, to the Lockheed Aircraft Corporation, Marietta, Georgia. Two KC-97 aircraft were lost and one gained from the ICAN facilities at Oklahoma City Air Materiel Area.[7] (U)

Quality Control: This section accomplished a total of 11 engine changes, 25 special inspections, and monitored 22 test flights as indicated below:[8] (U)

B-47 Aircraft		KC-97 Aircraft	
Periodic Inspection	6	Periodic Inspection	2
"K" Test	2	Engine Changes	5
Miscellaneous	4	Control Surface	3

Scheduling: Maintenance originally confirmed a total of 247 sorties for B-47 aircraft, for a total of 1729 hours. The KC-97 aircraft were scheduled for 117 sorties, for 702 hours.[9] This schedule was slightly revised later in the month due to 22 February being a holiday. It was later confirmed that the B-47 aircraft flew a total of 232 sorties for 1391 hours, and the Air Refueling Squadron logged 117 sorties for 516 flying hours.[10]

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6. Personal Interview with Major Denzal T. Harvey, Wing Logistics Officer.
7. Report, RCS: 2-AF-A1, for month of Feb. Filed in 307th Maintenance Report and Administration Section.
8. Inspectors Dispatch Log, and Test Flight Log, filed in 307th Quality Control.
9. 307th Bomb Wing Operations Plan for February 1957. Appendix # 17.
10. Personal Interview with 1/Lt William H. Soukup, Wing Mobility Officer.

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The following aircraft were scheduled for periodic inspections during the month of February 1957.[11] (U)

Squadron	Tail No.	Pre Dock	Post Dock	Flt Test
370th Bomb Sq	208	29 Jan	6/7 Feb	8 Feb
370th Bomb Sq	214	15 Feb	18/21 Feb	22 Feb
370th Bomb Sq	224	21 Feb	28 Feb 1 Mar	4 Mar
371st Bomb Sq	138	6 Feb	13/14 Feb	15 Feb
371st Bomb Sq	220	25 Feb	4/5 Mar	6 Mar
372nd Bomb Sq	225	30 Jan	6/7 Feb	8 Feb
372nd Bomb Sq	217	5 Feb	12/13 Feb	14 Feb
372nd Bomb Sq	413	13 Feb	20/21 Feb	22 Feb
307th AREFLG Sq	801	6 Feb	13/14 Feb	15 Feb
307th AREFLG Sq	375	15 Feb	22/25 Feb	26 Feb
307th AREFLG Sq	802	22 Feb	1/4 Mar	5 Mar

11. 307th Bomb Wing Operations Plan for February 1957. Appendix # 17.

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ROSTER OF KEY PERSONNEL

Commander	Colonel Louis G. Thorup
Deputy Commander	Colonel Felix M. Hardison
Adjutant	Captain Harlan L. Seawards
Director of Operations	Lt. Colonel Arthur C. Aenchbacher
Director of Materiel	Colonel Ralph G. Vaughan
Director of Personnel	Lt. Colonel Edward M. Lundak
Director of Safety	Major Lemuel M. Merridge
Comptroller	Major Bruno J. Antoinetti

SQUADRON COMMANDERS

307th Air Refueling Squadron	Lt. Colonel Everett S. Thurlow
370th Bomb Squadron	Lt. Colonel George J. Iannecito
371st Bomb Squadron	Lt. Colonel Delos E. Richard
372nd Bomb Squadron	Lt. Colonel Karl Y. Benson Jr.
307th A & E Squadron	Lt. Colonel Raleigh D. Smith
307th Field Maintenance Sq	Lt. Colonel Herbert A. Tillaugh Jr.
307th Periodic Maintenance Sq	Captain Norman G. Lester
307th Headquarters Squadron	Captain Robert W. Gottlieb

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GLOSSARY

ADiv	Air Division
A & E	Armament and Electronics
AREFLG	Air Refueling
Auth	Authorized
AWOL	Absent Without Leave
Bomb	Bombardment
D/Ops	Directorate of Operations
DPA	Directorate of Personnel, Airmen
DPO	Directorate of Personnel, Officer
EWP	Emergency War Plan
Ibid	In the Same Place
IRAN	Inspect, Repair as Necessary
Maint	Maintenance
Msg	Message
Nav	Navigation
RCS	Reports Control Symbol
SAC	Strategic Air Command
Sq	Squadron

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APPENDIX

Number	Nomenclature
1.	Lincoln Air Force Base Strength Report for February.
2.	Wing Commanders Remarks, RCS: 5-SAC-T12, for February.
3.	Wing Commanders Remarks, RCS: 9-SAC-T12, for February.
4.	SAC Management Control Statement, RCS: 1-SAC-T35, for February.
5.	DF from 307DPA, subj: Airman Manning as of 28 Feb 57. Dated 28 Feb 57.
6.	DF from 307DPO, subj: Officer Manning as of 28 Feb 57. Dated 1 Mar 57.
7.	Separation & Reenlistment Rate for Feb 57.
8.	Msg from 818th Air Division, 307DO 8-1743, subj: Changes to 307BW Final Mission Summary, dated 25 Feb 57.
9.	Msg from 8AF, CS 04591, subj: Pace Setter VI, dated 8 Feb 57.
10.	Final Mission Summary Report, Pace Setter VI.
11.	Ltr, Hq SAC, Subj: Training Responsibilities During Special Upgrading Period, 818th Air Division. Dated 2 Jan 57.
12.	Crew Flimsy, Operation "Lone Dozen", 13 and 27 Feb 57.
13.	Msg from 818th Air Division, requesting quota for school. Dated 25 Jan 57.
14.	Msg from 8AF, assigning quota for school. Dated 30 Jan 57.
15.	307th Master Mobility Plan.
16.	Proceedings of Fly Away Kit Review Board, 18 Feb 57.
17.	307th Bomb Wing Operations Plan for February 1957.

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LINCOLN AIR FORCE BASE STRENGTH REPORT

Average for February 1957

	OFFICERS			AIRMEN				
	Auth	Asgd	PFD	Auth	Asgd	PFD	Auth	Asgd
Hq 818th ADIV.....	10	9	8	8	7	6	18	16
Hq 98th Bomb Wg...	65	58	52	142	149	137	207	207
93rd Bomb Sq.....	71	81	62	93	73	67	164	154
342nd Bomb Sq.....	71	80	46	93	75	73	164	153
343rd Bomb Sq.....	71	80	54	93	75	67	164	155
98th Air Ref Sq...	99	106	19	220	215	40	319	321
98th Fld Mnt Sq...	8	7	5	417	430	308	425	437
98th Per Mnt Sq...	3	3	2	106	99	84	109	102
98th A-E Mnt Sq...	11	10	7	325	347	294	336	357
98th TAC Hosp.....	8	6	4	30	30	30	38	40
TOTAL	407	431	278	1519	1497	1084	1926	1928
Hq 307th Bomb Wg..	65	60	53	142	148	135	207	208
370th Bomb Sq.....	74	80	64	96	80	72	170	160
371st Bomb Sq.....	74	80	61	96	83	69	170	163
372nd Bomb Sq.....	74	79	56	96	79	67	170	158
307th Air Ref Sq..	99	113	99	220	211	102	319	324
307th Fld Mnt Sq..	8	7	6	417	426	385	425	433
307th Per Mnt Sq..	3	3	2	106	94	87	109	97
307th A-E Mnt Sq..	11	8	7	316	364	348	327	372
307th TAC Hosp....	25	15	13	82	79	69	107	94
TOTAL	433	445	362	1571	1564	1434	2004	2009
818th Supply Sq...	9	8	8	244	289	219	253	297
818th Trans Sq....	5	3	3	179	184	151	184	187
818th Avn Dep Sq...	9	8	7	127	126	119	136	134
818th ABGP.....	62	50	46	316	368	327	378	418
818th Air Pol Sq..	14	8	7	431	361	271	445	369
818th Instl Sq....	7	7	5	245	242	220	252	249
818th Food Svs Sq.	2	2	2	186	172	146	188	174
818th Oprns Sq....	16	15	12	166	179	154	182	194
4168 USAF Hosp....	13	9	8	8	6	5	21	15
TOTAL	137	114	98	1922	1923	1634	2059	2037
TOTAL 818 ADIV	987	999	746	5020	4991	4138	6007	5990
Auditor Gen'l.....	1	1	1	0	0	0	1	1
Det 21, 5th Wea...	9	5	5	20	17	15	29	22
Det 2, 1911 AACS..	2	2	2	40	41	41	42	43
TOTAL	12	8	8	60	58	56	72	66
TOTAL LINCOLN AFB	999	1007	754	5080	5049	4194	6079	6056

Source: Morning Reports

Prepared by: Statistical Services

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AS OF 28 FEBRUARY 1957

Hq 818th ADIV.....	10	9	7	8	7	5	18	16
Hq 307th Bomb Wg...	65	58	52	142	149	138	207	207
340th Bomb Sq.....	71	81	67	93	73	67	164	154
341st Bomb Sq.....	71	80	67	92	75	72	164	155
342nd Bomb Sq.....	71	81	55	93	75	75	164	156
307th Air Ref Sq...	99	112	29	220	213	33	319	325
307th Fld Mnt Sq...	8	8	6	417	429	344	425	437
307th Per Mnt Sq...	3	3	2	106	102	91	109	103
307th A-E Mnt Sq...	11	10	7	343	441	[illegible]	[illegible]	238
307th TAC Hosp.....	8	6	5	30	[illegible]	[illegible]	38	40
TOTAL	407	439	290	1519	1449	1092	1926	[illegible]
Hq 307th Bomb Wg..	65	62	51	142	148	135	207	202
370th Bomb Sq.....	74	80	64	96	81	76	170	162
371st Bomb Sq.....	74	81	69	96	81	71	170	158
372nd Bomb Sq.....	74	79	56	96	83	76	170	154
307th Air Ref Sq..	99	115	100	220	208	190	319	323
307th Fld Mnt Sq..	8	7	7	417	429	334	425	435
307th Per Mnt Sq..	3	3	2	106	93	86	109	95
307th A-E Mnt Sq..	11	8	7	316	376	354	327	384
307th TAC Hosp....	25	14	14	82	79	73	107	93
TOTAL	433	448	374	1571	1578	1462	2004	2026
818th Supply Sq...	9	8	8	244	284	244	253	292
818th Trans Sq....	5	3	3	179	185	157	184	188
34th Avn Dep Sq...	9	8	7	127	130	121	136	138
Hq 818th ABGP.....	62	52	41	316	358	323	478	4
818th Air Pol Sq..	14	9	7	431	367	299	[illegible]	376
818th Instl Sq....	7	7	6	265	239	212	272	246
818th Food Svs Sq.	2	2	2	186	173	147	188	175
818th Oprns Sq....	16	13	11	166	189	162	[illegible]	202
4168 USAF Hosp....	13	9	7	8	4	4	21	13
TOTAL	137	111	92	1922	1929	1672	2859	2040
TOTAL 818 ADIV	987	1007	763	5020	[illegible]	4231	6007	[illegible]
Auditor Gen'l.....	1	1	1	0	0	0	1	1
Det 21, 5th Wea...	9	5	5	20	17	15	29	22
Det 2, 1911 AACS..	2	2	2	40	41	41	42	43
TOTAL	12	8	8	60	58	56	72	66
TOTAL LINCOLN AFB	999	1015	771	5080	[illegible]	4287	6079	6082

Source: Morning Reports

Prepared by: Statistical Services

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV. Wing Commander's Remarks

February 1957

1. Hours Flown Performing Missions Ordered by:

a. Higher Headquarters:

	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(1)	SAF Pace Setter VI	240:00	214:20
(2)	Strategic Evaluation	100:00	92:30
(3)	Familiarization for B-36 Pilots	00:00	19:50
(4)	Loring Ferry	00:00	16.15
	TOTAL	340:00	342:25

(a) Reference Commitment (1): Total hours programmed was originally committed for January. Due to weather, 50:40 was subsequently flown in February and was not programmed.

(b) Reference Commitment (2): Low due to two (2) crews failing SES on their first mission and being returned to LAFB.

(c) Reference Commitment (3): This commitment received too late to program for February.

(d) Reference Commitment (4): This commitment received too late for Monthly Programming.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	Requirements AFR 60-2	90:00	25:15
2	Strategic Evaluation	100:00	92:30
3	Non-Ready Crew Training	658:00	447:35
	Upgrading Replacement Co-Pilot	(201:00)	(110:10)
	Non-Ready Crew Upgrading	(268:00)	(241:45)
	ECM Crew Training	(189:00)	(95:40)
4	Ready Crew Training	705:00	689:50
5	Compliance w/SAC Reg 51-26	Concurrent with Priority 4	
6	Other	71:00	65:30

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PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
X	Higher Headquarters	00:00	80:20
	8AF Pace Setter VI	00:00	(50:40)
	Familiarization B-36 Pilots	00:00	(19:50)
	Loring Ferry	00:00	(9:50)
	TOTAL	1624:00	1391:00

(a) Reference Total Flying Hours Programmed: This total reflected 1729:00 hours on the January T-12 Report and was based upon twenty (20) flying days for February. February 22 was subsequently declared a holiday which necessitated reducing this figure to the total indicated above.

(b) Reference Priority 1: This requirement was subsequently made concurrent with other training.

(c) Reference Priority 3: This requirement was affected primarily by the necessity to upgrade Instructor Personnel for Operation Stand Down. Additional training, which could be classified as MCR training, was accomplished by individual non-ready co-pilots flying with ready crews. This time is reflected, however, in Ready Crew accomplishments.

(d) Reference Priority X: These commitments were received too late for programming and consequently effected the overall program.

(2) Flying Time Programmed for the Following Month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	Requirements of AFR 60-2	Concurrent with 2 and 3
2	Non-Ready Crew Training	520:00
3	Ready Crew Training (Includes training for non-combat ready ECM operators)	1068:00
X	Project APG/SAS/978-A	44:00
	TOTAL	1632:00

2. Weather or Local Conditions:

a. Forty-one (41) sorties for 273:00 hours were cancelled due to weather. Nineteen (19) sorties for 133 hours lost due to 8AF alert which effected training in all categories. 7C-0455

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3. Air Traffic Control Delay Information:

TYPE	TOTAL NUMBER	TOTAL TIME
Departure	7	417

4. Restrictive Directives:

a. None

5. Combat Crew Member Gains and Losses:

a. Crew Members Gained:

(1) Two (2) Aircraft Commanders.

(2) Three (3) Co-pilots.

(3) Five (5) Navigators.

(4) One (1) ECM Observer.

b. Crew Members Lost:

(1) One (1) ECM Observer.

(2) One (1) Navigator.

6. Crew Member Changes:

a. None

7. New Crews:

IN-24 formed 15 February 1957

IN-25 formed 15 February 1957

IN-85 formed 15 February 1957

IN-86 formed 15 February 1957

8. Crew Status Changes:

a. R-61 upgraded to L-61, 14 January 1957.

b. R-37 upgraded to L-37, 14 January 1957.

c. L-04 downgraded to IN-04, 4 January 1957. (TDY to Castle Air Force Base for B-52 Transition).

9. Standardization Crews:

a.	L-02	Wing	1 February 1956
b.	L-05	370BOMRON	18 February 1957
c.	R-34	371BOMRON	11 May 1955
d.	L-36	Additional	14 May 1956
e.	L-61	Additional	14 May 1956
f.	L-66	372BOMRON	10 December 1956

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10. Additional Materiel and Personnel Problems:

a. Materiel:

(1) Materiel problems as listed in the T-12 Report for January 1957 still exist.

b. Personnel:

(1) Shortages of supervisory personnel in the 431X1E and B Career Field still exist with no indication of input. This shortage is a serious handicap to our maintenance capability.

11. Refueling Data:

a. Number of refueling sorties scheduled and confirmed: 111

b. Number of sorties:

(1) Airborne 98

(2) Effecting complete electronic rendezvous 47

(3) Transferring required fuel 69

c. Number aborts due to:

(1) Adverse weather 16

(2) Aircraft malfunction - B-47 8

(3) Tanker cancellation and aborts 14

(4) Rescheduling 4

d. Mass Night Cell Refueling:

(1) Confirmed sorties 36

(2) Airborne sorties 35

(3) Effecting complete electronic rendezvous 28
(Includes all aircraft and cell formation)

(4) Transferring required fuel 28

12. Comments or Recommendations of Wing Commander:

a. Percentage of SAC Regulation 50-8 completed: 59.3%.

b. Headquarters SAC letter, DO, Subject: Training Responsibilities During Special Upgrading Period, 818th Air Division, dated 2 January 1957, states in part in paragraph 3a, "the units will be relieved from the requirements of SAC Regulation 50-8 and all other commitments, special projects, etc." Reference paragraph 1b(2), Item 4, Project APG/SAS/978-A, nickname "Black Duck", above.

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Not only will this project cost the Wing forty-four (44) flying hours, a portion of which will come from the upgrade program, what is more serious is the fact that the crews who must fly this mission have aircraft commanders who are instructor pilots desperately needed in the upgrade program. The effect of the loss of instructor personnel and aircraft is further compounded by weather delays such as has already occurred by the Black Duck mission being delayed twenty-four (24) hours. Continued assignment of this type mission to this organization during the Stand Down period will delay accomplishment of our program. It is recommended that the full intent of SAC Programming Plan 9-56 be followed during the four (4) month upgrade period. Namely, that this Wing definitely be relieved of all higher headquarters directed missions, special projects, etc., until 2 July.

13. Ground Training:

a. Total number of combat ready crews responsible for Phase III SAC Regulation 50-24: 38.

b. Combat ready crews completing SAC Regulation 50-24: 5.

c. Combat ready crews scheduled to complete SAC Regulation 50-24 during March: 0.

d. Factors precluding crews from completing training requirements during February: None.

e. No combat ready crews are scheduled to complete SAC Regulation 50-24 because of an overall shortage of crews available to complete the flying program. Combat ready personnel are being used extensively as instructors. Available sorties are being scheduled for ready crews in conjunction with the non-ready crew upgrade program with the result that the current availability of crews will not permit scheduling of 50-24 training and complete the flying training program.

14. Hi Jink Tactics:

a.	b.	c.	a.	b.	c.
N-09	Yes	No	N-47	Yes	A/C only
N-18	Yes	No	N-51	Yes	No

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15. ICM Crews:

a. ICM 01 formed 25 November 1956.

ICM 02 formed 25 November 1956.

ICM 03 formed 25 November 1956.

b. One (1) AC, 0060A, one (1) AC, 4304, and one (1) AC 4316. Two (2) co-pilots, 4355 and one (1) co-pilot, 4334. One (1) Navigator, 4334.

c. No ICM member has ever taken a B-47 Standardization check.

d. ICM 01 AC 00:00 CP 11:00 OBS 00:00

ICM 02 AC 5:30 CP 00:00 None assigned

ICM 03 AC 00:00 CP 2:00 None assigned

16. Phase V ECM Capsule Support Crew Training, Letter DOTRPO, Headquarters SAC, 14 January 1957.

R12-V	Simulator 10	Big Photo Record 4	Big Photo Spot 4
R15-V	Simulator 3	Big Photo Record 2	Big Photo Spot 2
R42-V	Simulator 8	Big Photo Record 4	Big Photo Spot 4
R49-V	Simulator 3	Big Photo Record 1	Big Photo Spot 4
R67-V	Simulator 10	Big Photo Record 4	Big Photo Spot 5
R69-V	Simulator 0	Big Photo Record 0	Big Photo Spot 0

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: FEBRUARY | PAGE NR: 1 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
L01	B-47E	10	62	-	02	02	-	01	-	-	-	-	02	04	12	-	-	01	02	03	14	-	-	01	01	01	01	-	-	-	-
																			01	15											
L02	B-47E	06	42	-	-	01	-	-	-	-	-	-	02	02	09	-	-	01	01	08	-	-	01	01	01	01	01	01	01	-	-
L36	B-47E	06	38	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	02	03	04	-	-	-	-	-	-	-	-	-	-
L61	B-47E	06	32	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	01	21	-	-	-	02	01	01	-	01	01	-	-
L66	B-47E	07	48	-	02	01	-	-	-	-	-	-	02	06	09	-	-	01	02	06	22	-	-	01	01	01	01	-	-	-	-
																			01	23											
R34	B-47E	06	39	-	01	01	-	-	-	-	-	-	02	08	28	-	-	-	02	07	20	-	-	01	01	01	01	01	01	-	-
SUB TOTAL		41	261	-	08	08	-	01	-	-	-	-	08	-	-	-	-	03	12	-	-	-	01	06	05	05	04	03	03	-	-
L05	B-47E	08	50	-	02	01	01	01	-	-	-	-	02	09	20	-	-	-	02	04	16	-	-	01	01	01	01	-	-	-	-
L37	B-47E	03	24	-	01	01	-	-	-	-	-	-	01	04	-	-	-	-	02	25	35	-	01	02	01	01	-	01	01	-	-
L71	B-47E	06	34	-	-	-	01	01	-	-	01	-	-	-	-	-	-	01	-	-	-	-	-	01	01	-	-	-	-	01	01
SUB TOTAL		17	108	-	03	02	02	02	-	-	01	-	03	-	-	-	-	01	04	-	-	-	01	04	03	02	01	01	01	01	01
R06	B-47E	12	75	-	02	02	01	04	01	-	-	-	02	14	15	-	-	03	02	08	10	02	01	04	04	01	01	01	01	03	03
R08	B-47E	07	46	-	02	02	01	[illegible]	-	-	01	-	02	07	[illegible]	-	-	01	02	08	14	01	-	01	01	01	01	01	01	-	-

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	FEBRUARY	2	6	5-DAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	PBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	M-9 NR OF REL.	M-9 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3	CIRCULAR ERROR 4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
R10	B-47E	04	26	–	–	02	–	–	–	–	–	–	01	08	–	–	–	–	02	02	17	–	01	–	–	–	–	–	–	–	–
R11	B-47E	10	65	–	02	01	–	–	–	–	–	–	01	00	–	–	–	–	02	00	06	01	–	01	01	–	–	01	01	01	01
																			01	28											
R12	B-47E	13	71	–	02	02	01	01	–	–	–	–	02	09	18	–	–	02	02	09	19	02	–	01	01	01	01	–	–	–	–
R13	B-47E	09	67	–	02	03	01	–	–	–	–	–	04	07	08	17	17	–	02	05	13	01	01	02	02	01	01	01	01	01	01
																			01	18											
R14	B-47E	05	29	–	–	–	–	01	–	–	–	–	–	–	–	–	–	–	01	17	–	–	–	01	–	01	–	–	–	–	–
R15	B-47E	12	85	–	01	01	–	–	–	–	–	–	02	14	26	–	–	01	02	07	11	01	01	01	01	01	01	01	01	–	–
R16	B-47E	10	54	–	01	01	–	–	–	–	–	–	02	09	19	–	–	–	01	23	–	–	–	02	02	01	01	01	01	–	–
R31	B-47E	10	55	–	–	02	–	01	–	–	–	–	02	11	18	–	–	–	02	04	13	01	01	01	01	01	01	–	–	01	01
R33	B-47E	05	38	–	02	01	–	–	–	–	–	–	02	13	18	–	–	–	02	10	12	–	01	02	01	01	–	01	01	–	–
R39	B-47E	08	56	–	02	01	–	02	–	–	–	–	03	08	10	14	–	03	02	16	22	01	01	01	01	01	01	01	01	–	–
R40	B-47E	04	25	–	02	02	–	–	–	–	–	–	02	10	26	–	–	–	02	04	13	–	–	02	02	01	01	01	01	–	–
R41	B-47E	11	71	0	02	02	01	01	–	–	–	–	02	08	09	–	–	01	02	09	11	01	01	01	01	01	01	–	–	–	–
																			01	18											
R42	B-47E	05	35	–	01	01	01	01	01	–	01	–	02	11	27	–	–	01	01	06	–	01	01	02	01	01	–	01	01	–	–
R43	B-47E	17	86	–	01	–	01	01	01	–	01	–	02	09	25	–	–	01	02	05	18	02	–	02	02	01	01	01	01	01	01

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	FEBRUARY	3	6	5-DAC-1112

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS. ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL.	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR				NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR		NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
														1	2	3	4														
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
R45	B-47E	10	65	–	01	01	02	02	01	–	–	–	02	15	19	–	–	02	02	06	22	01	–	02	02	01	01	01	01	01	01
R49	B-47E	05	32	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	02	14	31	–	–	01	–	01	–	–	–	–	–
R62	B-47E	01	06	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R65	B-47E	07	47	–	02	02	01	–	–	–	–	–	02	00	14	–	–	01	02	04	11	–	01	01	01	01	01	01	01	–	–
R67	B-47E	08	52	–	–	02	01	01	01	–	–	–	01	03	–	–	–	–	–	–	–	–	01	01	–	01	–	–	–	–	–
R68	B-47E	09	66	–	02	01	–	–	–	–	–	–	02	21	29	–	–	01	02	07	16	01	–	01	01	01	01	–	–	–	–
																			01	17											
R69	B-47E	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R70	B-47E	08	51	–	–	02	01	01	–	–	–	–	–	–	–	–	–	01	01	23	–	01	–	–	–	–	–	–	–	–	–
R73	B-47E	10	64	–	–	02	01	01	01	–	–	–	02	02	10	–	–	02	02	23	27	–	01	01	01	01	01	01	01	–	–
R74	B-47E	10	69	–	01	03	02	02	–	–	01	–	02	19	23	–	–	04	02	21	22	01	01	01	01	01	01	–	–	–	–
R75	B-47E	09	49	–	01	03	01	01	–	–	–	–	–	–	–	–	–	01	02	07	22	–	–	02	01	01	–	–	–	01	01
R77	B-47E	13	85	–	01	03	–	01	–	–	01	–	02	05	09	–	–	–	02	03	26	01	–	02	01	01	–	–	–	01	01
R79	B-47E	12	81	–	–	01	–	02	–	–	–	–	02	00	11	–	–	01	02	02	03	02	01	02	01	02	01	01	01	–	–
																			01	12											
SUB TOTAL	B-47E	244	2252	–	10	13	16	24	06	–	04	–	46	–	–	–	–	26	43	–	–	21	14	38	30	25	17	15	15	10	10

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: FEBRUARY | PAGE NR: 7 | NR OF PAGES: 8 | REPORTS CONTROL SYMBOL: S-DAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION											D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	M-13 NR OF REL.	M-13 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3	CIRCULAR ERROR 4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
NO9	B-47E	12	83	--	01	01	--	--	--	66	--	--	--	--	--	--	--	01	02	00	04	02	--	--	--	--	--	--	--	--	--	--
N18	B-47E	09	61	--	--	--	01	--	--	04	--	--	03	05	11	27	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N47	B-47E	14	100	--	--	--	02	--	--	04	--	--	03	07	08	35	--	01	02	21	23	02	--	--	--	--	--	--	--	--	--	--
N51	B-47E	01	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL		36	252	--	01	01	03	--	--	14	--	--	06	--	--	--	--	02	04	--	--	04	--	--	--	--	--	--	--	--	--
WING TOTAL		338	2171	--	12	54	21	27	06	14	06	--	63	--	--	--	--	32	73	--	--	25	16	47	38	32	22	19	19	10	10
XXXX		58	366	--	--	--	--	--	--	--	--	--	02	--	--	--	--	05	03	--	--	--	--	--	--	--	--	--	--	--	--
COMBAT R FRACT		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NON R FRACT		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL		58	366	--	--	--	--	--	--	--	--	--	02	--	--	--	--	05	03	--	--	--	--	--	--	--	--	--	--	--	--
IN04		AC TDY MOODY AFB GP & OBS PRESENT FOR DUTY																													
IN05		CREW TDY B-47 TRAINING																													
IN19		AC OP OBS (GROUND TRAINING)																													
IN20		AC OP OBS (GROUND TRAINING)																													

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 30TH BOMBARDMENT WING (M)
MONTH: FEBRUARY
PAGE NR: 2
NR OF PAGES:
REPORTS CONTROL SYMBOL: SAC-AFR

A. GENERAL						B. BOMBING						C. NAVIGATION										D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18	19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3	CIRCULAR ERROR 4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
IN21		AC CP OBS (GROUND TRAINING)																													
IN22		AC CP OBS (GROUND TRAINING)																													
IN23		AC CP OBS (GROUND TRAINING)																													
IN35		CREW TDY B-52 TRAINING																													
IN48		AC CP OBS (GROUND TRAINING)																													
IN50		AC CP OBS (GROUND TRAINING)																													
IN51		AC CP OBS (GROUND TRAINING)																													
IN53		AC CP OBS (GROUND TRAINING)																													
IN54		AC CP OBS (GROUND TRAINING)																													
IN55		AC CP OBS (GROUND TRAINING)																													
IN56		AC TDY RECONNAIL CP & OBS (GROUND TRAINING)																													
IN57		AC TDY RECONNAIL CP & OBS (GROUND TRAINING)																													
IN60		CREW TDY B-52 TRAINING																													
IN76		AC CP OBS (GROUND TRAINING)																													
IN80		AC CP OBS (GROUND TRAINING)																													
IN81		AC A OBS (GROUND TRAINING) CP TDY RECONNAIL																													
IN82		AC A OBS (GROUND TRAINING) CP TDY RECONNAIL																													

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	90TH BOMBARDMENT WING (L)	FEBRUARY	6	6	S-SAC-T12

A. GENERAL						B. BOMBING						C. NAVIGATION											D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
IN8J		AC & CBS (GROUND TRAINING) CP TDY MCCONNEL																													
IN8L		AC CP CBS (GROUND TRAINING)																													
1.	AVE NO. CR & HIGHER CATEGORY CREWS ASSIGNED: 38.0																														
2.	AVE NO. CR & HIGHER CATEGORY CREWS AVAILABLE: 30.4																														
3.	AVE NO. NCR CREWS ASSIGNED: 28.0																														
4.	AVE NO. NCR CREWS AVAILABLE: 3.4																														
5.	AVE NO. STANDBOARD CREWS BY CATEGORY: 5 LEAD AND 1 READY																														

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: FEBRUARY | PAGE NR: 1 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 5-SAC-T12

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM GROSS DISPERSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
L01	-	-	-	-	02	01	01	01	01	01	01	01	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L02	-	-	-	-	-	-	-	-	-	-	-	01	100	-	-	-	-	-	-	-	-	-	-	-	-	05	04	01
L36	-	-	-	-	-	-	-	-	-	-	-	01	100	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
L61	-	-	-	-	02	-	-	-	-	-	-	01	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L66	-	-	-	-	15	01	01	-	-	01	01	01	100	-	01	-	-	-	-	-	-	-	-	-	-	01	01	-
R34	-	-	-	-	-	01	01	01	01	-	-	01	100	-	-	-	-	-	-	-	-	-	-	-	-	02	02	-
SUB TOTAL	-	-	-	-	19	03	03	02	02	02	02	06	-	-	03	-	-	-	-	-	-	-	-	-	-	08	07	01
L05	-	-	-	-	03	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L37	-	-	-	-	-	01	01	01	01	01	01	01	100	-	-	-	-	-	-	-	-	-	-	-	-	03	02	01
L71	-	-	-	-	03	01	01	-	-	01	01	01	100	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	-	-	-	06	03	03	01	01	03	03	02	-	-	01	-	-	-	-	-	-	-	-	-	-	03	02	01
R06	-	-	-	-	13	01	01	-	-	01	01	01	100	-	0	01	-	-	-	-	-	-	-	-	-	05	04	01
R08	-	-	-	-	02	-	-	-	-	-	-	01	62	-	-	-	-	-	-	-	-	-	-	-	-	02	02	-
R10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R11	-	-	-	-	34	02	02	01	01	01	01	01	10	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	[illegible] BOMBARDMENT WING (L)	FEBRUARY	2	3	[illegible]

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DBX CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX. LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
R12	–	–	–	–	–	–	–	–	–	–	–	01	100	–	–	02	–	–	–	–	–	–	–	–	–	02	–	02
R13	–	–	–	–	07	01	01	–	–	01	01	02	100	100	–	–	–	–	–	–	–	–	–	–	–	02	02	–
R14	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–
R15	–	–	–	–	07	02	02	–	–	–	–	02	85	100	–	05	–	–	–	–	–	–	–	–	–	02	02	–
R16	–	–	–	–	14	01	01	01	01	01	01	01	25	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R31	–	–	–	–	–	–	–	–	–	–	–	~~02~~	~~100~~	–	–	05	–	–	–	–	–	–	–	–	–	02	02	–
R33	–	–	–	–	–	01	01	01	01	01	01	01	100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R39	–	–	–	–	–	01	01	01	01	–	–	02	97	100	–	–	–	–	–	–	–	–	–	–	–	02	02	–
R40	–	–	–	–	–	01	01	01	01	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R41	–	–	–	–	–	01	01	01	01	01	01	01	100	–	–	01	–	–	–	–	–	–	–	–	–	–	–	–
R42	–	–	–	–	–	–	–	–	–	–	–	01	100	–	–	01	–	–	–	–	–	–	–	–	–	03	02	01
R43	–	–	–	–	08	01	01	–	–	01	01	02	75	100	–	01	–	–	–	–	–	–	–	–	–	~~02~~	02	–
R45	–	–	–	–	06	03	03	02	02	03	03	–	–	–	–	01	–	–	–	–	–	–	–	–	–	03	02	01
R49	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R62	–	–	–	–	–	01	01	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R63	–	–	–	–	–	–	–	–	–	–	–	[illegible]	100	–	–	–	–	–	–	–	–	–	–	–	–	02	02	–
R67	–	–	–	–	–	–	–	[illegible]	–	–	–	[illegible]	100	–	–	04	–	–	–	–	–	–	–	–	–	–	–	–

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 305TH BOMBARDMENT WING (M) | MONTH: FEBRUARY | PAGE NR: 2 | NR OF PAGES: 2 | REPORTS CONTROL SYMBOL: DO-SAC-712

E. GENERAL	F. REFUELING (Noncombat ready crews)				G. DBY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM FLIGHT DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
R68	–	–	–	–	–	–	–	–	–	–	–	01	100	–	–	01	–	–	–	–	–	–	–	–	–	02	01	01
R69	–	–	–	–	–	–	–	–	–	–	–	02	55	100	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R70	–	–	–	–	61	01	01	–	–	01	01	01	100	–	–	–	–		–	–	–	–	–	–	–	01	–	01
R73	–	–	–	–	–	01	01	01	01	–	–	02	100	100	–	–	–	–	–	–	–	–	–	–	–	04	02	02
R74	–	–	–	–	–	01	01	01	01	01	01	01	100	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–
R75	–	–	–	–	–	01	01	01	01	01	01	01	100	–	–	02	–	–	–	–	–	–	–	–	–	04	02	02
R77	–	–	–	–	02	01	01	01	01	01	01	02	50	100	–	04	–	–	–	–	–	–	–	–	–	–	–	–
R79	–	–	–	–	09	02	02	01	01	02	02	02	05	75	–	02	–	–	–	–	–	–	–	–	–	06	04	02
SUB TOTAL	–	–	–	–	163	23	23	13	13	18	18	31	–	–	–	30	–	–	–	–	–	–	–	–	–	48	33	32
N09	–	–	–	–	06	01	01	–	–	01	01	01	88	–	–	–	–	–	–	–	–	–	–	–	–	01	–	01
N18	–	–	–	–	–	–	–	–	–	–	–	02	48	97	–	–	–	–	–	–	–	–	–	–	–	01	–	01
N47	01	01	01	01	02	01	01	–	–	01	01	01	100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
N52	–	–	–	–	01	01	01	01	01	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	01	01	01	01	11	03	03	01	01	03	03	04	–	–	–	–	–	–	–	–	–	–	–	–	–	02	–	02
WING TOTAL	01	01	01	01	199	32	32	17	17	26	26	49	–	–	01	30	–	–	–	–	–	–	–	–	–	61	42	39

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT: 307TH BOMBARDMENT WING (H)	MONTH: FEBRUARY	PAGE NR: 4	NR OF PAGES: 5	REPORTS CONTROL SYMBOL: 5-SAC-T12

E. GENERAL	F. REFUELING (Non-combat crews)		G. DBY CONTACTS	H. RADAR REZDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22	23	24		25		26			27		28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX. LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT ACCOMP	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.	NUMBER OF DRY CONTACTS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS				
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
XXXXX	16	16	–	–	319	08	08	02	02	08	08	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
COMBAT R FRACT	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
NON R FRACT	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	16	16	–	–	319	08	08	02	02	08	08	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
IN03	SEE PART I																											
IN04	SEE PART I																											
IN19	SEE PART I																											
IN20	SEE PART I																											
IN21	SEE PART I																											
IN22	SEE PART I																											
IN23	SEE PART I																											
IN35	SEE PART I																											
IN48	SEE PART I																											
IN50	SEE PART I																											
IN53	SEE PART I																											
IN54	SEE PART I																											

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 70TH BOMBARDMENT WING (M) | MONTH: FEBRUARY | PAGE NR: 2 | NR OF PAGES: 2 | REPORTS CONTROL SYMBOL: DAMA-112

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT ACCOMP	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS				
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
IN55	SEE PART I																											
IN56	SEE PART I																											
IN57	SEE PART I																											
IN60	SEE PART I																											
IN76	SEE PART I																											
IN80	SEE PART I																											
IN81	SEE PART I																											
IN82	SEE PART I																											
IN83	SEE PART I																											
IN84	SEE PART I																											

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3-891-C (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT: 307TH BOMBARDMENT WING (H)	MONTH: FEBRUARY	PAGE NR: 1	NR OF PAGES: 2	REPORTS CONTROL SYMBOL: 5-SAC-P12

L. GENERAL	M. PILOT PROFICIENCY										N. ATO		O. RADAR APPR	P. PRESS FLT	Q. EMERG DRILL	R. SIM. STR. REPT	S. NIGHT CELL	T. AIR WEAPONS	U. STD BOMB CHECK	V. MISCELLANEOUS								
36	37	38		39		40		41		42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMBAT MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW EMERG PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STD BOMB CHECK FLIGHT COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																	
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27								
L01	01	06	03	06	03	04	–	–	01	–	01	–	01	04	03	01	11	01	01	01	FEB							
L02	01	07	02	07	02	04	–	–	–	–	01	–	01	01	02	–	04	01	01	–	SEP							
L36	01	05	–	05	–	02	–	–	–	–	–	–	02	–	–	–	06	–	–	01	OCT							
L61	–	08	–	08	–	01	–	–	–	–	–	–	–	–	–	–	03	–	01	–	SEP							
L66	01	12	02	12	02	04	01	–	01	–	01	–	01	–	–	–	05	01	–	01	DEC							
R34	01	09	07	09	07	04	07	–	01	–	01	–	01	01	02	–	03	01	01	–	AUG							
SUB TOTAL	05	47	14	47	14	15	08	–	03	–	04	–	06	06	07	01	32	04	04	03								
L05	01	06	02	06	02	01	01	–	01	–	01	–	–	05	02	01	05	01	–	01	FEB							
L37	–	07	–	07	–	01	–	–	–	–	–	–	01	–	03	01	03	01	–	01	NOV							
L71	01	07	02	07	02	04	03	–	–	–	–	–	–	01	01	01	–	–	–	01	JAN							
SUB TOTAL	02	20	04	20	04	06	04	–	01	–	01	–	01	06	06	03	08	02	–	03								
R06	01	14	06	14	06	08	02	01	01	01	01	–	01	05	06	02	06	01	01	01	SEP							
R08	01	06	01	06	01	03	03	–	01	–	01	–	01	04	03	04	08	01	02	01	SEP							
R10	01	06	–	06	–	07	03	–	01	–	01	–	–	01	01	01	–	–	–	01	NOV							
R11	01	23	03	23	03	09	02	01	01	–	–	–	–	05	06	05	08	–	–	01	FEB							

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: FEBRUARY | PAGE NR: 2 | NR OF PAGES: 2 | REPORTS CONTROL SYMBOL: 5-3AC-T12

L. GENERAL	M. PILOT PROFICIENCY										N. ATO		O. RADAR APPR	P. PRESS FLT	Q. EMERG DRILL	R. SIM.STR. REPT	S. NIGHT CELL	T. AIR WEAPONS		U. STD BD CHECK	V. MISCELLANEOUS							
36	37	38		39		40		41		42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																	
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27								
R12	01	13	01	11	03	09	05	02	01	01	01	–	–	06	06	03	07	01	01	01	JAN							
R13	01	05	07	05	07	10	03	02	01	02	01	--	01	03	05	02	08	01	01	01	FEB							
R14	01	04	04	04	04	03	03	01	01	01	–	–	–	–	02	02	01	01	01	–	JAN							
R15	01	05	06	05	06	06	05	01	02	01	02	–	–	04	07	06	06	01	–	01	NOV							
R16	–	19	04	19	04	05	01	–	–	–	–	–	–	01	02	02	04	01	01	01	JAN							
R31	–	10	–	10	–	08	02	–	–	--	--	–	01	04	05	01	06	02	01	–	SEP							
R33	01	06	05	06	05	04	05	01	01	01	01	–	01	–	03	01	05	01	01	–	AUG							
R39	–	08	–	08	–	02	--	01	–	–	–	–	01	03	06	02	04	01	02	01	NOV							
R40	–	04	–	04	–	03	–	–	–	–	--	--	–	–	–	01	05	01	01	–	JUL							
R41	01	09	06	09	06	04	02	01	01	–	01	--	–	04	03	01	08	01	–	01	JAN							
R42	–	05	–	05	–	04	–	01	–	--	--	--	01	–	03	04	07	01	–	–	AUG							
R43	–	15	03	15	03	18	13	01	01	01	01	–	01	04	05	01	02	01	01	–	JAN							
R45	–	16	03	16	03	04	02	02	01	–	–	--	--	02	02	01	07	01	01	01	FEB							
R49	–	06	01	06	01	02	03	–	–	--	--	–	–	02	02	03	04	–	–	–	JAN							
R62	01	03	04	03	04	–	01	–	–	–	–	–	01	–	–	–	–	–	–	–	DEC							
R65	01	06	04	05	05	02	01	–	01	–	01	–	–	03	05	02	04	01	01	01	OCT							
R67	–	06	02	06	02	03	02	–	–	–	02	–	01	01	01	01	09	–	–	–	DEC							

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 305TH BOMBARDMENT WING (M) | MONTH: FEBRUARY | PAGE NR: 3 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: CSAG-T12

L. GENERAL	M. PILOT PROFICIENCY											N. ATO		O. RADAR APPR	P. PRESS FLT	Q. EMERG DRILL	R. SIM.STR. REPT	S. NIGHT CELL	T. AIR WEAPONS		U. STD BG U-CHECK	V. MISCELLANEOUS							
36	37	38		39		40		41		42		43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMBINE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW MEMBER PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRCRAFT)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CREW CHECK COMPLETED							
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																		
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27									
R48	-	06	03	05	03	02	04	-	-	-	-	-	-	01	03	01	04	01	-	01	AUG								
R69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY								
R70	-	14	01	14	01	05	01	-	-	02	01	-	-	-	02	01	06	-	-	01	NOV								
R73	-	08	01	08	01	06	10	02	02	-	01	-	-	03	03	01	06	01	01	01	JAN								
R74	01	07	03	07	03	02	02	02	-	-	-	-	-	02	04	05	06	01	01	01	FEB								
R75	01	06	01	06	01	06	01	01	01	01	01	-	01	01	03	01	07	01	01	-	OCT								
R77	-	10	04	10	04	08	01	-	-	-	-	-	-	02	04	02	06	01	01	01	JAN								
R79	01	10	02	10	02	06	-	02	01	01	-	-	-	03	06	01	02	02	01	-	SEP								
SUB TOTAL	15	250	75	247	78	146	77	22	18	12	15	-	11	64	98	57	146	24	19	17									
N09	-	12	-	12	-	11	02	-	-	-	-	-	-	01	-	-	05	-	-	01									
N18	-	09	02	09	02	09	01	-	-	-	-	-	-	-	03	06	01	-	-	-									
N47	-	14	01	14	01	12	01	05	01	-	-	-	-	02	01	04	-	-	-	-									
N51	-	01	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
SUB TOTAL	-	36	03	36	03	33	04	05	01	-	-	-	-	03	04	10	06	-	-	01									
WING TOTAL	22	353	96	350	99	206	96	27	23	22	20	-	18	79	111	76	194	30	23	24									

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT [illegible] BOMBARDMENT WING (H)

MONTH [illegible]

PAGE NR 1

NR OF PAGES 5

REPORTS CONTROL SYMBOL -AFOAT-1

L. GENERAL	M. PILOT PROFICIENCY											N. ATO		O. RADAR APPR.	P. PRESS FLT	Q. EMERG DRILL	R. SIM. STR. REPT	S. NIGHT CELL	T. AIR WEAPONS		U. STD BD CHECK	V. MISCELLANEOUS								
36	37	38		39		40		41		42		43	44	45	46	47	48	49	50.	51	52	53	54	55	56	57	58	59	60	
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																			
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27										
XXXX	--	106	32	106	32	48	40	--	--	02	--	--	--	02	--	12	--	--	--	--										
CONST R FRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--										
NON R FRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--										
SUB TOTAL	--	106	32	106	32	48	40	--	--	02	--	--	--	02	--	12	--	--	--	--										
IN00	SEE PART I																													
IN01	SEE PART I																													
IN17	SEE PART I																													
IN20	SEE PART I																													
IN21	SEE PART I																													
IN22	SEE PART I																													
IN23	SEE PART I																													
IN35	SEE PART I																													
IN48	SEE PART I																													
IN50	SEE PART I																													
IN53	SEE PART I																													
IN54	SEE PART I																													

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT

MONTH

L. GEN. NR.		NUMBER OF COMPLETE MISSIONS		PILOT PROFICIENCY								NR.													
36	37			38		39		40		41		42		43		44		45		46		47		48	
CREW NUMBER		TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES				NR OF ATO TAKE-OFFS		NR OF WATER INJECTION TAKE-OFFS		NR OF AIR-BORNE RADAR DIRECTED APPROACHES		NR HOURS PRESSURIZED FLT-COMBAT POSITION		NR OF CREW EMERGENCY PROCEDURE DRILLS		NUMBER OF SIMULATED STRIKE REPORTS	
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP														
	6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54		56-58		60-62		63-65		66-68		69-71		13-15	
IN[illegible]		SEE PART I																							
IN[illegible]		SEE PART I																							
IN57		SEE PART I																							
IN60		SEE PART I																							
IN76		SEE PART I																							
IN80		SEE PART I																							
IN81		SEE PART I																							
IN82		SEE PART I																							
IN83		SEE PART I																							
IN84		SEE PART I																							

48		49		50		51		52																	
SIM. STR. REPT.		NIGHT CELL		T-AIR WEAPONS		STD BOMB-ARDIER CHECK		MONTH LAST STANDARDIZATION CHECK COMPLETED																	
	13-15		17-19		21-23		25-27																		

REMARKS SPACE

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Headquarters
320th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV. Wing Commander's Remarks February 1967

Personnel problems in aircrew areas, previously reported, continue to exist. The shortage of Flight Engineers is further emphasized by the low quality of those presently in training. Slow progress in the Flight Engineer Training Program and the failure of individuals to satisfactorily complete training have again caused a slippage in the projected readiness dates of presently training non-ready crews.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

3-891-C

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PART III - Squadron Commander's Remarks: February 1957

1. Hours Flown Performing Missions Ordered by:

a. Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS FLOWN
(1) Support 98th Bomb Wing	200:00	245:30
(2) Ferry	4:00	3:55
(3) Static Display	00:00	:30
	204:00	249:55

b. Eighth Air Force Air Training Priorities:

(1) Programmed and Accomplished for current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	Concurrent with other flying	
2	Support 98th Bomb Wing	80:00	86:35
3	Non-Ready Crew Training	144:00	40:00
4	Combat Ready Crew Training	418:00	379:10
X	Other (Test Flights)	00:00	10:15
		642:00	516:00

(a) Reference Priority 3: After the month began, it became apparent that IP upgrading training to support SAC Plan 9-56 (Upgrading Non-Ready Crews) would demand some of the sorties planned for presently assigned non-ready crews. Therefore, by careful scheduling we were able to fly non-ready pilots and flight engineers 104:50 hours and 109:05 hours, respectively, in conjunction with ready crew missions. It will be noted that we have shown 40:00 hours non-ready crew training against a programmed 144:00 hours. Actually by flying non-ready crews with ready crews, as explained above, we flew 144:50 hours of non-ready training against the programmed 144 hours.

(b) Reference Priority 4: Low flying time can be attributed to weather cancellations (12:45), maintenance cancellations (55:15), also (19:00) were lost due to an 8th Air Force alert.

(2) Flying Time Programmed for following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	Air Force Regulation 60-2	Concurrent with other flying
2	Non Combat Ready Training	200:00
3	Combat Ready Training	527:00
	TOTAL	727:00

2. Weather or Local Conditions:

a. 50:45 flying hours have been lost due to weather.

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3. Air Traffic Control Delays:

a. None.

4. Restrictive Directives:

a. None.

5. Combat Crew Gains and Losses:

a. Crew members gained:

(1) Navigators - Four (4).

(2) Co-Pilot - One (1).

(3) Radio Operators - One (1).

b. Crew members lost:

(1) Co-pilots - Two (2).

(2) Navigators - Two (2).

(3) Radio Operators - Two (2).

(4) Aircraft Commander - One (1).

(5) Boom Operator - One (1).

6. Crew member changes:

a. Aircraft Commander - One (1).

b. Navigators - Two (2).

c. Boom Operators - Two (2).

d. Radio Operators - One (1).

e. Pilots - Five (5).

7. New Crews:

a. None.

8. Crew Status Changes:

a. M-27 to T-27, effective 31 January 1957, upgraded.

b. M-26 to T-26, effective 28 February 1957, upgraded.

9. Standardization crews:

	DATE ASSIGNED
a. T-11 - Wing Standardization crew:	DEC 55.
b. T-22 - Assistant Wing Standardization Crew:	JUL 56.
c. T-14 - Assistant Wing Standardization Crew:	NOV 56.

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10. Material and Personnel Problems:

a. None.

11. Refueling Data:

a. Sorties Scheduled and Confirmed:	148
b. Number of Sorties:	
(1) Airborne:	109.
(2) Effecting complete rendezvous:	82.
(3) Transferring required fuel:	91.
c. Number of aborts due to:	
(1) Adverse Weather:	9.
(2) Aircraft Malfunction:	5.
(3) Rendezvous equipment malfunction:	0.
(4) Refueling equipment malfunction:	1.
(5) Other Causes:	
(a) Receiver Cancellations:	10.
(b) Air aborts:	4.
(c) Maintenance Cancellations:	21.
(d) Alert Status;	4.
(e) Operations Cancellation:	1.
d. Mass Night Cell Refueling:	
(1) Confirmed sorties:	52.
(2) Airborne sorties:	51.
(3) Sorties effecting complete rendezvous:	48.
(a) Includes all aircraft in cell formation.	
(4) Sorties transferring required fuel:	41.
e. Total Fuel Transferred:	2,726,583 lbs, 454,430 gallons.

12. Comments or Recommendations of Squadron Commander:

a. The low flying time of this organization can be attributed to a large number of air refueling sorties, especially mass refueling missions, requiring maximum off-loads. This greatly reduces the flying time potential of this organization. Percentage of completion of SAC Regulation 50-8 was 68.4 Per Cent.

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13. Ground Training:

a. Combat Ready crews responsible for Phase I, SAC Reg 50-24 requirements: 22.

b. Combat Ready crews completing SAC Reg 50-24 requirements: 10.

c. Combat crews scheduled to attend Block Training in accordance with SAC Regulation 50-24 during March 1957: 4.

d. None.

EVERETT B THURLOW
Lt Col, USAF
Commander

3-891-C

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AIR REFUELING AIR TRAINING REPORT – PART I	UNIT: 307th Air Refueling Squadron	MONTH: February	PAGE NR: 1	NR OF PAGES: 3	REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR REZDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADIO NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
																						TOTAL LEGS	CIRCULAR ERROR					
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	53-54	56-58	60-62	63-65
T11	KC097	06	28	–	02	02	01	01	01	01	01	01	–	–	01	–	02	02	01	–	–	01	03	–	–	–	–	–
T22	KC097	10	54	–	03	03	02	02	01	01	01	01	–	–	03	03	01	01	02	02	–	–	–	–	–	02	–	–
T14	KC097	04	21	–	03	03	–	–	03	03	03	03	–	–	01	01	03	03	01	01	–	–	–	–	–	–	–	–
SUB TOTAL	–	20	103	–	08	08	03	03	05	05	05	05	–	–	05	04	06	06	04	03	–	01	–	–	–	02	–	–
T01	KC097	09	38	–	01	01	–	–	01	01	01	01	–	–	–	–	01	01	–	–	–	02	06	10	–	02	–	–
T03	KC097	08	40	–	05	05	02	02	03	03	04	04	–	–	03	03	03	03	03	03	01	03	03	05	08	–	–	–
T05	KC097	12	59	–	05	05	03	03	02	02	03	03	–	–	05	05	02	02	05	05	–	–	–	–	–	01	–	–
*T05	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	* 03	* 02	* 07	* 08	* 02	* 02	* 02
*T05	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	* 01	* 01	–	–	–	–	–
T06	KC097	06	32	–	05	05	04	04	01	01	03	03	–	–	07	07	03	03	07	07	–	01	02	–	–	05	–	–
T07	KC097	12	68	–	10	09	06	05	04	04	04	04	–	–	06	05	03	03	06	05	01	03	05	05	10	02	–	–
T08	KC097	07	33	–	04	04	02	02	02	02	02	02	–	–	05	05	04	04	04	03	–	03	01	04	06	01	–	–
T09	KC097	06	38	–	05	04	01	01	04	03	03	03	–	–	03	02	02	02	03	02	01	02	08	09	–	01	–	–
T10	KC097	11	50	–	07	07	04	04	03	03	06	06	–	–	04	03	03	03	04	03	–	–	–	–	–	01	–	–
T12	KC097	06	21	–	04	04	03	03	01	01	04	04	–	–	01	01	01	01	01	01	01	01	01	–	–	01	–	–
T13	KC097	08	51	–	06	06	01	01	05	05	01	04	–	–	06	06	03	03	02	02	01	03	03	06	08	03	–	–

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AIR REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307th Air Refueling Squadron	February	2	3	9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
																							1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T13	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	10	-	-	-	-	-
T17	KC097	06	26	-	05	04	01	-	04	04	03	03	-	-	-	-	03	03	-	-	-	01	08	-	-	01	-	-
T18	KC097	04	19	-	02	02	-	-	02	02	02	02	-	-	01	01	02	02	01	01	01	02	00	12	-	01	-	-
T19	KC097	09	39	-	03	03	-	-	03	03	03	03	-	-	01	01	03	03	01	01	-	01	00	15	-	01	-	-
T20	KC097	09	43	-	07	06	05	04	02	02	03	03	-	-	06	05	02	02	06	05	-	-	-	-	-	01	-	-
T23	KC097	04	22	-	02	02	01	01	01	01	01	01	-	-	03	03	01	01	03	03	01	02	03	06	-	-	-	-
T24	KC097	09	63	-	07	07	02	02	05	05	05	05	-	-	06	06	03	03	03	03	01	03	03	08	10	02	-	-
T24	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	10	-	-	-	-	-
T25	KC097	10	61	-	09	09	04	04	05	05	03	03	-	-	09	08	04	04	08	07	01	03	02	07	10	04	01	-
T25	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	11	-	-	-	-	-
T27	KC097	07	35	-	03	03	-	-	03	03	01	01	-	-	03	03	01	01	03	03	-	03	02	06	11	04	01	-
T27	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	14	-	-	-	-	-
T26	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	143	738	-	90	86	39	36	51	50	55	55	-	-	69	64	44	44	60	52	09	42	-	-	-	33	04	02
M26	KC097	06	31	-	02	02	02	02	-	-	-	-	-	-	02	02	01	01	02	02	-	01	-	-	-	01	-	-
M27	KC097	03	19	-	02	02	02	02	-	-	-	-	-	-	02	02	-	-	02	02	-	-	-	-	-	01	-	-

SAC FORM 36 PREVIOUS EDITIONS ARE OBSOLETE. FC 2720 7C-0456 3-891-C Air Force-SAC, Offutt (When Filled In) CONFIDENTIAL

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AIR REFUELING AIR TRAINING REPORT – PART I	UNIT: 307th Air Refueling Squadron	MONTH: February	PAGE NR: 3	NR OF PAGES: 3	REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCN-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
																							1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
*M27	KC097	–	–	–	02	02	02	02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M28	KC097	05	31	–	03	03	02	02	01	01	01	01	–	–	09	07	–	–	08	06	01	02	–	–	–	–	–	–
M29	KC097	07	42	–	03	03	02	02	01	01	01	01	–	–	04	02	01	01	04	02	01	02	–	–	–	03	02	02
M31	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	01	–	–
SUB TOTAL	–	21	123	–	12	12	10	10	02	02	02	02	–	–	17	13	02	02	16	12	02	06	–	–	–	06	02	02
TOTAL	–	184	964	–	110	106	52	49	58	57	62	62	–	–	91	81	52	52	80	67	11	49	–	–	–	41	06	04
XXXXX	–	02	18	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	03	01	–	–	–	–	–	–
COMBAT READY PRACTICE		–	–	–	03	03	01	01	02	02	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	03	–	–
NON-COMBAT READY PRACTICE		–	–	–	06	06	03	03	03	03	01	01	–	–	03	03	01	01	02	02	03	04	–	–	–	02	–	–
SUB TOTAL	–	02	18	–	09	09	04	04	05	05	01	01	–	–	03	03	01	01	02	02	07	05	–	–	–	05	–	–

1. Ave No. CR & Higher Category Crews Assigned: 20.9
2. Ave No. CR & Higher Category Crews Available: 19.0
3. Ave No. NCR Crews Assigned: 4.7
4. Ave No. NCR Crews Available: 3.4
5. Ave No. Standboard Crews by Category: 3.0

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AIR REFUELING AIR TRAINING REPORT – PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307th Air Refueling Squadron	February	1	3	9-SAC-T12

E. GEN	F. CEL GRID NAV.		G.P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD.	L. MISCELLANEOUS									
19	20		21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF CONTACT PROC. MISSIONS	KC-97 LOAD & UNLOAD (EXP PASS, OR CARGO)	KC-97 PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST QUALIFICATION CHECK	IRCC	PERF INDEX	PERF INDEX	DRY H.U.	AHA	TAKE OFFS	LNDGS	ILS GCA	PPI	GYRO OUT	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65											
T11	–	–	–	–	01	01	01	01	01	01	01	02	–	02	NOV	–	–	–	32	01	2 5	2 5	– 3	– –	– 1	–
T22	01	20	–	–	–	–	01	01	01	–	–	02	–	02	JAN	01	97	–	64	–	9 6	9 6	4 2	– –	– –	–
T14	–	–	–	–	–	–	–	–	–	–	–	02	–	02	DEC	–	–	–	10	–	2 3	2 3	– 1	– –	– –	–
SUB TOTAL	01	20	–	–	01	01	02	02	02	01	01	06	–	06	–	01	97	–	106	01	13 14	13 14	4 6	– –	– –	–
T01	02	12	18	–	–	06	04	04	04	01	03	01	–	01	OCT	01	99	–	–	–	6 2	6 2	5 1	– –	– 1	–
T03	–	–	–	–	02	06	04	04	04	01	03	01	–	01	JAN	01	93	–	05	03	13 3	13 3	5 1	1 –	1 1	–
T05	–	–	–	01	02	06	09	09	09	02	04	02	–	02	FEB	02	98	99	22	03	10 7	10 7	6 4	– –	– –	–
*T05	02	05	08	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– –	– –	– –	– –	– –	–
*T05	01	11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	– –	– –	– –	– –	– –	–
T06	01	15	–	–	01	06	03	03	03	01	03	01	–	01	JAN	–	–	–	27	01	6 –	6 –	4 2	– –	– –	–
T07	02	10	15	01	01	06	05	05	05	02	04	02	–	02	FEB	01	93	–	90	03	13 7	13 7	6 4	1 1	1 1	–
T08	01	10	–	–	–	07	03	03	03	01	03	01	–	01	NOV	–	–	–	15	–	14 –	14 –	2 –	– –	– –	–
T09	01	06	–	–	03	06	05	05	05	01	03	02	–	02	NOV	01	90	–	27	04	4 1	4 1	4 2	– –	– –	–
T10	–	–	–	–	02	06	05	05	05	01	03	03	–	03	AUG	–	–	–	116	–	8 4	8 4	2 7	1 –	– 1	–
T12	–	–	–	–	01	08	03	03	03	01	03	–	–	–	SEP	–	–	–	36	03	4 2	4 2	3 –	1 –	– –	–
T13	02	04	15	–	01	06	04	04	04	02	03	07	–	07	DEC	01	97	–	05	02	3 2	3 2	1 1	1 1	1 1	–

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AIR REFUELING AIR TRAINING REPORT – PART II

UNIT: 307th Air Refueling Squadron | MONTH: February | PAGE NR: 2 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: 9-SAC-T12

E. GEN	F. CEL GRID NAV.		G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS									
19	20		21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF COMPLETE PILOT PROF. MISSIONS	KC-97 LOAD. & UNLOAD. EXPLAIN OR CARGO	KC-97 PRECOMPUT OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STAN-EVALUATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY H.U.	ARA	TAKE OFFS	LNDGS	ILS GCA	PPI	GYRO OUT	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65											
T13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2 - *	2 - *	2 - *	- -	- -	-
T17	-	-	-	-	01	06	03	03	03	02	03	01	-	01	DEC	-	-	-	04	02	3 3	3 3	- 1	- -	- -	-
T18	-	-	-	03	02	06	03	03	03	01	03	02	-	02	FEB	-	-	-	-	05	3 2	3 2	2 2	1 1	- -	-
T19	-	-	-	-	02	06	03	03	03	01	03	03	-	03	NOV	-	-	-	25	02	5 3	5 3	2 2	- -	- -	-
T20	01	10	-	-	02	06	04	04	04	02	03	02	-	02	JAN	-	-	-	49	03	10 2	10 2	4 2	- 1	- -	-
T23	01	07	-	02	06	06	04	04	04	02	03	01	-	01	DEC	-	-	-	02	02	2 2	2 2	2 1	- -	- -	-
T24	02	09	10	-	01	06	03	03	03	01	03	03	-	03	AUG	02	91	99	15	02	11 5	11 5	6 4	1 -	2 2	-
T24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- -	- -	- -	- -	- -	-
T25	-	-	-	-	02	06	03	03	03	03	03	04	-	04	AUG	02	91	94	67	01	8 3	8 3	3 3	- -	- 1	-
T25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- -	- -	- -	- -	- -	-
T27	-	-	-	01	01	06	03	03	03	01	03	-	-	-	JAN	-	-	-	27	01	6 1	6 1	- -	- -	- -	-
T27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- -	- -	- -	- -	- -	-
T26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FEB	-	-	-	-	-	- -	- -	- -	- -	- -	-
SUB TOTAL	16	-	-	08	30	111	71	71	71	26	56	32	-	32	-	11	-	-	532	37	131 51	131 51	59 37	7 4	5 8	-
M26	01	-	-	01	-	06	03	03	03	01	03	-	-	-	-	-	-	-	28	-	10 1	10 1	4 -	- -	- -	-
M27	01	-	-	01	01	-	01	01	01	-	-	-	-	-	-	01	-	-	10	-	5 -	5 -	3 1	- -	- -	-

SAC FORM 1 APR 56 36 a — PREVIOUS EDITIONS ARE OBSOLETE. FC 2730 — 7C-0456 — 3-891-C — Air Force-SAC, Offut — (When Filled In) **CONFIDENTIAL**

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AIR REFUELING AIR TRAINING REPORT – PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307th Air RefuelingSquadron	February	3	3	9-SAC-T12

E. GEN	F. CEL GRID NAV.		G.P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS									
19	20			21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF CONTACT PROCEDURE MISSIONS	KC-97 LOAD & ITINERARY EMP PASS. OR CARGO	KC-97 PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRGO	PERF INDEX	PERF INDEX	DRY H.U.	ARA	TAKE OFFS	LNDGS	ILS GCA	PAR	GYRO OUT	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65												
M27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- -	- -	- -	- -	- -	-
M28	-	-	-	-	-	07	03	03	03	01	03	-	-	-	-	-	-	-	42	-	5 1	5 1	4 5	- 1	2 2	-
M29	03	-	-	-	01	06	03	03	03	01	03	01	-	01	-	02	-	-	22	-	5 3	5 3	1 4	- -	- -	-
M31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2 7	2 7	2 3	- -	- -	-
SUB TOTAL	05	-	-	02	02	19	10	10	10	03	09	01	-	01	-	03	-	-	108	-	27 12	27 12	14 13	- 1	2 2	-
TOTAL	21	-	-	10	33	131	83	83	83	30	66	39	-	39	-	15	-	-	740	38	171 77	171 77	77 56	7 5	7 10	-
XXXXX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	3 -	3 -	3 -	- -	- -	-
COMBAT READY PRACTICE		-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4 -	4 -	1 -	- -	- -	-
NON*COMBAT READY PRACTICE		-		-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	423	01	13 33	13 33	5 18	- 2	1 1	-
SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	423	01	20 33	20 33	9 18	- 2	1 1	-

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
A. [illegible]		46.4					
1. Manning in Required Specialties							
a. Officer MTR, Percent Score	90.0	90	90.0	90.0	90.0		
(1) Number Required			429	429	429		
(2) Number Assigned			442	445	448		
(3) Number IRS			398	400	398		
(4) Percent IRS			92.8	93.2	92.8		
b. Airman MTR, Direct Support Skills, Percent Score	60.0	40	40.0	40.0	50.0		
(1) Number Required			1068	1068	1068		
(2) Number Assigned			1061	1062	1083		
(3) Number IRS			852	854	872		
(4) Percent IRS			79.8	80.0	81.6		
c. Airman IRS, Indirect Support Skills, Percent Score	20.0	10	10.0	10.0	10.0		
(1) Number Required			503	503	503		
(2) Number Assigned			472	490	497		
(3) Number IRS			317	328	337		
(4) Percent IRS			63.0	65.2	67.0		

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ITEM	End Strength	Mid Strength	DEC	JAN	FEB	MAR	
a. AMEL Rate, Percent Over	100.0	100	10.0	10.0	90.0		20.0
c. Authorized Strength			1956	1990	2009		5955
b. Number gains AMEL			5	6	1		12
c. Gains per 1000			2.6	3.0	0.5		2.0
d. Reenlistment Rate, Percent Over	50.0	20	90.0	30.0	60.0		60.0
e. Number Eligible			48	30	25		103
f. Number Reenlisted			31	8	12		51
g. Percent Reenlisted			64.5	26.7	48.0		49.5
Total	NA	NA	NA	NA	NA		NA
Flight Hours, Percent of Monthly, Percent Flight							
a. Hours Required							
(1) Embarkment							
(a) Home Station							
(b) Detachment TDY							
(2) Tanker							
(a) Home Station							
(b) Detachment TDY							
(3) Total							

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
4. OJT Effectiveness, Percent Score	NA	NA	N/S	55.0	50.0		55.0
a. Number on OJT vs Number Eligible, Percent Score			N/S	15.0	15.0		15.0
(1) Number on OJT			N/S	481	433		914
(2) Number Eligible			N/S	482	433		915
(3) Percent on OJT			N/S	99.8	100.0		99.9
b. Number Passing Test (AFT / AF(KT) vs Number Tested, Percent Score			N/S	30.0	10.0		20.0
(1) Number Passing Tests			N/S	79	36		115
(2) Number Tested			N/S	99	51		150
(3) Percent Passing Tests			N/S	79.8	70.6		76.7
c. Number Upgraded or Number on OJT, Percent Score			N/S	10.0	25.0		20.0
(1) Number Upgraded			N/S	41	77		118
(2) Number on OJT			N/S	506	483		989
(3) Percent Upgraded			N/S	8.1	15.9		11.9

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Item	Last DID Statement SID Upper Quartile	Slag Data	Current Period - 1957 DEC	JAN	FEB	MAR	Months of Data
. [illegible] Acq- productive	NA	NA	NA	NA	NA		N A
(1) [illegible]							
(2) [illegible]							
. [illegible]							
. [illegible] Flying Hours, Inspect Depot	76.0	88	77.9	85.2	78.3		84.8
. [illegible]			1497	1719	1907		5123
( ) [illegible]			1020	1231	1391		3642
( ) [illegible]			477	488	516		1481
[illegible] Depot, Field, Personnel, Temporary			63.0	73.0	75.0		71.0
(1) Total Cost			386291	369464	375218		1130973
(2) Cost per Flying Hour			379	300	270		310
( ) Standard Cost per Flying Hour			240	220	203		220

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ITEM	SAC Upper Quartile	Wing Data	DEC	JAN	FEB	MAR	Average or Total
c. Maintenance Costs, Supply, Percent Score							
(1) Aviation POL - Percent Score			80.0	100.0	80.0		90.0
(a) Total Cost			175478	245103	241775		663056
(b) Cost per Flying Hour			172	199	174		182
(c) Standard Cost per Flying Hour			197	197	197		197
(d) Performance Index			115	99	113		108
(2) All Other Supply - Percent Score			100.0	100.0	76.0		100.0
(a) Total Cost			30381	24012	56542		110935
(b) Cost per Flying Hour			30	20	41		30
(c) Standard Cost per Flying Hour			31	31	31		31
d. Maintenance Costs, Contractual Services and Other, Percent Score			100.0	67.0	100.0		100.0
(1) Total Cost			3609	10895	5602		19566
(2) Cost per Flying Hour			4	9	4		5
(3) Standard Cost per Flying Hour			6	6	6		6

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
e. Tanker Costs, Personnel, Percent Score			53.0	57.0	59.0		57.0
(1) Total Cost			197010	190047	187378		574435
(2) Cost per Flying Hour			413	389	363		388
(3) Standard Cost per Flying Hour			220	220	215		220
f. Tanker Cost, Supply - Percent Score							
(1) Aviation POL - Percent Score			85.0	90.0	90.0		90.0
(a) Total Cost			75236	62778	72596		210610
(b) Cost per Flying Hour			158	129	141		142
(c) Standard Cost per Flying Hour			135	135	135		135
(d) Performance Index			80	105	96		95
(2) All Other Supply - Percent Score			83.0	100.0	71.0		83.0
(a) Total Cost			8399	7382	10723		26504
(b) Cost per Flying Hour			18	15	21		18
g. Tanker Costs, Contractual Services and Other, Percent Score			86.0	100.0	67.0		100.0
(1) Total Costs			3320	722	4874		8916
(2) Cost per Flying Hour			7	1	9		6
(3) Standard Cost per Flying Hour			6	6	6		6

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1 957 DEC	JAN	FEB	MAR	Average or Total
2. Safety							
a. Flying, Percent Score	100.0	100	100.0	100.0	100.0		100.0
(1) Number of Accidents			0	0	0		0
(2) Flying Hours			1497	1719	1907		5123
(3) Rate per 100,000 Hours Flown			0.0	0.0	0.0		0.0
b. Ground, Percent Score	80.0	60	40.0	60.0	100.0		70.0
(1) Ground Safety Index			11.52	8.08	1.77		7.26
(a) Military Injury Rate per 100,000 Man-Days Exposure			11.52	8.08	1.77		7.26
1. Number of Military Disabling Injuries			7	5	1		13
2. Number of Man-Days Exposure			60760	61876	56476		179112
(b) Government Motor Vehicle Accident Rate per 100,000 miles Driven			0.0	0.0	0.0		0.0
1. Number of Accidents			0	0	0		0
2. Number of Miles Driven			22118	23218	24428		69764
(c) Civilian Injury Rate per 1,000,000 Manhours Exposure			0.0	0.0	0.0		0.0
1. Number of civilian Disabling Injuries			0	0	0		0
2. Number of Manhours Exposure			504	552	480		1536

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ITEM	Last SAC Statement CONFIDENTIAL SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
(2) Accident Cost Index			.48	.24	.53		.42
(a) Total Cost			950	480	1080		2510
(b) Mean Strength			1960	1999	2020		5979
3. Reports on Time (No Information Required)							
4. USCM Sabotage			NA	NA	NA		NA
a. Number Available Aircraft							
b. Number Aircraft Sabotaged							
c. Percent Aircraft Not Sabotaged							
d. Number Flyaway Kit Systems							
e. Number Flyaway Kit Systems Sabotaged							
f. Percent Flyaway Kit Systems Sabotaged							
g. Ground Rules Violated (Yes or No)							

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
D. OPERATIONS							
1. Training Accomplishments							
a. Bombardment, Percent Score	100.0	90		28.1	59.3		59.3
(1) Average Number Non-combat Ready Crews				3.0	3.4		3.4
(2) Average Number Combat Ready and above Crews				38.0	38.0		38.0
(5) Number Standboard Crews ~~Authorized~~ Average Assigned				6.0	6.0		6.0
b. Tanker, Percent Score	100.0	97		34.6	68.4		68.4
(1) Average Number Non-Combat Ready Crews				3.5	3.4		3.4
(2) Average Number Combat Ready Crews				20.0	20.5		20.5
(3) Number Standboard Crews ~~Authorized~~ Average Assigned				3.0	3.0		3.0
2. Wing Reliability - Bomber							
a. Radar RBS Bombing, Percent Score	93.0	89		88.2	82.8		86.0
(1) Number Accomplished				136	93		229
(2) Number Acceptable				120	77		197
b. Visual RBS Bombing, Percent Score	93.0	82		94.1	93.3		93.8
(1) Number Accomplished				17	15		32
(2) Number Acceptable				16	14		30

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
D. OPERATIONS							
1. Training Accomplishments							
a. Bombardment, Percent Score	100.0	90		28.1	59.3		59.3
(1) Average Number Non-combat Ready Crews				3.0	3.4		3.4
(2) Average Number Combat Ready and above Crews				38.0	38.0		38.0
(5) Average Number Standboard Crews ~~Authorized~~ Assigned				6.0	6.0		6.0
b. Tanker, Percent Score	100.0	97		34.6	68.4		68.4
(1) Average Number Non-Combat Ready Crews				3.5	3.4		3.4
(2) Average Number Combat Ready Crews				20.0	20.5		20.5
(3) Average Number Standboard Crews ~~Authorized~~ Assigned				3.0	3.0		3.0
2. Wing Reliability - Bomber							
a. Radar RBS Bombing, Percent Score	93.0	89		88.2	82.8		86.0
(1) Number Accomplished				136	93		229
(2) Number Acceptable				120	77		197
b. Visual RBS Bombing, Percent Score	93.0	82		94.1	93.3		93.8
(1) Number Accomplished				17	15		32
(2) Number Acceptable				16	14		30

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
b. Rendezvous, Percent Score	100.0	99		100.0	100.0		100.0
(1) Number Attempted				11	18		29
(2) Number Successful				11	18		29
i. Refueling							
(1) Net Pounds, Percent Score	100.0	99		100.0	71.4		79.2
(a) Number Attempted				13	35		48
(b) Number Successful				13	25		38
(2) Mass Night Refueling, Percent Score	100.0	92		90.9	75.0		80.0
(a) Number Attempted				11	24		35
(b) Number Successful				10	18		28

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
2. Wing Reliability - Number							
a. Night Celestial Navigation	100.0	100		100.0	100.0		100.0
(1) Number Accomplished				20	23		43
(2) Number Acceptable				20	23		43
b. Grid Celestial Navigation	100.0	100		100.0	100.0		100.0
(1) Number Accomplished				8	9		17
(2) Number Acceptable				8	9		17
c. Cruise Control	100.0	100		100.0	100.0		100.0
(1) Number Accomplished				7	5		12
(2) Number Acceptable				7	5		12
d. Rendezvous	100.0	94		92.9	91.3		91.9
(1) Number Accomplished				28	46		74
(2) Number Acceptable				26	42		68
e. Refueling							
(1) Wet Hookups, Percent Score	100.0	99		93.0	98.2		95.9
(a) Number Attempted				43	55		98
(b) Number Successful				40	54		94

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
(2) Mass Flight Refueling, Percent Score	98.0	92		87.5	77.1		80.4
(a) Number Attempted				16	35		51
(b) Number Successful				14	27		41

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IPT	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
4. Non-Combat Ready Crew Upgrading							
a. Bombardment, Percent Score	100.0	25		0.0	0.0		0.0
(1) Number of NCR Crews Upgraded to CR				0	0		0
(2) Number Points for Upgrading Crews				0	0		0
(3) Average Number CR Crews Assigned				0	0		0
(4) Number Points for CR Crews Assigned				0	0		0
b. Tanker, Percent Score	100.0	50		50.0	37.5		50.0
(1) Number of NCR Crews Upgraded to CR				1	0		1
(2) Number points for Upgraded Crews				25	0		25
(3) Average Number CR Crews Assigned				20.0	20.5		20.5
(4) Number Points for CR Crews Assigned				75	75		75
5. Non-Combat Ready Crew Flying Time							
a. Bombardment, Percent Score	100.0	84		46.7	98.8		98.8
(1) Average Number NCR Crews Available				3.0	3.4		3.4
(2) Total NCR Flying Hours Required				225	255		255
(3) Total NCR Hours Flown				105	252		252

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Last SAC Statement CONFIDENTIAL — Current Period - 1957

Item	SAC Upper Quartile	Wing Data	DEC	JAN	FEB	MAR	Average or Total
6. Tactics, Percent Score	100.0	71		26.3	40.2		40.2
(1) Average Number MOS Crews Available				3.5	3.4		3.4
(2) Total MOS Flying Hours Required				315	306		306
(3) Total MOS Hours Flown				83	123		123
7. [illegible]							
a. [illegible], Percent Score	100.0	97		NA	NA		NA
(1) Number crews not on Irradiation for Other than SOS							
(2) Number Crews subject to Irradiation							
7. [illegible]							
a. [illegible], Percent Score	81.0	60		NA	40.0		40.0
(1) Number of evaluations or re-evaluations successfully completed.				0	2		2
(2) Number of Evaluations or Re-evaluations given				0	5		5
8. Lead Crews				NA	NA		NA
a. Fighter Only							

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BOMBER ITEM OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY IND RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 346	TOTAL ACCOMP (9) 447	TOTAL % ACCOMP (10) 9÷8
% Complete - Training Accomp									59.3
1. RBS Radar	17	58	45	9	288	185	346	230	66.5
2. Direct Aiming	5	17	16	2	64	50	81	66	81.5
3. Offset Class IIIA Targets	5	17	7	2	64	45	81	52	64.2
4. Fixed Angle	1	3	0	1	32	21	35	21	60.0
5. GPI	0	0	2	2	64	35	66	37	56.1
6. Mach .81	6	20	1	2	64	45	84	46	54.8
7. Evasive Action	3	10	0	2	64	33	74	33	44.6
8. IBDA	0	0	0	2	64	48	64	48	75.0
9. RBS Visual Attacks	5	17	8	2	64	28	81	36	44.4
10. Radar Attack - Camera Scored	2	7	3	2	64	44	71	47	66.2
11. IBDA at Mach .81	1	3	3	1	32	18	35	21	60.0
12. Fixed Angle	1	3	0	1	32	26	35	26	74.3
13. Visual Attack - Camera Scored	2	7	0	1	32	6	39	6	15.4
14. Visual Release	4	14	0	2	64	6	78	6	7.7
15. Navigation - Night Celestial Leg	4	14	6	2	64	49	78	55	70.5
16. Day Celestial Leg	2	7	2	1	32	27	39	29	74.4
17. Celestial Grid Leg	2	7	4	2	64	57	71	61	85.9
18. Radar Grid Leg	1	3	4	1	32	21	35	25	71.4

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BOMBER ITEM OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	 TOTAL RQMT (3)	 ACCOMP (4)	COMBAT READY IND RQMT (5)	 TOTAL RQMT (6)	 ACCOMP (7)	TOTAL RQMT (8) 346	 ACCOMP (9) 4 + 7	 % ACCOMP (10) 9 ÷ 8
38. Hours at 10,000 ft or Below	1	3	2	1	32	16	35	18	(51.4)
38a Average of items 36, 37, 38	-	-	-	-	—	—	—	—	50.2
39. Pilot Prof. Mission	2	7	0	1	32	17	39	17	43.6
40. Take Offs - Acft Comm.	6	20	36	3	96	270	116	306	(100.0)
41. Take Offs - Co-Pilot	3	10	3	2	64	79	74	82	(100.0)
42. Landings - Acft Comm.	6	20	36	3	96	267	115	303	(100.0)
43. Landings - Co-Pilot	3	10	3	2	64	82	74	85	(100.0)
44. ILS or GCA - Acft. Comm.	4	14	39	3	96	152	110	191	(100.0)
45. ILS or GCA - Co-Pilot	2	7	7	2	64	81	71	88	(100.0)
46. PPI Approach - Acft. Comm.	2	7	5	1	32	22	39	27	(69.2)
47. PPI Approach - Co-Pilot	1	3	1	1	32	19	35	20	(57.1)
48. Gyro - Out Approach - Acft. Comm.	2	7	0	1	32	12	39	12	(30.8)
49. Gyro - Out Approach - Co-Pilot	1	3	0	1	32	16	35	16	(45.7)
49a. Ave. of Items 40 thru 49	-	-	-	-	—	—	—	—	80.3
50. Airborne Radar Directed Approach	3	10	3	3	96	70	106	73	68.9
51. Pressurized Flight - Combat Position - Hours	4	14	4	3	96	104	110	108	98.2
52. Emergency Proc. Drill	4	14	10	1	32	60	46	70	100.0
53. Simulated Strike Reports	0	0	6	4	128	154	134	160	100.0
54. Night Cell Mission	0	0	0	2	64	26	64	26	40.6
55. Air Weapons Mission	0	0	0	1	32	19	32	19	59.4
56. Water Injection Takeoff	0	0	0	1	32	12	32	12	37.5

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BOMBER TRN OF TRAINING (1)	NON-COMBAT READY END RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY END RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 346	TOTAL ACCOMP (9) 4 & 7	TOTAL % ACCOM (10) 9 ÷ 8
9. Pressure Pattern Leg	1	3	0	1	32	15	35	15	42.9
0. Refueling - Total	3	10	0	3	96	33	106	33	31.1
1. Mass Night Refueling	0	0	0	1	32	18	32	18	56.3
2. Max Gross Weight - Nite	0	0	0	1	32	16	32	16	50.0
3. CRT Gross weight- 20 Min Contact	2	7	0	1	32	11	39	11	28.2
4. Max Gross weight - Day or Nite	1	3	1	0	0	0	3	1	33.3
5. Day Contacts	6	20	11	6	192	169	212	180	84.9
6. Rendezvous Total	4	14	3	3	96	26	110	29	26.4
7. Night	1	3	1	2	64	14	67	15	22.4
8. APN 12/76 Primary	1	3	3	1	32	21	35	24	68.6
9. Gunnery - Max Load	2	7	4	1	32	32	39	36	92.3
0. High Alt. Att. Mission	1	3	0	1	32	30	35	30	85.7
1. Big Snow Run	2	7	NA	2	64	NA	71	NA	NA
2. Little Snow Run	2	7	NA	2	64	NA	71	NA	NA
3. Little River Run	1	3	NA	1	32	NA	35	NA	NA
4. Big Photo Chatter Run	1	3	NA	1	32	NA	35	NA	NA
5. Max Chaff Dispense - Out	1	3	NA	1	32	NA	35	NA	NA
6. Formation Flying - Total Hours	3	10	2	3	96	51	106	53	(50.0)
7. Hours at 30,000 ft or Above	2	7	0	2	64	35	71	35	(49.3)

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TANKER ITEM OF TRAINING (1)	NON-COMBAT READY END RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY END RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 246	TOTAL ACCOMP (9) 227	TOTAL % ACCOMP (10) 92.8
% Complete - Training Accomp									68.4
1. Refueling - Day	50	170	112	3	53	36	223	148	66.4
2. Night	5	17	2	3	53	50	70	52	74.3
3. Radio Silence	0	0	2	3	53	55	55	57	100.0
4. Rendezvous - Total	6	20	13	6	105	64	125	77	61.6
5. Holding Pattern	1	3	2	1	18	44	21	46	100.0
6. APN 12/7[illegible] Primary	2	7	12	2	35	52	42	64	100.0
7. Intercept - Day Celestial Leg	1	3	2	1	18	9	21	11	52.4
8. Night Celestial Leg	3	10	6	3	53	42	63	48	76.2
9. Radar Leg	2	7	6	2	35	33	42	39	92.9
10. Pressure Pattern Leg	1	3	2	1	18	4	21	6	28.6
11. Loran Leg (if equipped)	2	7	2	2	35	2	42	4	9.5
12. Celestial Grid Leg	2	7	5	2	35	16	42	21	50.0
13. Pilot Proficiency Mission	1	3	2	1	18	8	21	10	47.6
14. Take Offs - Acft Comm.	7	24	27	7	123	131	147	158	(100.0)
15. Take Offs - Co-Pilot	5	17	12	5	88	51	105	63	(60.0)
16. Landings - Acft Comm.	7	24	27	7	123	131	147	158	(100.0)
17. Landings - Co-Pilot	5	17	12	5	88	51	105	63	(60.0)
18. ILS or GCA - Acft Comm.	4	14	14	3	53	59	67	73	(100.0)

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ITEM OF TRAINING (1)	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT (2)	TOTAL RQMT (3)	ACCOMP (4)	IND RQMT (5)	TOTAL RQMT (6)	ACCOMP (7)	RQMT (8)	ACCOMP (9)	% ACCOMP (10)
9. ILS or GCA - Co-Pilot	2	7	13	2	35	37	42	50	(100.0)
0. PPI Approach - Acft Comm.	2	7	0	1	18	7	25	7	(28.0)
1. PI Approach - Co-Pilot	1	3	1	1	18	4	21	5	(23.8)
2. Gyro - Out Approach - Acft Comm.	2	7	2	1	18	5	25	7	(28.0)
3. Gyro - Out Approach - Co-Pilot	1	3	2	1	18	8	21	10	(47.6)
3a Average of Items 14 Thru 23	-	-	-	-	—	-	—	—	64.7
4. Cruise Control Mission	1	3	3	1	18	11	21	14	66.7
5. MMP Loading and Unloading	1	3	2	1	18	30	21	32	100.0
6. Precomp of Max Load	6	20	19	6	105	111	125	130	100.0
7. Emergency Procedure - Simulated Bailout	3	10	10	3	53	71	63	81	(100.0)
8. Simulated Ditching	3	10	10	3	53	71	63	81	(100.0)
9. Simulated Crash Lgd-Crews	3	10	10	3	53	71	63	81	(100.0)
0. Simulated Crash Lgd-Pass	1	3	3	1	18	26	21	29	(100.0)
1. Pass. Emerg. Proc. Briefing	3	10	9	3	53	56	63	65	(100.0)
1a Average of Items 27 - 31 Incl	-	—	-	-	—	—	—	—	100.0
2. Cell Flying - Day Missions	1	3	0	0	0	0	3	0	0.0
3. Cell Flying - Night Missions	1	3	1	2	35	32	38	33	86.8
4. Airborne Radar Directed Approach	3	10	0	3	53	37	63	37	58.7

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Airman Manning as of 28 Feb 57

307 LCP 307 DPs 28 FEB 57
CWO Ackerman/SGK/jr/1cm/8152

1571 Authorized 77.0 Effective
1580 Assigned 100.6 Body Manning
1209 Effective

SKILL	AUTHORIZED	ASSIGNED	BELOW 86% UNSATISFACTORY	NO EFF	BELOW 76% OR UNSATIS ACTORY
20	7	3		3	
(Intelligence)	5	6		6	
	3	7		0	
	TOTAL 14	16	114.3	9	64.3
22	5	2		2	
(Photomapping)	3	2		0	
	TOTAL 3	4	133.3	2	50.0
27	7	7		7	
(Air Operation)	5	3		2	
	3	1		0	
	TOTAL 10	11	110.0	9	90.0
29	7	5		3	
(Com Opns)	5	32		23	
	3	4		0	
	TOTAL 40	41	102.5	26	65.0
30	7	20		14	
(Radio Radar)	5	64		57	
	3	20		10	
	TOTAL 96	104	108.3	81	84.4
32	7	16		16	
(Armament Sys)	5	141		70	
	3	31		16	
	TOTAL 127	188	148.0	102	80.3
40	7	2		2	
(Intricate	5	9		8	
Equip Maint)	3	3		4	
	TOTAL 15	14	93.3	14	93.3

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307DPA, 28 FEB 57, Subject: Airman Manning as of 28 Feb 57.

	SKILL	AUTHORIZED	ASSIGNED	BELOW 85% UNSATISFACTORY	NO REP	BELOW 75% OR UNSATISFACTORY
42	7	15	11		11	
(Acft Access	5	97	86		86	
Maint)	3	20	49		20	
	TOTAL	132	146	110.6	117	88.6
43	7	208	142		142	
(Acft & Eng)	5	348	329		309	
	3	78	103		73	
	TOTAL	634	574	90.5	524	82.6
45	7	7	1		1	
(Production	5	5	7		5	
Control)	TOTAL	12	8	66.7	6	50.0
46	7	7	6		6	
(Munitions &	5	30	11		11	
Weapons)	3	7	12		7	
	TOTAL	44	29	65.9	24	54.5
47	7	5	4		4	
(Motorized &	5	17	7		7	
Miscell)	3	3	14		3	
	TOTAL	25	25	100.0	14	56.0
53	7	5	5		5	
(Metal Working)	5	5	3		3	
534 not included	3	4	9		4	
	0	0	1		0	
	TOTAL	14	18	128.6	12	85.7
534X0	7	7	6		6	
(Airframe Repair)	5	28	14		14	
	3	14	26		14	
	TOTAL	49	46	93.9	34	69.4
55	5	5	3		3	
(Constructions)	3	2	3		1	
	1	0	1		0	
	TOTAL	7	7	100.0	4	57.1
58	7	4	5		4	
(Fabric & Leather	5	24	11		11	
Rubber)	3	7	22		7	
	TOTAL	35	38	108.6	22	62.9
60	7	0	1		0	
(Transportation)	5	16	9		10	
	3	3	3		3	
	TOTAL	19	13	68.4	13	68.4

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307DPA, 28 Feb 57, Subject: Airman Manning as of 28 Feb 57.

SKILL	ATTACHED	ASSIGNED	BELOW 86% UNSATISFACTORY	NO EFF	BELOW 76% OR UNSATISFACTORY
62 (Food Service)	7	1	2	1	
	5	11	9	10	
	3	3	3	3	
	1	1	1	1	
	TOTAL	16	15	15	93.8
64 (Supply)	7	11	11	10	
	5	42	22	19	
	3	13	31	13	
	1	1	0	1	
	TOTAL	67	64	43	64.2
67 (Fin, Acct & Auditing)	7	1	0	0	
	3	0	1	0	
	TOTAL	1	1	0	00.0
68 (Statistical Service)	7	3	2	2	
	5	2	1	1	
	3	0	3	0	
	TOTAL	5	6	5	60.0
70 (Administrative)	7	11	8	8	
	5	~~67~~ 62	26	26	
	3	16	51	16	
	1	0	4	0	
	TOTAL	94	89	50	53.2
73 (Personnel)	7	11	9	9	
	5	14	6	6	
	3	8	14	8	
	TOTAL	33	29	23	69.7
90 (Medical)	7	12	7	4	
	5	32	35	29	
	3	11	12	10	
	1	3	2	2	
	TOTAL	58	56	46	79.3
92 (Crew Protection)	7	4	1	1	
	5	9	14	9	
	3	2	1	2	
	TOTAL	15	16	12	80.0
98 (Dental)	7	2	0	0	
	5	3	6	3	
	3	1	1	1	
	TOTAL	6	7	4	66.7
99016 No Records		0	1	0	
Wg Total		1571	14 1580	1209	77.0

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307LFA, 28 FEB 57, Subject: Airmen Manning as of 28 FEB 57

UNIT	AUTH	ASGD	ASSD	# EFF	% EFF	DIRECT AUTH	SUPPORT EFF	INDIRECT AUTH	SUPPORT EFF
HQ	142	148	104.2	101	71.1	32	26	110	75
370	96	81	84.4	70	72.9	76	58	20	12
371	96	81	84.4	72	75.0	76	57	20	15
372	96	84	87.5	66	68.8	76	55	20	11
FM	417	430	103.1	316	75.8	~~317~~ 321	257	~~100~~ 96	59
FM	106	93	87.7	74	69.8	90	68	16	6
A&E	316	376	119.0	242	76.6	~~213~~ 330	194	~~103~~ 86	48
ARFS	220	208	94.5	176	80.0	167	130	53	46
TH	82	79	96.3	64	78.0	0	0	82	64

H.P.ASKEWOUN JR CIC (M-2) USAF
OIC AMN BR

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Officer Manning as of 28 FEB 57

307 Comptroller 307LFC 1 MAR 57
CWO Ackerman/SWK/fdb/8152

433 Authorized 103.5 Body Manning
443 Assigned 92.8 Effective Manning
398 Effective
429 Authorized for Effective Manning

Critical Career Field exists when body manning is below 86% or if 60% or more are at entry level.

CAREER FIELD	AUTH	ASSGD	% ASSGD	NO AT ENTRY LEVEL	NO % AT ENTRY LEVEL
00	10	10	100		
1[illegible]-16	332	357	[illegible].9		
[illegible]	[illegible]	[illegible]			
[illegible]		10			
1834B		31			
1231B		33			
1234C	60	39			
1231C		35			
1525B	76	45			
1521B		31			
1521P		28			
1525P	31	3			
1416	11	6			
1411		5			
1411V		1			
1435	10	3			
1435V		2			
1431		3			
1124A	0	1			
1241B	0	1			
1224P	0	1			
1324C	0	1			
1521	0	1			
1521C	0	1			
1531P	0	3			
1431V		1			
20	8	8	100		
30	13	13	100		
3016	1	0			
3024	11	3			
3034	1	0			
3011	0	1			
3021	0	8			
3051	0	1			
32	11	8	72.7		
3216	2	1			

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MARKER FIELD	AUTH	ASSN	% ASSN	NO AT SAME LEVEL	NO AT HIGH LEVEL
3244	1	0			
3234	7	2			
3231	0	3			
3241	0	1			
32000	1	1			
43	20	14	70.0		
4311	0	1			
4316	3	1			
4324	2	2			
4334	2	0			
4341	0	1			
4344	8	5			
4351	0	1			
4355	3	1			
43100	1	1			
43200	1	1			
64	12	8	66.7		
6416	1	0			
6424	11	4			
6411	0	1			
6421	0	3			
67	1	1	100.0		
6746	1	0			
6741	0	1			
70	5	4			
7024	5	4			
73	5	5			
7324	4	3			
7321	0	1			
73000	1	1			
86	1	1	100.0		
90-91	3	3	100		
9025	2	0			
9034	1	1			
9021	0	2			
93-96	9	2	22.2		
9316	1	0			
9326	0	2			
9356	5	0			
9386	1	0			
9416	1	0			
9446	1	0			

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CAREER FIELD	AUTH	ASGD	% ASGD	NO AT ENTRY LEVEL	NO % AT ENTRY LEVEL
97	10	6	60.0		
9716	1	0			
9734	1	1			
9744	1	0			
9754	7	4			
9711	0	1			
98	3	3	100		
9826	3	3			

Non Effective or not counted in computing Effective Manning

9326 (2)	Medical Officer
32000	MO Patterson
43100	MO Rogers
43200	MO Olson
73000	MO Ackerman
11242	Pilot, Fighter
1224P	Pilot, Light Bombardment
12318 (12)	Pilot, Bomb
12312 (14)	Pilot, Bomb
12418	Pilot, AOB
13240	Pilot, Reconnaissance
1416	Lt Col Smith, Ralph N
1521	Aircraft Observer, Navigater, Bombadier
15210	Aircraft Observer, Navigater, Bombadier
1531P (3)	Aircraft Observer, Navigater
2016	Intelligence Staff Officer
2044	Intelligence Photo Radar Officer
3051	Air Electronics Officer

No Records on Lt Crooks in 370 BOMRON
No records on Lt Duffek in 370 BOMRON
No records on Lt Jones in 371 BOMRON
No records on Lt Smith in 307 AREFS
No records on Lt Safranek in 307 AREFS

SQ	TOTAL AUTH	AUTH LESS MO'S	# ASGD	# ASGD LESS MO	# EFF BY SQ	% ASGD	% EFF
Hq	65	64	61	60	54	93.8	83.1
370	74	74	80	80	73	108.1	98.6
371	74	74	81	81	73	109.5	98.6
372	74	74	79	79	73	106.8	98.6
FMS	8	6	7	5	4	87.5	50.0
PMS	3	3	3	3	3	100.0	100.0
A&E	11	10	8	7	5	63.3	45.5
AREFS	99	99	115	115	96	116.2	97.0
TAC HOSP	25	25	14	14	12	56	48

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1/Lt USAF

/s/ H P ACKERMAN JR, CWO (W-2), USAF
ASST CHIEF, OFFICERS BRANCH

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SEPARATION & REENLISTMENT RATE FOR FEBRUARY 1957

	ASSIGNED UNITS						
	AB GP	98th	307th	818 ADIV	Tenent Units	Base Total	Yearly Total
1 - Number Separated	41	30	29	100	1	101	205
2 - Number Separated Eligible to Reenlist	34	27	25	86	1	87	169
3 - Number Immediate Reenlistments (Incl AFR 39-15's)	16	8	14	38	0	38	70
4 - Number Immediate Reenlistments (Excl AFR 39-15's)	16	7	12	35	0	35	62
5 - Number Reenlisted w/i 90 days (From other bases)	0	0	0	0	0	0	1
6 - Number Reenlisted w/i 90 days (To old assigned unit)	0	0	0	0	0	0	0
Percentage (Add 4 & 6 and divide 2 into this)	47.0	25.9	48.0	40.6	00.0	40.2	36.7

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Ben Taylor

BEN TAYLOR, CWO, W-2, USAF
Base Reenlistment Officer

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COMMANDERS TALLY SHEET (IMMEDIATE REENLISTMENT)
FOR FEBRUARY 1957

	# Disch	Elig Reenl	Reenl	Rate	:10:20:30:40:50:60:70:80:90:100:
Capt M WR Pratt 818th Fd Sv Sq	4	3	3	100.0	
Capt C Frye 818th Trans Sq	3	2	2	100.0	
Maj V J Voyles 344th Bm Sq	2	2	2	100.0	
LCol K Y Benson 372d Bm Sq	2	2	2	100.0	
LCol G Iannacito 370th Bm Sq	1	1	1	100.0	
Lt J Pendleton 98th Tac Hosp	1	1	1	100.0	
LCol C E Dean 818th AF Sq	8	8	6	75.0	
LCol R D Smith 307th A&E Sq	3	3	2	66.6	
Maj R B Webb 307th FM Sq	8	8	5	62.5	
Maj M E Perry 34th Avn Dep Sq	6	6	3	50.0	
LCol D E Richard 371st Bm Sq	3	2	1	50.0	
LCol A B Currie H Sq 818 ABGRU	4	3	1	33.3	
LCol V A Collins 98th A&E Sq	9	8	2	25.0	
Maj D M Grimwood 98th PM Sq	4	4	1	25.0	
LCol E B Thurlow 307th AR Sq	7	5	1	20.0	
LCol F W Starck 818th Opn Sq	6	6	1	16.6	
LCol D T Rogers 98th AR Sq	8	8	1	12.5	
Maj I B Berk 818th Sup Sq	8	5	0	00.0	
LCol H Tiliapaugh 307th PM Sq	4	4	0	00.0	
LCol G D Miller 98th FM Sq	5	3	0	00.0	
Maj J W Gaunt 818th Instal Sq	2	1	0	00.0	
Capt F Dawson H Sq 98th Bm Wg	1	1	0	00.0	
LCol J V Disana 343d Bm Sq	0	0	0		NEGATIVE
LCol W J Seward 345th Bm Sq	0	0	0		NEGATIVE
Capt R W Gottlieb H Sq 307th Bm Wg	0	0	0		NEGATIVE
Capt K K Scholl 307th Tac Hosp	1	0	0		NEGATIVE
TOTALS	100	86	35		

818th ADIV Average 39.8

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PRIORITY 25/2300Z

CCSAIRDIV 818 LINCOLN AFB NEBR

CCSAF 8 WESTOVER AFB MASS

/CONFIDENTIAL/307BO 2-1745/SUBJECT: CHANGES TO 307BW FINAL MISSION SUMMARY. RUNS SCHEDULED TARGET 1-31, TARGET 2-31, TARGET 3-31, ALL TARGETS 93, NAV LEGS 31. RUNS SCORED TARGET 1-27, TARGET 2-26, TARGET 3-25, ALL TARGETS 78. CROSS ERROR RATE TARGET 1-7.6 PER CENT, TARGET 2-7.7 PERCENT, TARGET 3-4 PER CENT, ALL TARGETS 6.4 PERCENT. ABORTS, TARGET 1-4, TARGET 2-5, TARGET 3-6, ALL TARGETS 15. ABORT RATE: TARGET 1-12 PER CENT, TARGET 2-16.1 PER CENT, TARGET 3-19.6 PER CENT, ALL TARGETS 16.1 PER CENT. ADD TO INDIVIDUAL CREW ACCOMPLISHMENTS M-18, A/C 242, RAFTERY, O, N/A, N/A, N/A, 4:10. CREW STANDINGS: AA M-18, AA, N/A; M-09, A/C 210, JONES, 3, 2563, 2120, N/A. 1070, M-09, 2120, M-09, 4500, M-09, N/A, M-09.

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R [illegible]FF-1
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TO [illegible]
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BT
/C O N F I D E N T I A L/CR [illegible] SUBJECT (UNCLAS) [illegible]
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[illegible]
PAGE SEVEN VI:

1.	340TH BOMB WING	952.3
2.	31[illegible]TH BOMB WING	942.9
3.	4[illegible]TH BOMB WING	9[illegible]7.5
4.	26TH STRAT RECON WING	857.3
5.	9[illegible]TH STRAT RECON WING	854.8
6.	91ST STRAT RECON WING	852.3
7.	307TH BOMB WING	848.8
8.	98TH BOMB WING	847.8
9.	38[illegible]TH BOMB WING	8[illegible]9.5

BT
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ENCL 1 - SUMMARY OF UNIT RESULTS

3078W - CAPTURAL - PACE SECTOR VI - 29 JAN - 1 FEB 57

	TARGET 1	TARGET 2	TARGET 3	ALL TGTS	NAV LEG
Runs Scheduled	29	29	29	87	20
Runs Scored	* 26	*25	*24	75	19
CEP	1900	1650	2220	1950	13.0
CEA	3134	2478	2977	2841	13.9
Gross Errors	2	2	1	5	N/A
Gross Error Rate	7.7%	8.0%	4.1%	6.7%	N/A
Reliability Factor	87.5%	87.5%	78.9%	85%	94.7%
Aborts	3	4	5	12	1
Abort Rate	11.5%	16%	20.8%	16%	5%

* MSS Gnd Aborts included as scored runs.

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TAB L 2 - SUMMARY OF INDIVIDUAL CREW ACCOMPLISHMENTS:

307th - SAFBWAT - PACE SEPTEMBER VI - 29 JAN - 1 FEB 57

CREW NO.	FACTICAL	TAIL	OBSERVER	NO. AIR RUNS	RUN TIME	TOT DIST	NAV ERR	FLYING TIME
L-02	24	143	Bathurst	3	1263	770	N/A	5:25
R-12	57	910	Kretchmer	3	1397	1450	N/A	5:25
R-08	10	236	Mattioli	3	1440	1320	8	8:20
R-73	59	417	Roseling	3	1456	1620	N/A	5:40
R-33	40	227	Allen	3	1467	1500	10	8:10
R-75	58	906	Palmquist	3	1597	1750	N/A	5:30
L-36	31	326	Bicak	3	1630	1970	3.5	8:10
L-05	18	241	Gronberg	3	1673	1545	16	8:15
R-15	19	232	Reeves	3	1770	2020	11	8:15
L-01	20	224	Weber	3	1830	1900	15	8:15
R-77	56	142	Short	3	1830	1920	26	8:15
R-11	17	222	Evans	3	2247	1650	N/A	5:30
L-37	32	243	Nesse	3	2563	1720	35	8:10
R-74	61	416	Meyer	3	2873	2850	22	8:10
R-13	14	140	Dabney	3	3020	3520	5	8:15
L-61	50	144	Anthony	3	15180	15720	2	8:00
R-39	34	220	Bardnell	2	1435	1435	22	8:10
R-34	39	240	Moore	2	1535	1535	7	8:15
R-06	23	916	Flynn	2	1560	1560	N/A	6:00
R-41	41	228	Samuels	2	1595	1595	11	8:15
L-66	63	128	Hudkins	2	1985	1985	23	8:00
R-40	30	912	Fliger	2	2235	2235	11	8:10
R-65	55	223	Hart	2	2320	2320	4	8:10

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INCL 2 - (Continued)

CREW No.	TACTICAL	TAIL	OPERATOR	NO. KILLS KNOWN	KILLS CLAIMED	KILLS CONF	MAY BE	FLYING TIME
R-45	35	918	McFarline	2	15360	15260	N/A	5:30
R-68	04	900	Mathewy	2	53175	53175	7	8:05
R-70	62	917	Kennedy	1	2770	N/A	No Score	8:15
R-16	36	911	Simmons	0	N/A	N/A	No Score	3:30
R-43	38	108	Jorgenson	0	N/A	N/A	No Score	3:00
L-71	52	217	Walrath	0	N/A	N/A	No Score	5:00

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Encl 3 - Summary of Gross Hits Data for Individual Requirements:

3076a - Material - Range Section A - 29 Jan - 1 Feb 57

Target No 1		Target No 2		Target No 3		Nav Leg	
CE	Grid	CE	Grid	CE	Grid	CE	Grid
520	R-65	270	R-75	120	R-12	2	L-61
670	L-02	770	L-02	470	L-01	3.5	L-36
1000	R-66	820	L-66	550	R-73	4	R-05
1320	R-08	1000	L-37	700	L-36	5	R-13
1320	R-41	1070	R-15	950	R-33	7	R-34
1350	R-11	1120	L-05	1070	R-45	7	R-68
00	R-34	1120	R-40	1750	R-75	8	R-01
1450	R-12	1200	R-08	1800	R-08	10	R-33
1620	R-73	1200	R-39	1920	R-77	11	R-41
1670	R-39	1350	R-13	1950	L-05	11	R-15
17.0	L-37	1500	R-33	2120	R-06	15	L-01
1900	L-01	1600	R-77	2220	R-15	16	L-05
1950	R-33	1650	R-11	2350	L-02	22	R-39
1950	L-05	1670	R-34	2850	R-74	22	R-74
70	L-36	1870	R-41	3350	R-40	23	L-66
1970	R-77	2200	R-73	3520	R-13	23	R-40
2020	R-15	2220	L-36	3620	R-11	26	R-77
2050	L-61	2470	R-74	4970	L-37	35	L-37
2770	R-75	2620	R-12	27770	L-61	No Score	R-70
3150	L-66	2770	R-70	G.A.	R-39	No Score	R-16
3300	R-74	3120	L-01	G.A.	R-34	No Score	R-43
4220	R-13	4120	R-65	G.A.	R-41	No Score	L-71
29450	R-45	6400	R-68	G.A.	R-65	N/A	L-02

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ENCL 3 - (Continued)

TARGET NR 1		TARGET NR 2		TARGET NR 3		NAV AIDS	
GB	GRID	GB	GRID	GB	GRID	GB	GRID
99990	R-68	15720	L-61	U.A.	R-70	N/A	R-12
U.A.	R-40	U.A.	R-46	A.A.	L-56	N/A	R-73
U.A.	R-70	A/A.	R-45	A.A.	R-68	N/A	R-06
A.A.	R-16	A.A.	R-16	A.A.	R-16	N/A	R-75
A.A.	R-43	A.A.	R-43	A.A.	R-43	N/A	R-11
A.A.	L-71	A.A.	L-71	A.A.	L-71	N/A	R-45

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INCL 4 - REMARKS

307SW - SAC/DOAT - RADS SERIES VI - 29 JAN - 1 FEB 57

1. Following crews did not accomplish the navigation leg due to being diverted to Loring Air Force Base after the last target. Weather was the reason for the aircraft being diverted.

L-02, R-06, R-11, R-12, R-45, R-73 and R-75

2. The following crews received RAS ground aborts: R-06, R-34, R-39, R-40, R-41, R-65 and R-70. Crew R-70 received two (") RAS ground aborts.

3. Crew R-11: Unreliable RAS score at Binghampton. The cause of the unreliable score was synchronization.

4. Crew R-13:

a. Unreliable RAS score at Omaha. The cause of the unreliable score was synchronization.

b. Unreliable RAS score at Binghampton. The cause of the unreliable score was synchronization.

5. Crew R-16: Air abort immediately after take-off due to a gear malfunction. Three (3) RAS runs and the navigation leg were not accomplished for the reason listed above. A defective squat switch was the cause of the malfunction.

6. Crew L-37:

a. Unreliable RAS score at Binghampton. The cause of the unreliable score was synchronization.

b. Unreliable navigation leg. The cause of the unreliable navigation leg was plotting errors. The assumed position of the last fix was misplotted which caused improper alteration of the aircraft into destination.

7. Crew R-43: Crew R-43 aborted immediately after take-off due to a gear malfunction. A defective squat switch was the cause of the malfunction. Three (3) RAS runs and the navigation leg was not accomplished for the reason listed above.

8. Crew R-45:

a. Gross Error RAS score at Omaha. A large crosshair jump was noticed after initiating the tone switch. The Range Clutch in the polar converter was loose. An opening in the Time-to-Impact motor winding was detected.

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Incl 4 - (Continued)

8. RBS air abort at St. Louis. The observer aborted the run when the same malfunction was detected on the bomb run.

9. Crew L-61:

a. Gross Error RBS score at St. Louis. No apparent malfunctions were detected on the bomb run. Upon inspection of the bombing system, a defective roll synchro in the bomb release computer was detected.

b. Gross Error RBS score at Binghampton. The malfunction outlined above attributed to the score. A 19,600 foot aiming point identification error was made by the observer. The observer did not follow the prescribed procedures for completion of a IIIA target bomb run.

10. Crew R-65: Unreliable RBS score at St. Louis. The cause of unreliable score was synchronization.

11. Crew R-68:

a. Gross Error RBS score at Omaha. A tone malfunction occured at bomb release and the tone did not cut off automatically. The observer did not use manual cut off procedure as outlined in T.O. 1L-A7B-1 in the Observers Post Release Check. The tone was not cut off until after the aircraft departed the RBS plotting board range.

b. Gross Error RBS score at St. Louis. The auto tone cut off was checked between the Omaha run and this run. No malfunction was noted. At St. Louis the tone again failed to cut off automatically and the crew stated that approximately seven (7) seconds delay was made before the tone was cut off manually. Again, this is not consistent with current directives.

c. RBS air abort at Binghampton. The crew elected to abort this run after receiving gross errors at both previous targets. The auto tone cut off was again checked prior to this run and no malfunctions were noted. The aircraft history showed previous intermittent tone malfunction. A&E is changing the tone solenoid and completely inspecting the complete auto tone release circuit.

12. Crew R-70: Crew R-70 aborted the navigation leg due to a AA-7A true heading malfunction. The cause of the malfunction was failure of the aero heading amplifier. This amplifier is replaceable in flight and should have been repaired by use of in-flight maintenance procedures. The observer's decision to abort for the above noted malfunction is not justifiable.

13. Crew L-71: Crew L-71 experienced stab unit malfunctions and overflew the first target. Prior to reaching the second target the Left Hand Alternator failed and caused radar failure. The cause of the Stab unit malfunction was the Ø synchro bearing was locked. Failure of the PP259 was the cause of the radar failure.

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Final Mission Summary Report Pace Setter VI

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A CERTIFIED TRUE COPY

John T. Halbert

John T. Halbert
1/Lt USAF

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HEADQUARTERS STRATEGIC AIR COMMAND
UNITED STATES AIR FORCE
OFFUTT AIR FORCE BASE, NEBRASKA

DX 2 January 1957

SUBJECT: Training Responsibilities During Special Upgrading Period, 818th Air Division

TO: Commander
Eighth Air Force
Westover Air Force Base, Massachusetts

1. In accordance with SAC Programming Plan 5-57, dated 30 July 1956, the 58th and 307th Bombardment Wings and the 98th and 307th Air Refueling Squadron of the 818th Air Division, Sinc In Air Force Base, Nebraska will conduct special training from 1 March to 1 July 1957. The purpose of this program is to provide the units with a four month special upgrading period for advancing non-ready crews to a combat Ready status. During this special upgrading period, each unit will continue to maintain its present assignments in the Emergency War Plan, and the ready crews already assigned must be given sufficient training to maintain their proficiency.

2. Sufficient rated officer personnel have been assigned to the 818th Air Division to permit the formation of at least sixty-six crews in each bombardment wing and thirty crews in each air refueling squadron. Levies should be allocated by the numbered air force in such a manner to preclude depletion of crew resources prior to the special upgrading period. There is a SAC-wide shortage of flight engineers; therefore, priority will be given to the 818th Air Division by your headquarters. When the flight engineer requirements in the 818th Air Division are met, priority will be given to the next Eighth Air Force unit scheduled for build-up.

3. The following policies will apply to the units assigned to the 818th Air Division during this special upgrading period.

a. The units will be relieved from the requirements of SAC Regulation 50-8 and all other commitments, special projects, etc. Emphasis will be placed not only on upgrading non-combat ready crews to combat ready status, but also on retaining the capability of present combat crews.

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DO, Subj: Training Responsibilities During Special Upgrading Period, 818th Air Division

b. for the training quarter(s) that units are relieved from the requirement of SAC Regulation 50-3, no scores will be computed in the Operations Section of the SAC Management Control Systems. Units will be scored on the items contained in SAC Technical Pamphlet 170-1, and performance in those areas will be published in the Management Control Statements. Units for which no operations score is computed will be excluded when determining relative wing standings under the Management Control System.

c. The probationary requirements contained in SAC Regulation 51-26 will apply during the period provided for crew upgrading. However, crews will only be monitored by this headquarters and not put on probation for the quarters ending 31 March and 31 July 1957. The crews will be subject to probation required by SAC Regulation 51-26 for the quarter ending 30 November 1957.

d. During upgrading, the 93th and 307th Bombardment Wings will not be required to send crews TDY to the 3908th Strategic Evaluation Group. However, the crew quotes originally assigned to the above cited units will be reallocated to other organizations assigned to your command. Combat ready crews from other units may be scheduled for evaluation if all available lead and select crews have current evaluations.

e. During the period designated for crew upgrading, the 818th Air Division may reorganize the assigned crews in order to insure maximum combat readiness. However, when crew changes occur, the provisions of Annex II and Annex III, SAC Regulation 51-4, will apply. Maximum crew stability should be maintained whenever practicable.

f. Regular Air Training Reports, RCS: SAC T-12, will be submitted. In addition, reports on the progress of the upgrading program will be included in the Wing Commander's Remarks Section of the Air Training Report. This report will include:

(1) Number of combat ready crews assigned on the "as of" date of the report.

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DO, Subj: Training Responsibilities During Special Upgrading Period, 818th Air Division

(2) Number of non-combat ready crews assigned on the "as of" date of the report.

(3) Number of E crews assigned on the "as of" date of the report.

(4) Projected combat ready date of each non-combat ready and E crew by crew number.

(5) Difficulties encountered in the upgrade program and in maintaining proficiency of combat ready and above category crews.

(6) Recommendations that will aid future units during the special upgrading periods.

g. Any special problems which may occur that require immediate assistance by the numbered air force or this headquarters should be forwarded on a priority basis. These special problems will also be included in the routine reports required by paragraph 3f, above.

4. Action will be initiated to develop a detailed plan for this period which will result in the maximum number of non-combat ready crews being upgraded to combat ready status without excessive regression of the combat ready and above category crews. The minimums required by SAC Regulations 51-19 and 50-4 will be the minimums a non-combat ready crew must accomplish prior to being upgraded to combat ready status. The minimums required items for developing the detailed plan. Either the numbered air force or the 818th Air Division may prepare the plan described above; however, action will be taken by the numbered air force to aggressively monitor this upgrading program.

5. An information copy of this letter is being forwarded the 818th Air Division.

BY ORDER OF THE COMMANDER-IN-CHIEF:

Copy Furnished:
818AD

ROBERT H. TENDRILL
Major General, USAF
Director of Operations

THIS IS A CERTIFIED TRUE COPY:

VAUGHAN C. STEVENS
Major, USAF

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307th Bombardment Wing

LONE DOZEN

13 & 27 FEB 1957

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MASS AIR REFUELING (13 February 1957)

CREW MISSION FLIMSY (LOCAL TIME)

FORM POSITION	ACFT NO	CALL SIGN	ACFT COMDR	STA TIME	START ENGINES	TAXI TIMES	TAKE-OFF	FORM IAS	FORM ALT	RDZ POINT	RDZ ETA	ZI-CR PLAN	TANKER "ICEMAN"
Blue Ldr	240	39	HOOVER	1400	1630	1645	1700	240	20M	38/52N 100/23W	1852	Alpha Cora	
2	236	10	BROOKS	1400	1630	1646	1701	250	20.5M		1852		
3	208	11	CROOK	1400	1630	1647	1702	260	21M		1852		
4	243	32	HOFMAN	1400	1630	1648	1703	270	21.5M		1852		
5	—	—	———	1400	1630	1649	1704	280	22M		1852		
Red Ldr	223	55	TERRY	1400	1645	1700	1715	240	20M	39/00N 101/00W	1909	Alpha Ann	
2	910	57	HOLDEN	1400	1645	1701	1716	250	20.5M		1909		
3	244	65	MYERS	1400	1645	1702	1717	260	21M		1909		
4	917	62	BOUDREAUX	1400	1645	1703	1718	270	21.5M		1909		
5	—	—	———	1400	1645	1704	1719	280	22M		1909		
White Ldr	143	24	CLARK	1400	1500	1715	1730	240	20M	39/08N 101/37W	1925	Alpha Betty	
2	210	15	TRUDEAU	1400	1500	1716	1731	250	20.5M		1925		
3	227	40	AMES	1400	1500	1717	1732	260	21M		1925		
4	902	33	WILLIAMS	1400	1500	1718	1733	270	21.5M		1925		
5	—	—	———	1400	1500	1719	1734	280	22M		1925		

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1. BRIEFINGS:

   a. General: All crews - Wing Briefing Room 900, 12 Feb 1957.

   b. Specialized: Pilots - Wing Briefing Room following General Briefing

      Observers - Target Study Room following General Briefing

      KC-97 Crews - AREFS Briefing Room

   c. PRE-To-Weather: At Base Operations. B-47 crews and Tanker cell leaders 1500, KC-97 Crews 1530, 13 Feb 57.

2. AIR TRAINING REQUIREMENTS:

   a. 1 Night Mass Refueling

   b. 1 Electronic Rendezvous

   c. 1 Night Grid Celestial Navigation Mission

   d. 1 PLOP Navigation Leg

   e. 1 Night Celestial Leg

   f. High Level Formation

   g. Air Weapons Mission

   h. M-19 drop for selected crews

   i. Gunnery fire-out

   j. Depressurized Flying

3. DANGER AREAS:

   a.

NUMBER	NAME	EFF ALTITUDE	TIME USED
R-343	Gray AFB, Texas	Unltd	Unltd
R-230	Camp Polk	50,000	Unltd
W-377	Lake Charles	Unltd	Days
R-168	Sarasota, Fla.	Unltd	Unltd
W-470	Moody AFB, Ga.	Unltd	Unltd

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NUMBER	NAME	EFF ALTITUDE	TIME USED
R-161	Jacksonville, Fla.	Unltd	Unltd
R-469	Moody AFB, Ga.	25 thru 30	SS-SR
R-339	Townsend, Ga.	50,000 MSL	Days
R-159	Camp Stewart, Ga.	40,000	Unltd
R-109	Wilmington, Ohio	Unltd	Unltd

b. Planned track does not traverse any of the above danger areas, however, caution should be excerised to prevent violations.

4. TACTICS:

a. A normal take-off and acceleration of two (2) minutes prior to turn will be used, for cell join up.

b. Climb will be made to a base altitude of 20M at 96% power. Basic Flight Formation will be assumed at this altitude. At form-up, cell leader will announce time to start climb to briefed altitude, in accordance with the tactical doctrine. Basic flight Formation will be maintained to cell ICP at which time normal refueling cell will be formed prior to point of descent.

5. REFUELING INFORMATION:

a. Off Load — Required 33,000# Minimum - 6000#

b. Altitude — 15,000 Feet Base

c. Initial Control Points:

(1) Blue Cell — 41/14N 99/23W

(2) Red Cell — 41/23N 100/02W

(3) White Cell — 41/32N 100/35W

d. Orbit Points:

(1) Blue Cell — 39/48N 99/59W

(2) Red Cell — 39/57N 100/37W

(3) White Cell — 40/06N 101/13W

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e. Rendezvous Point:

		ETA
(1) Blue Cell	38/52N 100/23W	1852L
(2) Red Cell	39/00N 101/00W	1909L
(3) White Cell	39/08N 101/37W	1925L

f. Refueling Track:

All Cells	197° True

g. If refueling is missed, aircraft will return to Lincoln and contact 307th Control for further instructions.

h. Communications Rendezvous Plan: ZI-Alpha. Blue Cell will use CR-PLAN "Cora", Red Cell - CR-PLAN "Ann" and White Cell - CR-PLAN "Betty".

6. ALTERNATE AIRFIELDS:

a. The following airfields will be used as weather alternates for Lincoln. Only those that can be reached with a reserve of 12,000 pounds over the base are listed.

	MAG HEADING	DISTANCE
Smoky Hill AFB, Kansas	188°	127NM
Whiteman AFB, Mo.	125°	190NM
Altus AFB, Okla.	187°	380NM
Little Rock, Ark.	143°	420NM
Forbes AFB, Kansas	145°	126NM
Ellsworth AFB, S.D.	294°	335NM

7. ENROUTE EMERGENCY AIRFIELDS:

a. As listed in the route section of the Communications portion of this flimsy.

8. ROUTES AND ALTITUDES: Are as specified in SAC Form 1. All altitudes are for the #2 aircraft in cell formation.

9. NAVIGATION:

a. All aircraft will pre-flight APN-76 with Guinea Pig. Only lead aircraft will check RNDZ channel before start climb point on departure from Lincoln.

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b. Normal preflight and "Turn On" procedures will be used by observers.

c. Cells will navigate to orbit point area from a minimum distance of 300NM after last radar fix. Leaders will accomplish the rendezvous to a minimum of one-half mile of the tanker by purely electronic means.

d. Celestial Grid, PLOP and Radar Navigation procedures will be adhered to as briefed in specialized briefing.

(1) Night Grid Celestial, Night Celestial and PLOP Leg will be scored by scope photographs.

(2) In no case will cell tactics be jeopardized in attempting to obtain celestial credit.

e. A Nite Celestial Navigation leg and a pressure pattern navigation leg will be started at Lake Charles, La. and will terminate at Coast In Point, 29/09N 83/02W. It is desired that those observers needing both of these types of missions gain credit for both on this portion of the mission. Minimum requirements for this leg will be:

NITE CELESTIAL NAV LEG	PRESS PAT NAV LEG
6 Celestial LOPs for follow	4 Pressure lines of pos.
(8 celestial LOPs for lead)	
1 Celestial Wind	
1 true heading check	

f. Immediately after the turning point (2500N, 8800W) of this navigation legs, upon command of the cell leader, cell will assume line abreast formation (#3, #1, #2, #4 from left to right) for gunnery fire out and bomb drop. All safety precautions will be observed, guns will be fully depressed, fire out and release will be upon command of the cell leader only, and only if visual conditions exist to the surface.

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g. A nite grid celestial navigation leg will start at Anderson, S.C. and terminate over the center of Des Moines, Iowa. Minimum requirements for this leg will be:

5 celestial LOPs

4 true heading checks

At least one (1) celestial grid wind

Use of proper camera procedures for photo scoring of leg.

h. Caution will be exercised to maintain track on radar nav legs from Coast In to Anderson, S.C. in order to prevent overfly of danger areas R-159, R-469 and R-161.

i. Crews flying celestial legs in cell formation may use celestial observations or fixes obtained by other crews in the same cell; however, those observations or fixes will be in addition to, and not in lieu of, minimums established for the type of mission being flown.

10. M-19 INFORMATION: Those aircraft in each cell carrying M-19 weapons will complete bomb run check lists prior to Lake Charles, La. and immediately after TP 25/00N 88/00W upon order of cell leader will complete this drop. Cell leaders are responsible for assuring that radar clearance is maintained during the release.

11. In case of aircraft abort, the leader will be notified and clearance will be obtained from ARTC as soon as possible. The clearance will be requested for an altitude 2000' above or below the block reservation. It will be up to the discretion of the aircraft commander as to the intended base of landing based on the nature of the emergency and fuel available.

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12. HIGHEST TERRAIN ENROUTE:

a. Mt. Mitchell, North Carolina — 6684 feet

b. Rocky Mountain Range — 14,500 feet

13. CELL BREAK-UP PROCEDURES:

a. At cell ICPs, each cell will reform into refueling cell formation prior to point of descent.

14. FLYING SAFETY:

a. Flying Safety considerations are paramount and will take precedence over all mission accomplishments.

b. All A/Cs will insure they have survival kits, life rafts, mae wests and water survival R-1 suit (MK-6 suits if available) for each crew member.

c. Each A/C will insure that all crews are thoroughly briefed on ditching and crash landing procedures.

d. Briefed route/altitudes will be flown at all times unless flying safety requirements demand a change. If such a change is made, clearance will be obtained from the nearest radio facility prior to departure from briefed route/altitude.

15. DEBRIEFING: Report to Squadron Ops - Turn in the following:

a. SAC Form #1 (Nav & Pilots)

b. SAC Form #157

c. SAC Form #190

d. AF Form #781

e. Nav Charts

f. Pre-comp Forms
g. Radio Logs
h. Mission Accomplishment Forms.

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21. REMARKS SECTION, FORM #175

DUMMY CARGO, ONE FACTOR DUMMY, DELTA.

_____ PERSONNEL IN FORWARD COMPARTMENT.

_____ GALLONS OF FUEL.

_____MISSION, _____CELL, NUMBER _____

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COMMUNICATIONS GENERAL

a. CAA REPORTING: Cell leader will make CAA position reports or designate aircraft in his cell to make reports. NO OTHER AIRCRAFT WILL MAKE CAA POSITION REPORTS.

b. IFF: IFF will be operated in accordance with SAC Reg 55-23 as amended.

c. AUTHENTICATION: Will be in accordance with the current edition of KAC-1 ( ) T/SEC.

d. EMERGENCY PROCEDURES: Will be in accordance with ACP's 130 & 135, current Radio Facility Charts and Supplementary Flight Information Documents.

e. SAC MONITORING PROCEDURE ALPHA: Will be in effect throughout the mission.

f. HF/UHF CHANNELIZATION : Will be in accordance with current pilots's flip cards and/or current Radio Facility Charts.

g. All aircraft will insure that the AN/ARC-27 UHF selector switch is in Transmit-Receive plus Guard (TR/G) position at all times.

h. SAC Manual 100-1, C/R Plan

C/R Plan will be ZI Alpha

Red Cell - ZI Alpha Ann

Blue Cell - ZI Alpha Betty

White Cell - ZI Alpha Cora

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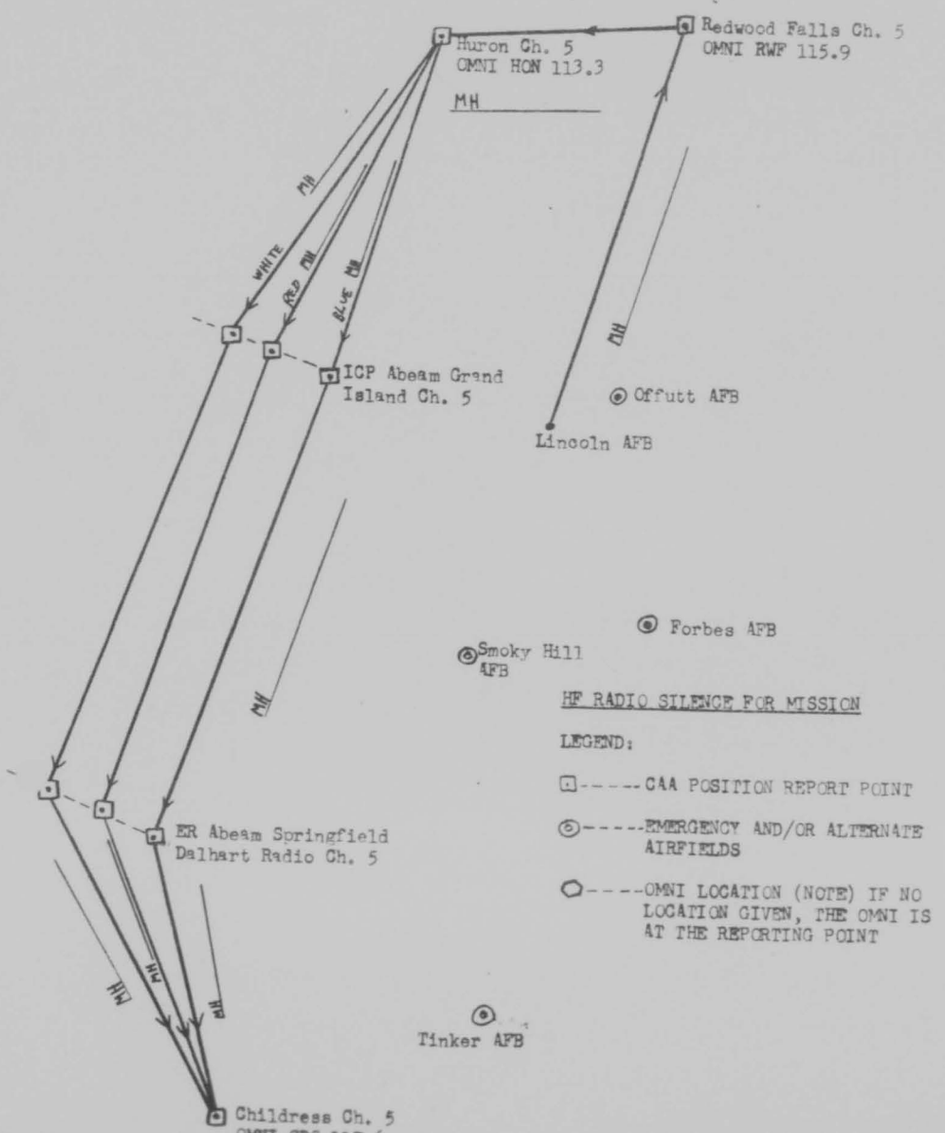

HF RADIO SILENCE FOR MISSION

LEGEND:

- CAA POSITION REPORT POINT
- EMERGENCY AND/OR ALTERNATE AIRFIELDS
- OMNI LOCATION (NOTE) IF NO LOCATION GIVEN, THE OMNI IS AT THE REPORTING POINT

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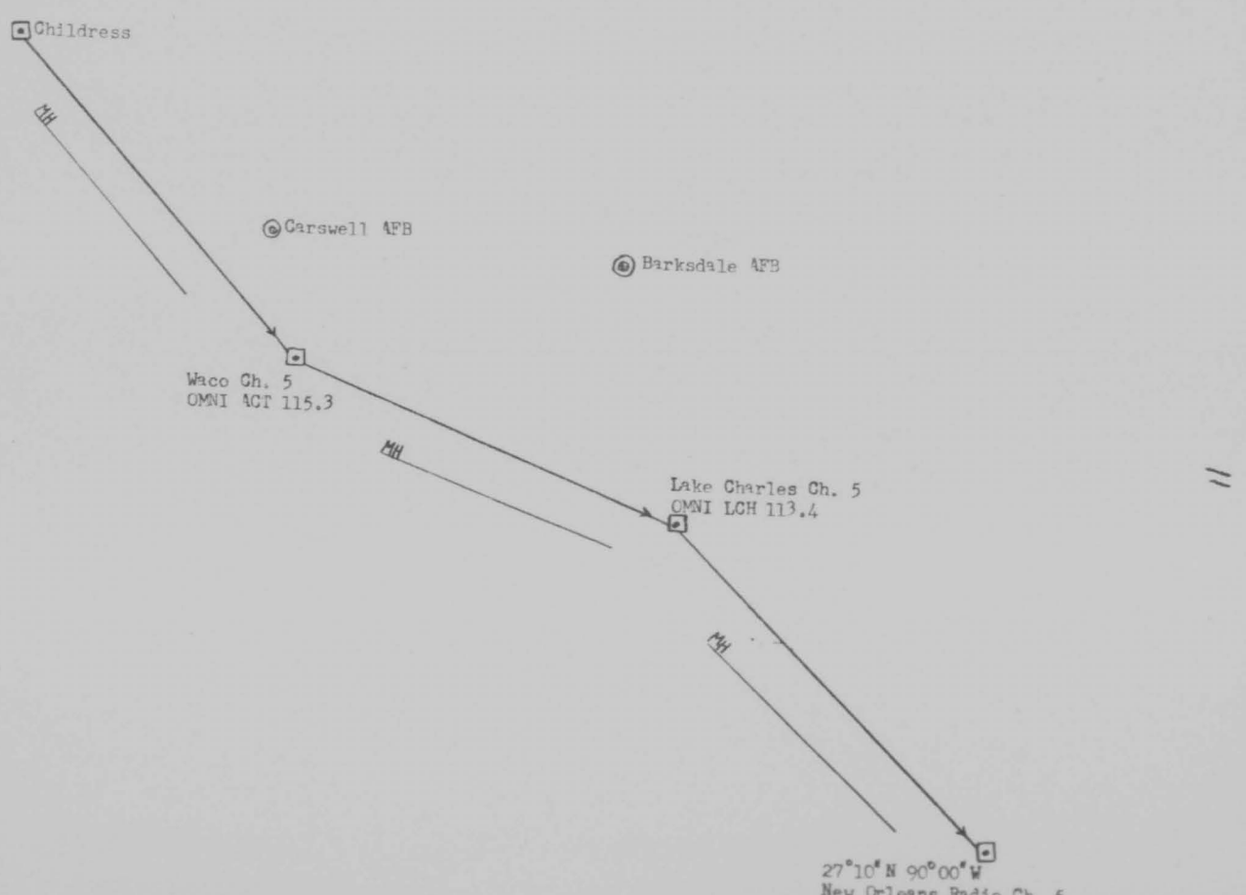

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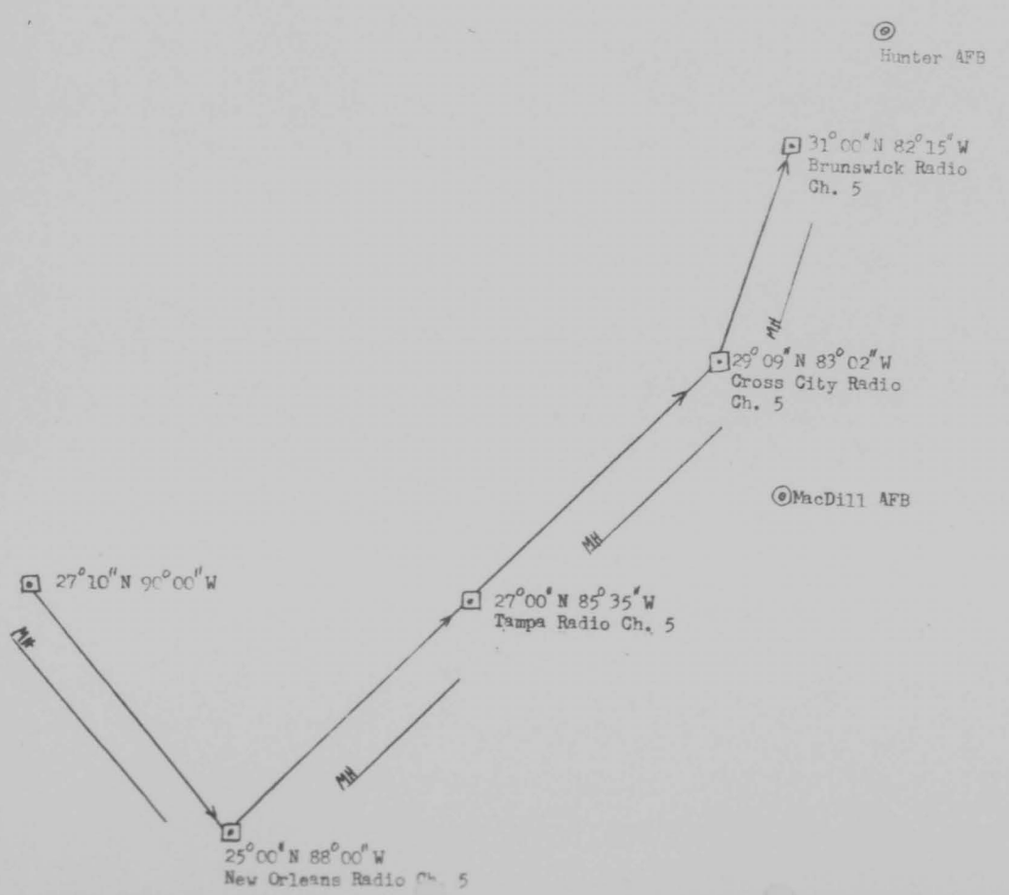

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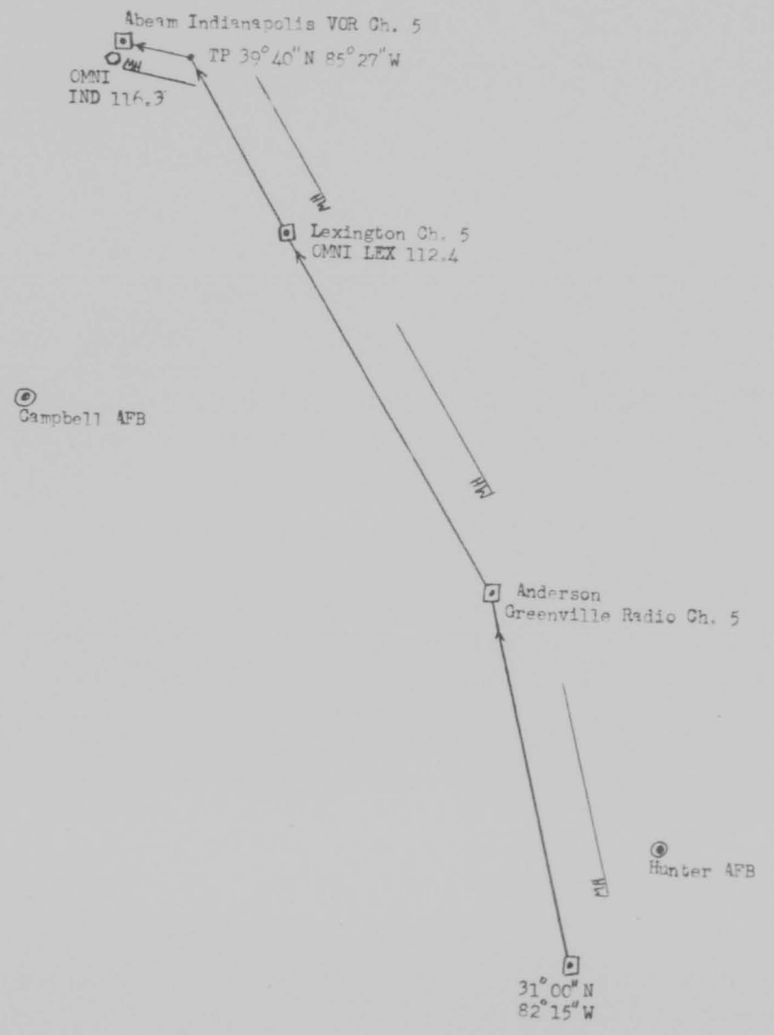

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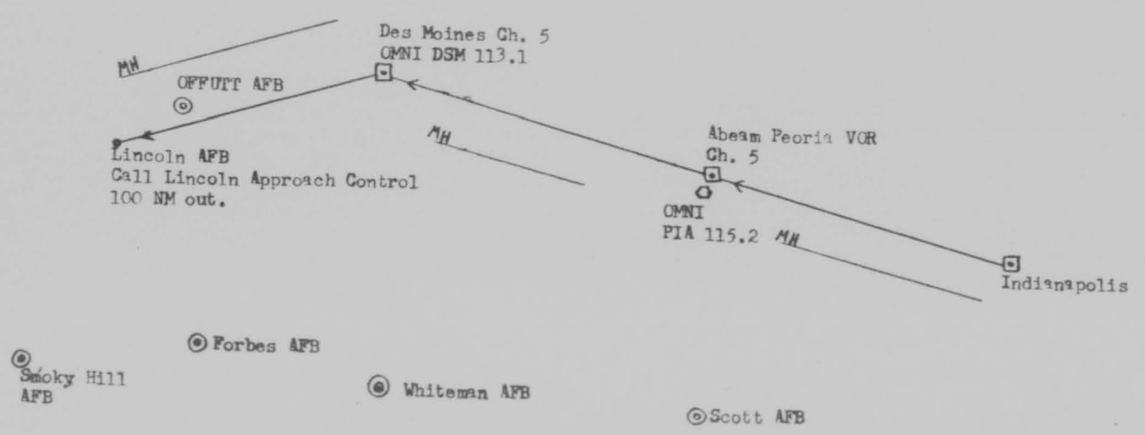

Forbes AFB

Smoky Hill AFB

Whiteman AFB

Scott AFB

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MISSION FLIGHT PLAN

O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	2nd BW	B-47			

	POUNDS				POUNDS		
ACFT BASIC				BOMBS			
CREW				AMMO			
OIL				WATER AUG			
ATO				STATIC		NR FULL ATO REQUIRED	
RACK				START ENGINES AND TAXI FUEL ALLOWANCE		NR EMPTY ATO REQUIRED	
EXT TANKS WEIGHT (Empty)				TAKE-OFF GROSS		ATO FIRING SPEED	
MISCELLANEOUS							
CHAFF							
OPERATING		TOTAL FUEL					

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
TAKE-OFF DISTANCE		TAKE-OFF SPEED
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM: Lincoln AFB, Nebr. / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
St. Eng. - Taxi											10	:03	10			
Take Off - Accel.											10	:03	10			
Level Off			280/55								82	:12	79			
42/21N 96/12W	CL	020	-8	012	-10	002	21.5M		395	399	92	:15	89			
St. Climb											123	:22	122			
44/16N 95/15W	CR	020	-9	011	-9	002	21.5M		330	334	215	:37	211			
TP Redwood Falls VOR											13	:02	11			
44/28N 95/07W	CL	020	-9	011	-8	003	22.5M		330	334	228	:39	222			
Level Off											61	:10	59			
44/38N 96/13W	CL	260	+3	263	-8	255	31M		407	355	289	:49	281			
TP Huron VOR			275/60								86	:14	85			
44/22N 98/13W	CR	260	+3	263	-9	254	31M		420	370	375	1:03	366			
ICP											196	:30	210			
41/23N 100/02W	CR	203	+8	211	-11	200	32M		420	398	571	1:33	576			
St Descent											90	:13	91			
39/57N 100/37W	CR	197	+8	205	-11	194	32M		420	405	661	1:46	667			
RNDZ			280/55								60	:08	60			
39/00N 101/00W	DS	197	+7	204	-12	192	15.5M		480	470	721	1:54	727			
ER-TP											119	:27	119			
37/06N 101/43W	CR	197	+11	208	-12	196	15.5M		275	265	840	2:21	846			
ON LOAD																
Level Off											101	:13	93			
35/34N 100/57W	CL	151	+6	167	-11	156	30M		430	465	941	2:34	939			
TP Childress VOR			270/75								79	:11	77			
34/22N 100/18W	CR	151	+9	160	-11	149	30M		420	452	1020	2:45	1016			
TP Waco Tex.											232	:30	210			
31/33N 97/09W	CR	136	+7	14[illegible]	-10	133	31M		420	470	[illegible]80	3:15	1259			

SAC FORM 15 APR 56 1a FC: 2720

ALTITUDES ARE FOR #2

Air Force-SAC, Offutt O-1049(36)

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RED CELL

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM Waco, Texas / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
TP Lake Charles			270/75								220	:27	190			
30/13N 93/13W	CR	111	+5	116	-8	108	32M		420	489	1500	3:42	1449			
TP			265/80								407	:53	371			
25/00N 88/00W	CR	140	+9	149	-7	142	33M		420	462	1907	4:35	1820			
TP Coast In											363	:45	316			
29/09N 82/02W	CR	048	-7	041	-4	037	34.5M		420	482	2270	5:20	2136			
TP			270/80								117	:16	112			
31/00N 82/15W	CR	020	-10	010	-1	009	34.5M		420	441	2387	5:36	2248			
TP Anderson SC											210	:31	218			
34/30N 82/40W	CR	354	-11	343	-1	342	35M		420	405	2597	6:07	2466			
TP											339	:53	372			
39/40N 85/27W	CR	336	-10	326	0	326	36.5M		420	392	2936	7:00	2838			
TP Des Moines, Ia.											384	1:07	469			
	CR	286	-3	283	-4	279	38M		420	342	3320	8:07	3307			
											151	:26	182			
Lincoln AFB, Nebr	CR	255	+3	258	-9	249	38.5M		420	343	3471	8:33	3489			
												:20				
Descend and Land												8:53				

SAC FORM 15 APR 56 1b FC: 2720

Air Force-SAC, Offutt O-1050(56)

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MISSION FLIGHT PLAN | O. G. AND NICKNAME | UNIT 307BW | TYPE ACFT B-47 | WAVE | CELL CALL SIGN | REMARKS

	POUNDS				POUNDS			
ACFT BASIC				BOMBS			RUNWAY	
CREW				AMMO			PRESSURE ALT / LENGTH / AIR TEMP	
OIL				WATER AUG				
ATO				STATIC		NR FULL ATO REQUIRED	CRITICAL FIELD LENGTH / CRITICAL AIR TEMP	
RACK								
EXT TANKS Weight (Empty)				START ENGINES AND TAXI FUEL ALLOWANCE		NR EMPTY ATO REQUIRED	TAKE-OFF DISTANCE / TAKE-OFF SPEED	
MISCELLANEOUS								
CHAFF			TOTAL FUEL				CRITICAL WIND COMPONENT	
OPERATING				TAKE-OFF GROSS		ATO FIRING SPEED	1ST LEG / 2ND LEG / 3D LEG	

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
LINCOLN															94968	187163
START-TAXI											10	:03	10		4605	4605
T.O. -- ACC											10	:03	10		90363	182558
LO.			280/55								82	:12	79		4800	4800
42/21N 96/12W	CL	020	-8	012	-10	002	21.5M		359	399	92	:15	89		85563	177758
ST. CLIMB											123	:22	122		3755	3755
44/16N 95/15W	CR	020	-9	011	-9	002	21.5M		330	334	215	:37	211		81808	174003
TP - REDWOOD FALLS											13	:02	11		500	500
44/28N 95/07W	CL	020	-9	011	-8	003	22.5N		330	334	228	:39	222		81308	173503
LO.			275/60								61	:10	59		2700	2700
44/38N 96/13W	CL	260	+3	263	-8	255	31M		407	355	289	:49	281		78608	171803
TP - Huron VOR											86	:14	85		2280	2280
44/22N 98/13W	CR	260	+3	263	-9	254	31M		420	370	375	1:03	366		76328	169523
ICP											202	:31	217		5200	5200
41/32N 100/35W	CR	211	+8	219	-11	208	32M		420	390	577	1:34	583		71128	161323
St Descent											90	:13	91		2320	2320
40/06N 101/13W	CR	197	+8	205	-12	193	32M		420	408	667	1:47	674		68808	162003
RDZ			280/55								60	:08	60		700	700
39/08N 101/37W	DS	197	+7	204	-12	192	15.5M		480	470	727	1:55	734		68108	161303
ER - TP											119	:27	119		7775	7775
37/16N 102/22W	CR	197	+12	209	-12	197	15.5M		275	262	846	2:22	853		60333	153528
															33171	33171
ON LOAD															93504	186699
Level Off			280/55								86	:13	91		4700	4700
35/50N 101/22W	CL	148	+5	153	-11	142	30M		430	465	932	2:35	944		88804	181999
TP - Childress VOR			270/75								101	:13	105		3120	3120
34/22N 100/18W	CR	149	+9	158	-11	147	30M		420	455	1048	2:48	1049		85684	178879
TP - Waco											232	:30	210		5940	5940
31/33N 97/09W	CR	136	+7	14[illegible]	-10	133	31M		420	470	1280	3:18	1259		79740	172939

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ALTITUDES ARE FOR #2

Air Force-SAC, Offutt O-1049(56)

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FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
TP – Waco, Texas															79740	172939
TP-LAKE CHARLES 30/13N 93/13W	CR	111	+5	116	-8	108	32M		420	489	220 1500	:27 3:45	190 1449		5230 74510	5230 165709
TP- 25/00N 88/00W	CR	140	265/80 +9	149	-7	142	33M		420	462	407 1907	:53 4:38	371 1820		9275 65235	9275 156434
TP COAST IN 29/09N 83/02W	CR	048	" -7	041	-4	037	34.5M		420	482	363 2270	:45 5:23	316 2136		7750 57485	7750 148684
TP 31/00N 82/15W	CR	020	270/80 -10	010	-1	009	34.5M		420	441	117 2387	:16 5:39	112 2248		2800 54685	2800 145884
TP ANDERSON SC 34/30N 82/40W	CR	354	-11	343	-1	342	35M		420	405	210 2597	:31 6:10	218 2466		5260 49425	5260 140624
TP 39/40N 85/27W	CR	336	-10	326	0	326	36.5M		420	382	339 2936	:53 7:03	372 2838		8325 41100	8325 132299
TP DES MOINES	CR	286	-3	283	-4	279	38M		420	342	384 3320	1:07 8:10	469 3307		9800 33300	9800 122499
LINCOLN	CR	255	+3	258	-9	249	38.5M			343	151 3471	:26 8:36	182 3489		3600 29700	3600 118899
DES & LAND												:20 8:56			4000 25700	4000 114899

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MISSION FLIGHT PLAN	O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
			307BWg	B-52			

	POUNDS			POUNDS			RUNWAY		
ACFT BASIC			BOMBS				PRESSURE ALT	LENGTH	AIR TEMP
CREW			AMMO						
OIL			WATER AUG				CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO			STATIC		NR FULL ATO REQUIRED				
RACK							TAKE-OFF DISTANCE	TAKE-OFF SPEED	
EXT TANKS WEIGHT (Empty)			START ENGINES AND TAXI FUEL ALLOWANCE		NR EMPTY ATO REQUIRED				
MISCELLANEOUS							CRITICAL WIND COMPONENT		
CHAFF		TOTAL FUEL	TAKE-OFF GROSS		ATO FIRING SPEED		1ST LEG	2ND LEG	3D LEG
OPERATING									

PRE-FLIGHT PLAN

FROM ROUTE	FLT COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	 GROSS WT
Lincoln AFB, Nebr																
St Taxi & T.O.																
											10	:02	10			
Level Off			280/55								62	:12	79			
42/21N 96/12W	CL	020	-8	012	-10	002	21.5M		395	399	92	:15	89			
St Climb			280/55								123	:22	122			
44/16N 95/15W	CR	020	-9	011	- 9	002	21.5M		330	334	215	:37	211			
TP - Redwood Falls VOR			280/55								13	:02	11			
44/28N 95/07W	CL	020	-9	011	- 8	003	22.5M		330	334	228	:39	222			
Level Off			280/55								61	:10	59			
44/38N 96/13W	CL	260	+3	263	- 8	255	31M		407	355	289	:49	281			
TP - Huron VOR			275/60								86	:14	85			
44/22N 98/13W	CR	260	+3	263	- 9	254	31M		420	370	375	1:03	366			
ICP			275/60								195	:28	196			
41/14N 99/23W	CR	194	+8	202	-11	191	32M		420	408	570	1:31	562			
St Descent			275/60								90	:13	91			
39/48N 99/59W	CR	197	+7	204	-11	193	32M		420	405	660	1:44	653			
RDZ			280/55								60	:08	60			
38/52N 100/23W	DS	197	+6	203	-11	192	15.5M		480	472	720	1:52	713			
ER			280/55								119	:27	119			
36/58N 101/07W	CR	197	+11	208	-11	197	15.5M		275	265	839	2:19	832			
ON LOAD																
Level Off			280/55								98	:13	93			
35/25N 100/38W	CL	165	+7	172	-11	161	30M		430	452	937	2:32	925			
TP-Childress VOR			270/75								64	:09	56			
34/22N 100/18W	CR	165	+10	175	-11	164	30M		420	435	1001	2:41	981			
TP Waco, Tex.			270/75								232	:30	210			
31/33N 97/09W	CR	136	+7	143	-10	133	31M		420	470	280	3:11	1259			

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Air Force-SAC, Offutt 0-1049(36)

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MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
Waco, Texas																
TP Lake Charles			270/75								200	:27	190			
30/13N 93/13W	CR	111	+5	116	-8	108	32M		420	489	1500	3:38	1449			
TP			265/80								407	:53	371			
25/00N 88/00W	CR	140	+9	149	-7	142	33M		420	462	1907	4:31	1820			
TP Coast In			265/80								363	:45	316			
29/09N 82/02W	CR	048	-7	041	-4	037	34.5M		420	482	2270	5:16	2136			
TP			270/80								117	:16	112			
31/00N 82/15W	CR	020	-10	010	-1	009	34.5M		420	441	2387	5:32	2248			
TP Anderson SC											210	:31	218			
34/30N 82/40W	CR	354	-11	343	-1	342	35M		420	405	2597	6:03	2466			
TP											339	:53	372			
39/40N 85/27W	CR	336	-10	326	0	326	36.5M		420	382	2936	6:56	2838			
TP Des Moines, Ia.											384	1:07	469			
	CR	286	-3	283	-4	279	38M		420	342	3320	8:03	3307			
											151	:26	182			
Lincoln AFB, Nebr	CR	255	+3	258	-9	249	38.5M		420	343	3471	8:29	3489			
												:20				
Descend and Land												8:49				

SAC FORM 15 APR 50 1b FC: 2720

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25 Jan 57

COLDRADIV 818 LINCOLN AFB, NEBR

COMAF 8 WESTOVER AFB, MASS

/UNCLASSIFIED/307 DOI 1-1326. ATTN: DOT2. REFERENCE YOUR MESSAGE DOT2 DATED 22 JAN 57. REQUEST CONSIDERATION FOR A SPECIAL QUOTA OF ONE (1) TO THE RAMEY AFB SEA SURVIVAL SCHOOL. CAPT BILL F. FRANCIS, AO1857564, TOP SECRET FINAL, AFSC 2054, IS A GRADUATE OF STEAD SCHOOL AND FORMER SENIOR INSTRUCTOR AT THE FIFTH AIR FORCE EVASION AND SURVIVAL SCHOOL IN KOREA. SUBJECT OFFICER VOLUNTEERS. CREWS WILL RECEIVE MAXIMUM BENEFIT FROM CAPT FRANCIS' ATTENDANCE AS HE IS WING SURVIVAL INTELLIGENCE OFFICER.

Bill F. Francis

CERTIFIED TRUE COPY

BILL F. FRANCIS
CAPT, USAF

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FM COMAF 8 WESTOVER AFB, MASS
TO COMAIRDIV 818 LINCOLN AFB, NEBR

DOI1-1326 DATED 25 JANUARY 1957. AP ROVAL GRANTED TO SEND CAPTAIN FRANCIS TO ABOVE SCHOOL AS PER YOUR REQUEST. AS ONLY ONE QUOTA IS AVAILABLE FOR YOUR STATION, RECOMMEND THAT CAPTAIN FRANCIS BE UTILIZED FOR INSTRUCTION IN BOTH WINGS WHEN REQUIRED. REPORTING INSTRUCTIONS WILL BE PROVIDED AS SOON AS RECEIVED FROM SAC.
BT
30/2046Z JAN RJEPEO

Bill F. Francis

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BILL F. FRANCIS
CAPT, USAF

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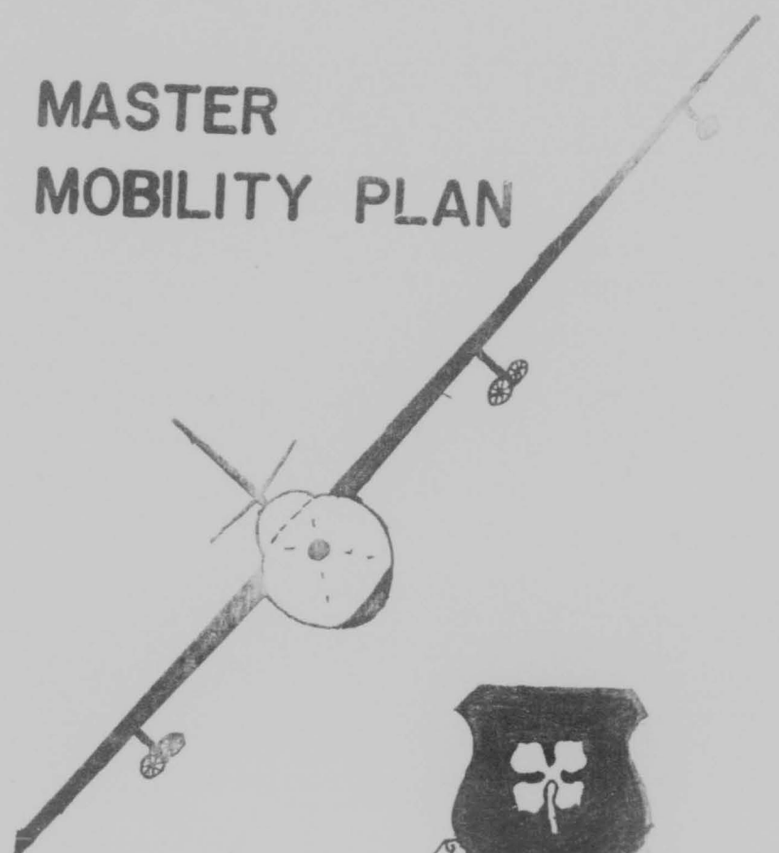
MASTER MOBILITY PLAN



307TH BOMBARDMENT WING (M)

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NOTICE: This Mobility Plan supercedes all previous publications compiled by the 307th Bombardment Wing Logistics Section. All copies of previous mobility plans, annexes, instructions, etc., should be destroyed.

FOR OFFICIAL USE ONLY (SEE AFR 190-16).

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

307 DML 15 February 1957

SUBJECT: 307th Bombardment Wing (M) Mobility Plan

TO: See Distribution

1. Contained herein is the Mobility Plan of the 307th Bombardment Wing (Medium).

2. This Plan supersedes Mobility Plans published prior to 15 February 1957.

3. The following publications were used as guides in the preparation of this plan.

a. SAC Manual 400-1 - SAC Mobility Plan
400-1a - Air Echelon and Staging Team
400-1b - Tables B-47 Wings, Air Echelon and Staging Team Tables - KC-97 Squadron
400-2 - Task Force Organization and Procedures
76-1 - Transportation Officers Mobility Manuel

4. This plan is published for the information and guidance of all units of this Command and units of the Air Base Group so designated within this plan.

FOR THE COMMANDER:

OFFICIAL:

EARLAN L SEAWARDS
Captain, USAF
Adjutant

Earlan L Seawards
EARLAN L SEAWARDS
Captain, USAF
Adjutant

DISTRIBUTION

11 Comdr 8AF	2 Hq Sq Sec	2 Comdr 818 Hq Sq
2 Comdr 818AD	5 Comdr 307 ARS	2 Comdr 818 Ops Sq
1 Comdr 307BW	5 Comdr 370 BS	2 Comdr 818 Sup Sq
1 Adj 307BW	5 Comdr 371 BS	2 Comdr 818 FS Sq
1 Comptr 307BW	5 Comdr 372 BS	2 Comdr 818 Instl Sq
2 D/P 307BW	5 Comdr 307 A&E	2 Comdr 818 AP Sq
1 D/S 307BW	5 Comdr 307 FM Sq	2 Comdr 818 MV Sq
3 D/O 307BW	5 Comdr 307 PM Sq	1 Comdr 2nd Wea Sq
3 D/M 307BW	2 Comdr 307 Tac Hosp	4 File
2 Comdr 98BW	5 Comdr 818 ABG	

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

Each member of the 307th Bombardment Wing (M) is aware of the great amount of effort and expense required to equip and train this wing for its primary mission which is to launch immediate and effective strikes against any assigned target anywhere, any time. This tremendous effort will go for naught unless we develop and maintain a capability for mobility, for this is the essential and prime factor involved in the successful accomplishment of our mission.

The squadron commanders and squadron mobility officers must insure that they are fully conversant with the mobility requirements of their units and that their individual must know what he has to do, when he has to do it and how his duties contribute to the readiness status of the entire Wing. A high degree of readiness will determine in the final analysis our effectiveness as a combat organization.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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PART II PERSONNEL

PART III MATERIEL

PART IV RECAPITULATIONS

PART V STANDARD OPERATING PROCEDURES

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PART I

GENERAL INSTRUCTIONS

Refer to SAC Manual 400-1,
SAC Mobility Manual, dated
October 1956, as Amended.

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PART II

PERSONNEL

Refer to applicable Sections
of NAC Manual 400-1A and 1B,
as Amended.

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PART III

MATERIEL

Refer to applicable Sections
of SAC Manuals 400-1A and 1B,
as Ammended.

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PART IV

RECAPITULATION SHEETS

30 AIRCRAFT B-47 POST STRIKE TEAM

OPLAN 40-57

20 AIRCRAFT KC-97 TURNAROUND TEAM

OPLAN 40-57, 55-57

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PART IV

LOADING PLAN INDEX

Chapter A	General
Chapter B	Post Strike Team Tactical Squadron Requirements.
Chapter C	Recapitulations;
Section 1	Post Strike Team , Personnel, OPLAN 40-57.
Section 2	Post Strike Team, Materiel, OPLAN 40-57.
Section 3	KC-97 Turnaround Team - Personnel OPLAN 40-57.
Section 4	KC-97 Turnaround Team - Materiel OPLAN 40-57.
Section 5	KC-97 Turnaround Team - Personnel Unit Aircraft, OPLAN 55-57.
Section 6	KC-97 Turnaround Team - Personnel MATS Aircraft, OPLAN 55-57.
Section 7	KC-97 Turnaround Team - Materiel MATS Aircraft, OPLAN 55-57.
Section 8	Augmentation, 20 Aircraft, KC-97 Turnaround Team, OPLAN 40-57.
Chapter D	Loading Lists, OPLAN 40-57.
Section 1	B-47 Post Strike Team Load Lists.
Chapter E	KC-97 Turnaround Team Load Lists.
Section 1	Unit and MATS Aircraft, OPLAN 40-57.
Chapter F	Loading Lists, OPLAN 55-57.
Section 1	KC-97 Turnaround Team Load List, Unit and MATS Aircraft.

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PART IV

LOADING PLAN

CHAPTER A - GENERAL

1. This part provides listings of personnel by AFSC and squadron and materiel by stock number, nomenclature and organization, required to support current EWP operations. It further provides a plan for the out-loading of personnel and materiel resources. Loading plans are designed to support deployment on unit KC-97 aircraft and MATS or SSS Support aircraft.

2. Varienances in personnel and materiel resource listings contained herein from the basic SAC Manuals 400-1A and 1B, are as directed by higher headquarters.

3. Squadron Commanders will insure that personnel assigned to the Staging Teams listed herein are available for deployment at all times with the required manditory clothing items, mobility equipment, mobility documents, weapons, ammunition and hand tools, when applicable. At least one (1) alternate should be designated for each AFSC required. This arrangement should preclude the probability of not being able to fulfill existing requirements in the event of deployment. Either the principle or the alternate should be available for deployment within one (1) hour and thirty (30) minutes from notice of alert. In the event there are changes to principal designees, Squadron Commanders will forward this information to the Director of Personnel, 307th Bombardment Wing, immediately. Current loading lists, will be changed, and the change forwarded to the Wing Director of Personnnel. Change Letter format is provided as Attachment 1, this Section.

4. Crews are not listed on KC-97 Loading Lists. Basic KC-97 Crew composition is as follows:

1234C	2 each
1534A	1 each
29350	1 each
43350	1 each
43370	1 each

Aircraft Commanders will insure that each crew member deploys with the required moblity clothing and equipment listed in SOP 7 herein, in the event personnel processing of the crew is not possible.

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LETTER FORMAT (Changes)

HEADING
of
Organization

_____
Date

SUBJECT: Passenger List

TO: Commander
307th Bombardment Wing, Medium
ATTN: Director of Personnel
Lincoln Air Force Base, Nebraska

In compliance with paragraph 2b, Chapter I, Part IV, Wing Mobility Plan, additions, changes, and deletions to passenger loading lists for this organization are submitted.

UNIT AIRCRAFT NUMBER _____

Priority No. _____

4. Delete - (Example: Smith, John A, S/Sgt AF1200000 - ts)

4. Add - (Example: Jones, James R, T/Sgt AF13000000 - S)

7. Delete -

7. Add -

SUPPORT AIRCRAFT PRIORITY NUMBER

180 - Trip No._____, Delete
180 - Trip No._____, Add
330 - Trip No._____, Delete
330 - Trip No._____, Add

_____
(SIGNATURE)

ATTACHMENT #1, Chapter B

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CHAPTER B

30 AIRCRAFT B-47 POST STRIKE TEAM PERSONNEL AND MATERIEL REQUIREMENTS

1. This listing provides Tactical Bombardment Squadron Commanders with specific information relative to the personnel and materiel resources required for the support of the 30 aircraft B-47 Post Strike Team outlined in SAC Manual 400-1A.

a. Tactical Squadron Personnel will be provided as follows:

AFSC	TITLE	370BS	371BS	372BS	307FMS
4344	Acft Maint Off			1	
43151E	Acft Mech	6	7	7	28
43171E	Acft Maint Tech				2
60350	Vehicle Operator	1		1	
64151	Org Sup Spec	1			
70250	Clerk		1		

b. Tactical Squadron Materiel for the Flight Line Maintenance element will be provided as follows:

STOCK NUMBER	NOMENCLATURE	370BS	371BS	372BS
	Class 08A			
7700-247110	Cord Ext 100 ft	8		
7700-332420	Flashlight Taxi Wand 8"	8		
7700-529794	Light Explo proof N-1	4		
	Class 17B			
7900-000800	Adapter Socket Wrench ½" female 3/4" male sq dr	2		
7900-387480	Gage Tire 400 lb Hi Press	4		
7900-426650	Handle Wrench Socket Hinge 3/4" Sq Dr	1		
7900-653020	Saw Hand Cross Cut 26"	1		
7900-654300	Saw Hand Rip 26"	1		
7900-696500	Socket 12 pt 3/8" sq dr extra deep	1		
7900-788672	Tool Standard Grease Fitting	1		
7900-841894	Wrench Crowfoot 12 pt ¼" sq dr 3/8"	1		
7900-841894-4	Wrench Crowfoot 12 pt ¼" sq dr 7/16"	1		
7900-841897-4	Wrench Crowfoot 12 pt 3/8" sq dr 5/8"	1		
7900-401794	Gun Lub Lever Type 2102	1		
7900-697060 thru 697750	Socket 12 pt ½" sq dr includes extra deep 5/8" thru 1¼" (by 16ths)	1		

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STOCK NUMBER	NOMENCLATURE	370B5	371B5	372B5
7900-017650	Bar Wrecking Goose Neck 3/4" x 30"	1		
7900-77[illegible]180	Tape Measuring Steel 100 ft	1		
7900-555860	Pliers Comb Slip Joint 10"	1		
7900-664400	Screwdriver Common 18" x 9/16" blade	1		
	Class 18B			
9BBQ-F30052	Protractor Control Column	1		
9BBQ-F30031	Protractor Assy Control Surface	1		
9BBQ-F65931	Strut Rotated Eng Support	2		
9BBQ-F65731	Lever Eng Mt Insert and remove	1		
9BBQ-966013	Spreader Jack Eng from Firewall rotating	2		
9RMD-45B1706-80J	Wrench MLG Axle Nut 5-1/16" Dia	1		
9RMD-45B1706-36	Wrench MLG Axle Nut 2-5/16"	1		
	Class 19A			
8200-368142	Jack Assy 50 Ton Axle	2		
	Class 12			
7600-365600*	Panel Assy STR	10		

* As Applicable

c. Personnel for all other squadrons will be deployed in accordance with pages 11 through 16 of SAC Manual 400-1A and authorized changes thereto.

d. Materiel for all other squadrons will be deployed in accordance with pages 5 through 9 of SAC Manual 400-1B and authorized changes thereto.

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CHAPTER C

SECTION 1

Recapitulation, 30 Aircraft B-47
Post Strike Team
Loading Plan - Personnel
OPLAN 40-57

SQUADRON	MATS SUPPORT AIRLIFT				
	C - 1 4703	C - 2 4709	C - 3 4701	C - 4 4702	TOTAL
WHS	7	5*	1	10	23*
370	6	1		1	8
371	7			1	8
372	6	1	1	1	9
PM		17		14	31
A&E	5	5		1	11
FMS	11	12		15	38
THS	3	4			7
OPS		3		1	4
SUPS	5	6			11
FSS	4	3			7
MVS		6		1	7
INSTSQ		2			2
TOTALS	54	65	2	45	166

* Includes One Weather Officer

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ANNEX C

SECTION 2

Recapitulation, 30 Aircraft B-47
Fast Strike Team
Loading Plan - Materiel
OPLAN 40-57

SQUADRON	MAT'L SUPPORT AIRLIFT				
	C - 1 4703	[illegible]	C - 3 4731	C - 1 4702	TOTAL
MHS	73				73
37[illegible]	1,185				1,[illegible]85
37[illegible]					
37[illegible]					
AAE					
FAS	11,895	[illegible],[illegible]05			22,800
TMS		[illegible],[illegible]54			2,554
OPS					
SUP (FAK)		[illegible],[illegible]96		6,556	13,492
FSS					
MWS					
DISISQ					
TOTALS	13,153	[illegible],[illegible]02		6,556	40,134

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CHAPTER C

SECTION 3

Recapitulation, 20 Aircraft KC-97
Class "C" Turnaround Team
Loading Plan - Personnel
OPLAN 40-57

SQUADRON	UNIT AIRCRAFT LOADS																				TOTAL
	TP 1	TP 2	TP 3	TP 4	TP 5	TP 6	TP 7	TP 8	TP 9	TP 10	TG 11	TG 12	TG 13	TG 14	TG 15	TG 16	TG 17	TG 18	TG 19	TG 20	
WHS	1		2				1			4						1	1		1		11
AREFS	6	4	2	8	10	7	2	7	6	5	3	3	3	3	2	2	2	2	2	2	81
PMS																					
A&E		3	5		2	1	3		3	2											19
FMS	3	13	2	9		5	8	1	3	6											50
THS															2			2			4
Hq 818 & WX																					
OPS	2																				2
FS	2	1	1	1						1											6
APS	5	1	4	4	7	1	3	12	6	2											45
MVS			2		1	1															4
INST SQ	2																				2
SS (FAK)	1		4			5	3														13
TOTAL	22	22	22	22	20	20	20	20	18	20	3	3	3	3	4	3	3	4	3	2	237

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CHAPTER 6

SECTION 4

Recapitulation, 20 Aircraft KC-97
Class "C" Turnaround Team
Loading Plan - Materiel
OPLAN 40-57

MATS SUPPORT AIRLIFT					
SQDN	4475	4776	4777	4778	TOTAL
FM	33,880	35,330	35,330	33,370	137,910

SQUADRON	UNIT AIRCRAFT LOADS										
	TG-11	TG-12	TG-13	TG-14	TG-15	TG-16	TG-17	TG-18	TG-19	TG-20	TOTAL
WHS			268								268
ARS					750	1,050	3,401	3,586	4,643	3,585	17,015
A&E						3,606	1,864		1,461		6,931
FMS							1,854	650			2,504
SS (FAK)	7,001	6,564	5,897	6,033	6,650	2,008				4,092	38,245
THS								2,618			2,618
TOTAL	7,001	6,564	6,165	6,033	7,400	6,664	7,119	6,854	6,104	7,677	67,581

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CHAPTER C

SECTION 5

Recapitulation, 20 Aircraft KC-97
Class "C" Turnaround Team
Loading Plan - Personnel
OPLAN 55-57

Squadron	UNIT AIRCRAFT LOADS																			
	TP 1	TP 2	TP 3	TP 4	TP 5	TP 6	TP 7	TP 8	TP 9	TP 10	TG 11	TG 12	TG 13	TG 14	TG 15	TG 16	TG 17	TG 18	TG 19	TG 20	Total
WHS	1																				1
AREFS	3	3	3	3	3	3	3	3	2	3	3	3	3	3	2						43
A&E			1																		1
FM									1						1						2
Total	4	3	4	3	3	3	3	3	3	3	3	3	3	3	3						47

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CHAPTER C

SECTION 6

Recapitulation, 20 Aircraft KC-97
Class "C" Turnaround Team
Loading Plan - Personnel
OPLAN 55-57

Sqdn.	MATS SUPPORT AIRLIFT							
	4775	4675	4600	4601	4676	4677	4776	Total
WHS			2	4			1*	7
AREFS		2	22	18				42
A&E			15	3				18
FM	2	8	11	16	1	2		40
THS					2		2	4
OPS			2					2
FSS			3	3				6
MVS				5	2			7
INST			2					2
SS			6	7				13
Total	2	10	63	56	5	2	3	141

* Includes one Weather Officer

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CHAPTER C

SECTION 7

Recapitulation, 20 Aircraft KC-97
Class "C" Turnaround Team
Loading Plan - Materiel
OPLAN 55-57

Sqdn.	MATS SUPPORT AIRLIFT							
	4775	4675	4600	4601	4676	4677	4776	Total
WHS		225						225
AREFS*		4,050			6,426			10,476
A&E		5,846						5,846
FM	36,780				5,670	33,880	35,330	111,660
THS					2,539			2,539
SS		24,902			14,187			39,089
Total	36,780	35,023			28,822	33,880	35,330	169,835

* 3,480 pounds on Unit Aircraft TG-11
* 2,320 pounds on Unit Aircraft TG-14

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CHAPTER C

SECTION 8

AUGMENTATION
20 Aircraft KC-97
Class "C" Turnaround Team
OPLAN 40-57

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 TURNAROUND TEAM	307 B W		

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR DOX NUMBER (To be completed by organization)
			AUGMENTATION PERSONNEL			
	AREFS	CONTROL	1435			
	WHS	CONTROL	27150			
	WHS	CONTROL	27150			
	WHS	CONTROL	7250			

* Indicates Augmentation personnel on loads

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: B-47 Post Strike Team 30 Aircraft	UNIT: 307th Bomb Wing	FLIGHT NR: C-1	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1.	Hq	Control	4355			
2.	Hq	Control	2016			
3.	Hq	Control	20450			
4.	Hq	Control	70250			
5.	Hq	Control	43171E			
6.	Hq	Control	70250			
7.	Hq	Control	43171E			
8.	370 BS	Maint	43151E			
9.	370 BS	Maint	43151E			
10.	370 BS	Maint	43151E			
11.	370 BS	Maint	43151E			
12.	370 BS	Maint	43151E			
13.	371 BS	Maint	43151E			
14.	371 BS	Maint	43151E			
15.	371 BS	Maint	43151E			
16.	371 BS	Maint	43151E			
17.	371 BS	Maint	43151E			
18.	372 BS	Maint	43151E			
19.	372 BS	Maint	43151E			
20.	372 BS	Maint	43151E			
21.	372 BS	Maint	43151E			
22.	372 BS	Maint	43151E			
23.	371 BS	Maint	70250			
24.	FM	Maint	43151E			
25.	FM	Maint	43151E			
26.	FS	Service	62250			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	B-47 Post Strike Team 30 Aircraft	307th Bomb Wing	C-1 4703	II

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	AFSN WEIGHT	RANK CODE	NAME OR BOX NUMBER (To be completed by organization)
27.	FM	Maint	53450/70			
28.	FM	Maint	53450/70			
29.	FM	Maint	53450/70			
30.	FM	Maint	58150			
31.	FM	Maint	42350			
32.	FM	Maint	42350			
33.	FM	Maint	43250			
34.	FM	Maint	47250			
35.	AE	Maint	30130/50/70			
36.	AE	Maint	30130/50/70			
37.	AE	Maint	30130/50/70			
38.	AE	Maint	30131/51/71			
39.	AE	Maint	46250			
40.	FS	Service	62250			
41.	FS	Service	62250			
42.	TH	Medical	90150			
43.	TH	Medical	90650			
44.	SS	Service	64350			
45.	SS	Service	64350			
46.	FS	Service	621507			
47.	370BS	Maint	43151E			
48.	371BS	Maint	43151E			
49.	372BS	Maint	43151E			
50.	FM	Maint	43450			
51.	TH	Medical	90250			
52.	SS	Service	64150/52			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: B-47 Post Strike Team 30 Aircraft	UNIT: 307th Bomb Wing	FLIGHT NR: C-1 4703	PHASE: II

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
53.	SS	Service	64150/52			
54.	SS	Service	64350			
			MATERIEL			
	A&E			68	4.3	307K-5-37
	FM		J-47 Engine	3,635	64.0	307J-3-134
	FM		J-47 Engine	3,635	64.0	307J-3-135
	FM		J-47 Engine	3,635	64.0	307J-3-136
	FM		Cord	180	7.6	307J-7-5
	FM		Cord	100	4.4	307J-12-5
	FM		Light	118	6.0	307J-5-4
	FM		Cord	75	6.0	307J-4-1
	FM		Wrench	67	5.1	307J-4-2
	FM		Jack	127	4.3	307J-3-128
	FM		Sling	178	16.0	307J-3-129
	FM		Sling	164	16.0	307J-3-130
	370BS		Hand Tools	245	8.1	307C-3-1
	370BS		Hand Tools	105	2.4	307C-3-2
	370BS		Spreader Jack	55	3.6	307C-3-3
	370BS		50 Ton Jack	370	8.1	307C-3-5
	370BS		50 Ton Jack	370	8.1	307C-3-6
	370BS		Pin Pullers	40	1.5	307C-3-4
			TOTALS:			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: B-47 Post Strike Team 30 Aircraft	UNIT: 307th Bomb Wing	FLIGHT NR: C-2 4700	PHASE: II

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
55	Hq	Control	1h16			
56	WEA	Control	252h			
57	Hq	Control	70350			
58	Hq	Control	205h			
59	818 OPS	Control	29250			
60	Hq	Control	6h151			
61	PM	Maint	43151E			
62	PM	Maint	43151E			
63	PM	Maint	43151E			
6h	PM	Maint	43151E			
65	PM	Maint	43151E			
66	PM	Maint	43151E			
67	PM	Maint	43151E			
68	PM	Maint	43151E			
69	PM	Maint	43151E			
70	PM	Maint	43151E			
71	PM	Maint	43151E			
72	PM	Maint	43151E			
73	PM	Maint	43151E			
7h	PM	Maint	43151E			
75	PM	Maint	43151E			
76	PM	Maint	43171E			
77	372 BS	Maint	60350			
78	370 BS	Supply	6h151			
79	PM	Maint	43151E			

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PRIORITY OF OUTMOVEMENT	STAFF OR TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	B-47 Post Strike Team 30 Aircraft	307th Bomb Wing	C-2 4700	II

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organizati
80	FM	Maint	43151E			
81	FM	Maint	42250			
82	FM	Maint	53450/70			
83	FM	Maint	53450/70			
84	FM	Maint	53450/70			
85	FM	Maint	58150			
86	FM	Maint	42350			
87	FM	Maint	42152/72			
88	FM	Maint	42152/72			
89	FM	Maint	43270			
90	FM	Maint	47230			
91	AE	Maint	30130/50/70			
92	AE	Maint	30130/50/70			
93	AE	Maint	30130/50/70			
94	AE	Maint	46270			
95	818 OPS	Control	46170			
96	TAH	Medical	9416			
97	TAH	Medical	90150			
98	TAH	Medical	90250			
99	818 SS	Service	64350			
100	818 SS	Service	64350			
101	818 MVS	Service	60350			
102	818 FS	Service	62250			
103	818 FS	Service	64350			
104	818 SS	Service	64350			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	B-47 Post Strike Team 30 Aircraft	307th Bomb Wing	C-2 4700	II

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
105	818 MVS	Service	60350			
106	818 FS	Service	62230			
107	818 SS	Service	64124			
108	818 SS	Service	64150/52			
109	818 FS	Service	57150			
110	818 IS	Service	57150			
111	AE	Maint	30130/50/70			
112	TH	Medical	90650			
113	FM	Maint	53450/70			
114	818 MVS	Service	60350			
115	818 SS	Service	46171			
116	818 OPS	Control	3254			
117	818 MVS	Service	60350			
118	818 MVS	Service	60350			
119	818 MVS	Service	60370			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	307th B-47 Post Strike Team, 30 Aircraft	307th Bomb Wing	C-3 4701	II

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
120	372 BS	Maint	43hh			
121	307 Hq	Control	20h50			
			MATERIAL			
	TAH		Med Supplies	85	h.1	307T-C-1
	TAH		Med Supplies	75	4.1	307T-C-2
	TAH		Med Supplies	138	6.6	307T-C-3
	TAH		Med Supplies	117	6.6	307T-C-4
	TAH		Med Supplies	115	6.6	307T-C-5
	TAH		Med Supplies	86	5.6	307T-C-6
	TAH		Blanket Set	121	8.1	307T-C-7
	TAH		Splint Set	82	3.1	307T-C-8
	TAH		Litters	130	10.0	307T-C-9
	TAH		Flt/S Kit	45	1.5	307T-C-10
	TAH		Med Supplies	134	5.4	307T-C-11
	TAH		Med Supplies	109	4.6	307T-C-12
	TAH		Med Supplies	130	4.6	307T-C-13
	FM		J-47 Engines	3,635	64.0	307J-3-131
	FM		J-47 Engines	3,635	64.0	307J-3-132
	FM		J-47 Engines	3,635	64.0	307J-3-133
	FAK		FAK Bin	884	56.9	307L-370-11
	FAK		FAK Bin	958	56.9	307L-370-11A
	FAK		FAK Bin	851	56.9	307L-370-12
	FAK		FAK Bin	797	56.9	307L-370-12A
	FAK		FAK Bin	661	56.9	307L-370-13
	FAK		FAK Bin	632	56.9	307L-370-13A
	FAK		Casing	260	28.7	307L-370-13B

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	B-47 Post Strike Team 30 Aircraft	307th Bomb Wing	C-3 4701	II

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
	FAK		Casing	250	28.7	307L-370-139
	FAK		Casing	250	28.8	307L-370-140
	FAK		Casing	250	28.7	307L-370-141
	FAK		Casing	250	28.7	307L-370-142
	FAK		Ring	114	7.9	307L-370-48
	FAK		MLG Built Up	789	28.7	307L-370-131
	TAH		Tech Serv	215	8.1	307T-C-14
	TAH		Tech Serv	190	8.1	307T-C-15
	TAH		Tech Serv	243	11.0	307T-C-16
	TAH		Tech Serv	243	11.0	307T-C-17
	TAH		Tent Poles	130	10.0	307T-C-18
	TAH		Tent Poles	130	10.0	307T-C-19
			TOTALS	20,425	847.2	

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PRIORITY OF OUTMOVEMENT	SYMBOL TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	B-47 Post Strike Team 30 Aircraft	307th Bomb Wing	C-4 4702	II

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
122	FM	Maint	8600			
123	Hq	Control	4344			
124	Hq	Control	2044			
125	Hq	Control	70250			
126	FM	Maint	53450/70			
127	Hq	Control	2054			
128	Hq	Control	20470			
129	Hq	Control	70250			
130	Hq	Control	70250			
131	Hq	Control	68171/43171E			
132	Hq	Control	32170E			
133	PM	Maint	43151E			
134	PM	Maint	43151E			
135	PM	Maint	43151E			
136	372 BS	Maint	43151E			
137	PM	Maint	43151E			
138	PM	Maint	43151E			
139	PM	Maint	43151E			
140	PM	Maint	43151E			
141	PM	Maint	43151E			
142	PM	Maint	43151E			
143	371 BS	Maint	43151E			
144	PM	Maint	43151E			
145	PM	Maint	43151E			
146	PM	Maint	43151E			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: B-47 Post Strike Team 30 Aircraft	UNIT: 307th Bomb Wing	FLIGHT NR: C-4 4702	PHASE: 11

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
147	PM	Maint	43151E			
148	PM	Maint	43171E			
149	370 BS	Maint	60350			
150	FM	Maint	4344			
151	FM	Maint	43171E			
152	FM	Maint	43250			
153	FM	Maint	53450/70			
154	FM	Maint	53450/70			
155	FM	Maint	53450/70			
156	FM	Maint	58150			
157	FM	Maint	42350			
158	FM	Maint	42370			
159	FM	Maint	42152/72			
160	818 OPS	Control	29250			
161	FM	Maint	42152/72			
162	FM	Maint	47230			
163	FM	Maint	47250			
164	AE	Maint	30130/50/70			
165	818 MVS	Service	60350			
166	Hq	Control	70252			
			MATERIAL			
	FAK		FAK Bin	960	56.9	307L-371-11
	FAK		FAK Bin	830	56.9	307L-371-11A
	FAK		FAK Bin	715	56.9	307L-371-12
	FAK		FAK Bin	723	56.9	307L-371-12A
	FAK		FAK Bin	724	56.9	307L-371-13

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	B-47 Post Strike Team 30 Aircraft	307th Bomb Wing	C-4 4702	1

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
	FAK		FAK Bin	550	56.9	307L-371-13A
	FAK		Casing	250	28.7	307L-371-119
	FAK		Casing	250	28.7	307L-371-120
	FAK		Casing	250	28.7	307L-371-121
	FAK		Casing	250	28.7	307L-371-122
	FAK		Casing	250	28.7	307L-371-123
	FAK		MLG Built Up	700	28.7	307L-371-125
	FAK		Ring	104	9.6	307L-371-88
			TOTALS:	6,556	523.2	

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TV-P-1

PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: TP - 1	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
		PERSONNEL				
1	AREFS	Maint	43171B			
2	AREFS	Maint	43131B/51B			
3	WG HQ	Control	1416			
4	OPS SQ	Control	29250			
5	OPS SQ	Control	29350			
6	FS SQ	Service	62130/50			
7	INST SQ	Service	57130/50			
8	INST SQ	Service	57130/50			
9	AREFS	Service	60330/50			
10	AREFS	Service	60330/50			
11	AREFS	Maint	70250			
12	FM SQ	Maint	43171B			
13	FM SQ	Maint	42131/51/71			
14	SUP SQ	Service	64150/52			
15	AREFS	Maint	4344			
16	AP SQ	Service	77130/50			
17	AP SQ	Service	77130/50			
18	AP SQ	Service	77130/50			
19	AP SQ	Service	77130/50			
20	AP SQ	Service	77130/50			
21	FS SQ	Service	62230/50			
22	FM SQ	Maint	53430/50/70			

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IV-E-2

PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: TP - 2	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
		PERSONNEL				
23	AREFS	Maint	43171B			
24	AREFS	Maint	43131B/51B			
25	AREFS	Supply	6424			
26	FM SQ	Maint	53150			
27	FM SQ	Maint	43231/51/71			
28	FM SQ	Maint	43231/51/71			
29	FM SQ	Maint	43231/51/71			
30	FM SQ	Maint	43231/51/71			
31	FM SQ	Maint	43231/51/71			
32	FM SQ	Maint	43231/51/71			
33	A&E SQ	Maint	30130B/50B			
34	A&E SQ	Maint	30130B/50B			
35	FM SQ	Control	20450/70			
36	FM SQ	Control	20450/70			
37	FM SQ	Control	20450/70			
38	FM SQ	Control	20450/70			
39	A&E SQ	Maint	30151A/71A			
40	FM SQ	Maint	42230/50/70			
41	AP SQ	Service	7724			
42	FS SQ	Service	62230/50			
*43	AREFS	Control	1435			
44	FM SQ	Maint	53430/50/70			

* Augmentation Personnel

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	TP - 3	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
		PERSONNEL				
45	AREFS	Maint	43171B			
46	AREFS	Maint	43131B/51B			
47	FM SQ	Maint	43100			
48	A&E SQ	Maint	3054			
49	MV SQ	Service	60350			
50	MV SQ	Service	60350			
51	HQ SQ	Maint	43171B			
52	HQ SQ	Maint	43171B			
53	A&E SQ	Maint	70230/50			
54	A&E SQ	Maint	70230/50			
55	A&E SQ	Maint	30151A/71A			
56	A&E SQ	Maint	30151A/71A			
57	SUP SQ	Service	64350			
58	SUP SQ	Service	64350			
59	SUP SQ	Service	64350			
60	SUP SQ	Service	64350			
61	AP SQ	Service	77130/50			
62	AP SQ	Service	77130/50			
63	AP SQ	Service	77130/50			
64	AP SQ	Service	77130/50			
65	FS SQ	Service	62230/50			
66	FM SQ	Maint	53430/50/70			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	TP - 4	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
		PERSONNEL				
67	AREFS	Maint	43171B			
68	AREFS	Maint	43131B/51B			
69	FM SQ	Maint	42132/52			
70	FM SQ	Maint	42132/52			
71	FM SQ	Maint	42132/52			
72	FM SQ	Maint	42132/52			
73	FM SQ	Maint	42350/70			
74	FM SQ	Maint	42350/70			
75	FM SQ	Maint	42350/70			
76	FM SQ	Maint	42350/70			
77	AREFS	Maint	43131B/51B			
78	AREFS	Maint	43131B/51B			
79	AREFS	Maint	43131B/51B			
80	AREFS	Maint	43131B/51B			
81	AREFS	Maint	43131B/51B			
82	AREFS	Maint	43131B/51B			
83	AP SQ	Service	77130/50			
84	AP SQ	Service	77130/50			
85	AP SQ	Service	77130/50			
86	AP SQ	Service	77130/50			
87	FS SQ	Service	62230/50			
88	FM SQ	Maint	53430/50/70			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	TP - 5	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
		PERSONNEL				
89	AREFS	Maint	43171B			
90	AREFS	Maint	43131B/51B			
91	A&E SQ	Maint	42350R/70R			
92	A&E SQ	Maint	42350R/70R			
93	MV SQ	Service	60350			
94	AREFS	Maint	43231/51/71			
95	AREFS	Maint	43231/51/71			
96	AREFS	Maint	43231/51/71			
97	AREFS	Maint	43231/51/71			
98	AREFS	Maint	43231/51/71			
99	AREFS	Maint	43231/51/71			
100	AREFS	Maint	43231/51/71			
101	AREFS	Maint	43231/51/71			
102	AP SQ	Service	77130/50			
103	AP SQ	Service	77130/50			
104	AP SQ	Service	77130/50			
105	AP SQ	Service	77130/50			
106	AP SQ	Service	77130/50			
107	AP SQ	Service	77130/50			
108	AP SQ	Service	77130/50			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307BW	FLIGHT NR: TP-6	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
109	AREFS	MAINT	43171B			
110	AREFS	MAINT	43131B/51B			
111	A&E	MAINT	42350R/70R			
112	Sup Sq	SERVICE	6424			
113	Sup Sq	SERVICE	64173			
114	AREFS	MAINT	43231/51/71			
115	AREFS	MAINT	43231/51/71			
116	AREFS	MAINT	43231/51/71			
117	AREFS	MAINT	43231/51/71			
118	AREFS	SUPPLY	64151			
119	FM	MAINT	60330/50			
120	FM	MAINT	60330/50			
121	Sup Sq	SERVICE	64150/52			
122	Sup Sq	SERVICE	64150/52			
123	Sup Sq	SERVICE	64150/52			
124	MV Sq	SERVICE	60350			
125	FM	MAINT	42330/50/70			
126	FM	MAINT	42330/50/70			
127	FM	MAINT	42330/50/70			
128	AP Sq	SERVICE	77170			

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM		UNIT: 307BW		FLIGHT NR: TP-7	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
			PERSONNEL				
129	AREFS	MAINT	43171B				
130	AREFS	MAINT	43171B/51B				
131	FM	MAINT	42151/51/71				
132	A&E	MAINT	30150C				
133	A&E	MAINT	30151A/71A				
134	A&E	MAINT	30151A/71A				
135	Sup SQ	SERVICE	64350				
136	Sup Sq	SERVICE	64350				
137	Sup Sq	SERVICE	64350				
138	FM	MAINT	42152/72				
139	FM	MAINT	42152/72				
140	FM	MAINT	47230/50				
141	FM	MAINT	47230/50				
142	FM	MAINT	47230/50				
143	FM	MAINT	47230/50				
144	FM	MAINT	47230/50				
145	WG HQ	CONTROL	20170				
146	AP Sq	SERVICE	77170				
147	AP Sq	SERVICE	77130/50				
148	AP Sq	SERVICE	77130/50				

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	TP-8			
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
149	AREFS	MAINT	43171B			
150	AREFS	MAINT	43131B/51B			
151	FM	MAINT	43231/51/71			
152	AREFS	CONTROL	2054			
153	AREFS	MAINT	43231/51/71			
154	AREFS	MAINT	43231/51/71			
155	AREFS	MAINT	43231/51/71			
156	AREFS	MAINT	43231/51/71			
157	AP Sq	SERVICE	77130/50			
158	AP Sq	SERVICE	77130/50			
159	AP Sq	SERVICE	77130/50			
160	AP Sq	SERVICE	77130/50			
161	AP Sq	SERVICE	77130/50			
162	AP Sq	SERVICE	77130/50			
163	AP Sq	SERVICE	77130/50			
164	AP Sq	SERVICE	77130/50			
165	AP Sq	SERVICE	77130/50			
166	AP Sq	SERVICE	77130/50			
167	AP Sq	SERVICE	77130/50			
168	AP Sq	SERVICE	77130/50			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307BW	FLIGHT NR: TP-9,	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
169	AREFS	MAINT	43171B			
170	AREFS	MAINT	43131B/51B			
171	FM	MAINT	42131/51/71			
172	A&E	MAINT	30130B/50B			
173	A&E	MAINT	30130B/50B			
174	AREFS	CONTROL	70230/50			
175	A&E	MAINT	30151A/71A			
176	FM	MAINT	42230/50/70			
177	FM	MAINT	42230/50/70			
178	AREFS	MAINT	43171B			
179	AREFS	MAINT	43171B			
180	AREFS	MAINT	43171B			
181	AP Sq	SERVICE	77130/50			
182	AP Sq	SERVICE	77130/50			
183	AP Sq	SERVICE	77130/50			
184	AP Sq	SERVICE	77130/50			
185	AP Sq	SERVICE	77130/50			
186	AP Sq	SERVICE	77130/50			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TP-10	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
187	AREFS	MAINT	43171B			
188	AREFS	MAINT	43131B/51B			
189	FM	MAINT	43131/51/71			
190	FM	MAINT	43131/51/71			
191	WG HQ	CONTROL	4344			
192	WG HQ	CONTROL	64151/75			
193	A&E	MAINT	30150C			
194	AREFS	CONTROL	20450/70			
195	AREFS	CONTROL	7324			
196	AREFS	CONTROL	70230/50			
197	WG HQ	MAINT	43171B			
198	WG HQ	MAINT	43171B			
199	A&E	MAINT	30151A/71A			
200	FM	MAINT	42230/50/70			
201	FM	MAINT	42230/50/70			
202	FM	MAINT	43231/51/71			
203	FM	MAINT	43231/51/71			
204	AP Sq	SERVICE	77130/50			
205	AP Sq	SERVICE	77130/50			
206	FS Sq	SERVICE	62230/50			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 TURNAROUND TEAM	307 BW	TG-11	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
207	AREFS	MAINT	43171B			
208	AREFS	MAINT	43131B/51B			
209	AREFS	MAINT	1435			
			MATERIEL			
I	SUP Sq		FAK Items	700	56.9	307L-307-1
I	Sup Sq		FAK Items	783	56.9	307L-307-1A
I	Sup Sq		FAK Items	803	56.9	307L-307-2
I	Sup Sq		FAK Items	860	56.9	307L-307-2A
I	Sup Sq		FAK Items	1030	56.9	307L-307-3
I	Sup Sq		FAK Items	623	56.9	307L-307-4
I	Sup Sq		FAK Items	700	56.9	307L-307-4A
I	Sup Sq		FAK Items	810	56.9	307L-307-5
I	Sup Sq		FAK Items	692	56.9	307L-307-5A
				7,001		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TG-12	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
210	AREFS	MAINT	43171B			
211	AREFS	MAINT	43131B/51B			
212	AREFS	CONTROL	0066A			
			MATERIEL			
I	Sup Sq		FAK Bin	686	56.9	307L-307-6
I	Sup Sq		FAK Bin	757	56.9	307L-307-6A
I	Sup Sq		FAK Bin	715	56.9	307L-307-7
I	Sup Sq		FAK Bin	720	56.9	307L-307-7A
I	Sup Sq		FAK Bin	1210	56.9	307L-307-8
I	Sup Sq		FAK Bin	870	56.9	307L-307-8A
I	Sup Sq		FAK Bin	860	56.9	307L-307-9
				6,564		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TG-13	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
213	AREFS	MAINT	43171B			
214	AREFS	MAINT	43141B/51B			
215	AREFS	CONTROL	1525P			
			MATERIEL			
I	Sup Sq		FAK Bin	753	56.9	307L-307-11
I	Sup Sq		FAK Bin	685	56.9	307L-307-11A
I	Sup Sq		FAK Bin	766	56.9	307L-307-12
I	Sup Sq		FAK Bin	780	56.9	307L-307-12A
I	Sup Sq		FAK Bin	800	56.9	307L-307-13
L	Sup Sq		FAK Bin	780	56.9	307L-307-13A
I	Sup Sq		FAK Bin	569	56.9	307L-307-14
I	Sup Sq		FAK Bin	760	56.9	307L-307-14A
I	HQ SQ		Typewriter	96	3.7	307A-1-1
I	HQ SQ		Forms	172	3.7	307A-1-36
				6,165		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TG-14	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
216	AREFS	MAINT	43171B			
217	AREFS	MAINT	43131B/51B			
218	AREFS	CONTROL	4324			
			MATERIEL			
I	Sup Sq		Harness	132	12.5	307L-307-16
I	Sup Sq		Cylinder	140	8.6	307L-307-17
I	Sup Sq		Rec-Trans	90	4.0	307L-307-18
I	Sup Sq		Rec-Trans	70	3.6	307L-307-19
I	Sup Sq		Rec-Trans	126	12.2	307L-307-20
I	Sup Sq		Rec-Trans	169	15.2	307L-307-21
I	Sup Sq		Alum.	140	11.0	307L-307-22
I	Sup Sq		Supercharger	513	33.0	307L-307-23
I	Sup Sq		Supercharger	513	33.0	307L-307-24
I	Sup Sq		Brake	343	10.7	307L-307-26
I	Sup Sq		Brake	343	10.7	307L-307-27
I	Sup Sq		Brake	343	10.7	307L-307-28
I	Sup Sq		APU	240	14.9	307L-307-29
I	Sup Sq		APU	240	14.9	307L-307-30
I	Sup Sq		Brake	343	10.7	307L-307-31
I	Sup Sq		Prop	1200	99.0	307L-307-32
I	Sup Sq		Tube Assy	237	26.0	307L-307-34
I	Sup Sq		Screw Assy	75	3.8	307L-307-35
I	Sup Sq		Screw Assy	95	7.6	307L-307-36
I	Sup Sq		Control	127	6.5	307L-307-37

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TG-14	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
I	Sup Sq		Control	127	6.5	307L-307-38
I	Sup Sq		Control	127	6.5	307L-307-39
				6,033	361.6	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TG-15	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
219	ARMS	MAINT	431718			
220	ARMS	MAINT	431318/518			
221	TAH	Medical	9356			
222	TAH	Medical	90250/70			
			MATERIEL			
I	Sup Sq		NLG Built Up	460	29.9	307L-307-40
I	Sup Sq		NLG Built Up	460	29.9	307L-307-41
I	Sup Sq		NLG Built Up	460	29.9	307L-307-42
I	Sup Sq		NLG Built Up	460	29.9	307L-307-43
I	Sup Sq		NLG Built Up	460	29.9	307L-307-44
I	Sup Sq		NLG Built Up	460	29.9	307L-307-45
I	Sup Sq		Casing	235	28.7	307L-307-46
I	Sup Sq		Casing	235	28.7	307L-307-47
I	Sup Sq		Casing	235	28.7	307L-307-48
I	Sup Sq		Casing	235	28.7	307L-307-49
I	Sup Sq		Casing	235	28.7	307L-307-50
I	Sup Sq		Casing	235	28.7	307L-307-51
I	Sup Sq		Casing	235	28.7	307L-307-52
I	Sup Sq		Casing	235	28.7	307L-307-53
I	Sup Sq		Casing	235	28.7	307L-307-54
I	Sup Sq		Casing	235	28.7	307L-307-55
I	Sup Sq		Carb.	116	6.0	307L-307-56
I	Sup Sq		Carb.	105	6.1	307L-307-57
I	Sup Sq		Antenna	140	17.2	307L-307-58

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TG-15	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
I	Sup Sq		Receiver	232	29.9	307L-307-59
I	Sup Sq		Valve	123	10.7	307L-307-60
I	Sup Sq		Valve	78	7.8	307L-307-61
I	Sup Sq		Valve	75	8.0	307L-307-62
I	Sup Sq		Valve	73	8.0	307L-307-63
I	Sup Sq		Valve	73	8.0	307L-307-64
I	Sup Sq		Valve	73	8.0	307L-307-65
I	Sup Sq		NLG Casing	62	9.7	307L-307-68
I	Sup Sq		NLG Casing	62	9.7	307L-307-69
I	Sup Sq		NLG Casing	62	9.7	307L-307-70
I	Sup Sq		NLG Casing	62	9.7	307L-307-71
I	Sup Sq		NLG Casing	62	9.7	307L-307-72
I	Sup Sq		NLG Casing	62	9.7	307L-307-73
I	Sup Sq		Weld	166	17.3	307L-307-74
I	Sup Sq		Weld	150	15.1	307L-307-75
I	Sup Sq		Weld	150	15.1	307L-307-76
1	AREFS		B-4 Stand	375	18.5	307F-6-63
1	AREFS		B-4 Stand	375	18.5	307F-6-64
				7,400	718.6	

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM		UNIT: 307 BW		FLIGHT NR: TG-16	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
			PERSONNEL				
223	AREFS	MAINT	43171B				
224	AREFS	MAINT	43131B/51B				
225	WHS	CONTROL	70250 *				
	* Augmentation Personnel						
			MATERIEL				
I	Sup Sq		Weld	115	15.1	307L-307-77	
I	Sup Sq		Window	150	6.6	307L-307-78	
I	Sup Sq		Antenna	191	15.7	307L-307-79	
I	Sup Sq		NLG Casing	62	9.7	307L-307-80	
I	Sup Sq		NLG Casing	62	9.7	307L-307-81	
I	Sup Sq		Screw	105	3.7	307L-307-82	
I	Sup Sq		Supercharger	513	33.0	307L-307-83	
I	Sup Sq		Weld	162	12.0	307L-307-84	
I	Sup Sq		Trans	130	5.8	307L-307-85	
I	Sup Sq		Trans	130	5.8	307L-307-86	
I	A&E		Test Equip	270	23.9	307K-5-9	
I	A&E		Test Equip	485	23.9	307K-5-30	
I	Sup Sq		T.O. Case	198	5.4	307L-307-90	
I	Sup Sq		T.O. Case	190	5.4	307L-307-91	
I	A&E		DY-77/A16-10	263	26.6	307K-4-56	
I	A&E		DY-17/ART-13	363	26.6	307K-4-58	
I	A&E		R-101/ARN-6	326	26.6	307K-4-59	
I	A&E		RT-178/ARC27	355	26.6	307K-4-54	
I	A&E		6-451/ARC-21	190	14.6	307K-4-65	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TG-16	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1	A&E		RT-128A/ARC21	310	26.6	307K-4-66
1	A&E		RT-275/APS42A	360	32.0	307K-4-74
1	A&E		RT-275/APS42A	308	32.0	307K-4-76
1	A&E		6-972/APN12	376	26.6	307K-4-71
1	AREFS		Servicycle	150	6.0	306F-6-32
1	AREFS		Servicycle	150	6.0	307F-6-36
1	AREFS		B-4 Stand	375	18.5	307F-6-61
1	AREFS		B-4 Stand	375	18.5	307F-6-62
				6,684	462.9	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 TURNAROUND TEAM	307 BW	TG-17	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
226	AREFS	MAINT	43171B			
227	ARTPS	MAINT	43131B/51B			
228	MHS	CONTROL	27150			
AUGMENTATION PERSONNEL						
			MATERIEL			
I	A&E		RT-11A/ARN-12	250	26.6	307-K-4-73
I	A&E		C-812/ARN-69	435	26.6	307-K-4-75
I	A&E		RT-82/ARY-6	225	26.6	307-K-4-70
I	A&E		F-1-AUTO/PILOT	340	27.5	307-K-4-48
I	A&E		C-540/ARN-11	350	29.0	307-K-4-67
I	A&E		TOOLS AND BENCH STOCK	264	15.0	307-K-4-79
I	FM		TEST SET	110	8.0	307-J-12-4
I	FM		TOOLS	343	6.9	307-J-10-1
I	FM		TOOLS	250	6.9	307-J-10-2
I	FM		TOOLS	95	5.0	307-J-10-3
I	FM		TOOLS	34	3.2	307-J-5-3
I	FM		TOOLS	100	7.1	307-J-17-3
I	FM		SPARK PLUGS	81	5.7	307-J-17-1
I	FM		TOOLS	80	3.0	307-J-18-1
I	FM		TOOLS	104	4.1	307-J-18-2
I	FM		TOOLS	95	8.0	307-J-15-4
I	FM		HANDTOOLS	220	8.0	307-J-7-4
I	FM		TOOLS	35	2.0	307-J-3-122
I	FM		TOOLS	310	6.0	307-J-3-123

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: TG-17	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
I	ARS		POWER CABLE	230	6.4	307F-6-12
I	ARS		POWER CABLE	230	6.4	307F-6-13
I	ARS		POWER CABLE	230	6.4	307F-6-15
I	ARS		POWER CABLE	230	6.4	307F-6-16
I	ARS		POWER CABLE	230	6.4	307F-6-17
I	ARS		POWER CABLE	230	6.4	307F-6-18
I	ARS		POWER CABLE	230	6.4	307F-6-25
I	ARS		POWER CABLE	230	6.4	307F-6-26
I	ARS		REFUL NO22	70	5.0	307F-6-56
I	ARS		REFUL NO22	70	5.0	307F-6-57
I	ARS		REFUL NO22	70	5.0	307F-6-58
I	ARS		REFUL NO22	70	5.0	307F-6-59
I	ARS		REFUL NO22	70	5.0	307F-6-60
I	ARS		MEMO MACH	50	4.5	307F-5-17
I	ARS		FORM 5's	130	7.2	307F-5-30
1	ARS		B-4 Stand	375	18.5	307F-6-65
1	ARS		B-4 Stand	375	18.5	307F-6-66
				7,119		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: TG-18	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
229	ARS	Maint	43171B			
230	ARS	Mech	43131B/51B			
231	TAH	Med Spec	90150/70			
232	TAH	Med	90650			
			MATERIEL			
1	FM		Tools	150		307J-3-121
1	FM		Tools	180		307J-3-125
1	FM		Tools	120		307J-3-126
1	FM		Tools	200		307J-3-127
1	ARS		Bench	85	4.2	307F-6-34
1	ARS		Bench	85	4.2	307F-6-33
1	ARS		Tow Bar	60	3.0	307F-6-37
1	ARS		Jack	505	8.0	307F-6-38
1	ARS		Hose	170	15.5	307F-6-42
1	ARS		Hose	170	15.5	307F-6-41
1	ARS		Forms	145	5.5	307F-7-1
1	ARS		Typewriter	208	8.5	307F-7-2
1	ARS		Carbines	176	12	307F-7-3
1	ARS		Carbines	176	12	307F-7-4
1	ARS		Carbines	176	12	307F-7-5
1	ARS		Carbines	176	12	307F-7-6
1	ARS		Carbines	176	12	307F-7-7
1	ARS		45 Cal	230	4.2	307F-7-8
1	ARS		45 Cal Amm	388	5.5	307F-7-9
1	TAH		Med Sup	85	4.1	307T-C-1
1	TAH		Med Sup	75	4.1	307T-C-2

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: TG-18	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1	TAH	Med	Med Sup	138	6.6	307T-C-3
1	TAH		Med Sup	117	6.6	307T-C-4
1	TAH		Med Sup	115	6.6	307T-C-5
1	TAH		Med Sup	96	6.6	307T-C-6
1	TAH		Med Sup	131	8.1	307T-C-7
1	TAH		Splint Set	82	3.1	307T-C-8
1	TAH		Litters	130	10.0	307T-C-9
1	TAH		F/S Kit	45	1.5	307T-C-10
1	TAH		Med Sup	134	5.4	307T-C-11
1	TAH		Med Sup	109	4.6	307T-C-12
1	TAH		Med Sup	130	4.6	307T-C-13
1	TAH		T/S Items	215	8.1	307T-C-14
1	TAH		T/S Items	190	8.1	307T-C-15
1	TAH		Tent Sqd	243	11.0	307T-C-16
1	TAH		Tend Sqd	243	11.0	307T-C-17
1	TAH		Tent Sqd	130	1.0	307T-C-18
1	TAH		Tent Poles	130	10.0	307T-C-19
1	ARS		B-4 Stand	375	18.5	307F-6-67
1	ARS		B-4 Stand	375	18.5	307F-6-68
				6,854		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: TG-19	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
223	ARS	Maint	43171B			
234	ARS	Maint	43131B/51B			
*235	Whs	Control	37150			
	* Augmentation Personnel					
			MATERIAL			
1	A&E		Mock Ups	485		307K-5-20
1	A&E		Elect Sup	270		307K-5-9
1	SS		FAK Items	193		307L-307-92
1	SS		FAK Items	513		307L-307-25
1	ARS		Records	175	8.5	307F-2-2
1	ARS		Typewriter	40	4.5	307F-2-5
1	ARS		Records	65	4.5	307F-5-18
1	ARS		Add Mach	55	2.5	307F-5-19
1	ARS		Typewriter	60	4.5	307F-5-20
1	ARS		Intel Set	40	1.6	307F-3-2
1	ARS		Maps-chart	40	3.0	307F-3-3
1	ARS		Records	100	4.5	307F-3-4
1	ARS		Alignment	30	2.0	307F-6-1
1	ARS		Flood Light	395	28.5	307F-6-2
1	ARS		Tool Crib	173	5.5	307F-6-3
1	ARS		Tool Crib	175	9.2	307F-6-4
1	ARS		Filed Pubs	118	5.6	307F-6-6
1	ARS		Filed Pubs	120	5.6	307F-6-7
1	ARS		Typewriter	120	5.6	307F-6-8
1	ARS		Jack	75	5.5	307F-6-11
1	ARS		Tool Crib	183	5.6	307F-6-14

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: TG-19	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1	ARS		T.O Files	70	2.6	307F-6-19
1	ARS		T.O Files	84	2.6	307F-6-21
1	ARS		Hose	170	15.5	307F-6-28
1	ARS		Hose	170	15.5	307F-6-29
1	ARS		Hose	170	15.5	307F-6-30
1	ARS		Cable	85	6.7	307F-6-27
1	ARS		Bench	86	5.2	307F-6-35
1	ARS		Dolly	39	2.0	307F-6-45
1	ARS		Dolly	39	2.0	307F-6-46
1	ARS		Sling	135	3.0	307F-6-47
1	ARS		Supplies	123	5.6	307F-6-5
1	ARS		Add Mach	120	5.6	307F-6-9
1	ARS		TO Files	70	6.5	307F-6-20
1	ARS		TO Files	70	2.6	307F-6-22
1	ARS		To Files	70	2.6	307F-6-23
1	ARS		TO Files	70	2.6	307F-6-24
1	ARS		Tow Bar	45	3.0	307F-6-31
1	ARS		B-4 Stand	375	18.5	307F-6-69
1	ARS		B-4 Stand	375	18.5	307F-6-70
				6,104		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: TD-20	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
236	ARS	Maint	43171B			
237	ARS	Maint	43131B/51B			
			MATERIAL			
1	SS		FAK Bin	970	56.9	307L-307-3A
1	SS		FAK Bin	815	56.9	307L-307-10
1	ARS		Cable	23	6.4	307F-6-29
1	ARS		Cable	230	6.4	307F-6-40
1	ARS		Hose	170	15.5	307F-6-41
1	ARS		Hose	170	15.5	307F-6-42
1	ARS		Cable	230	6.4	307F-6-43
1	ARS		Cable	30	6.4	307F-6-48
1	ARS		Cable	230	6.4	307F-6-49
1	ARS		Cable	230	6.4	307F-6-50
1	ARS		Cable	230	6.4	307F-6-51
1	ARS		Cable	230	6.4	307F-6-52
1	ARS		Cable	230	6.4	307F-6-53
1	ARS		Cable	230	6.4	307F-6-54
1	ARS		Cable	230	6.4	307F-6-55
1	ARS		Cable	230	6.4	307F-6-10
1	ARS		Records	200	8.5	307F-2-1
1	ARS		Records	120	4.4	307F-2-9-1A
1	ARS		Records	165	7.2	307F-5-2
1	SS		FAK Bin	765	56.9	307L-307-10A
1	SS		FAK Bin	565	56.9	307L-307-15
1	SS		FAK Bin	567	56.9	307L-307-15A
1	SS		Transmitter	130	5.8	307L-307-87

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	IG-20	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1	SS		Transmitter	135	9.2	307L-307-88
1	SS		Transmitter	135	9.2	307L-307-89
				7,677		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: C-1 4475	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			MATS PERSONNEL LIST			
238	MV Sq	Service	60350			
239	FM	Maint	43231/51			
			MATERIAL			
1	FM		Power pak	8470	608	307J-3-101
1	FM		Power Pak	8470	609	307J-3-102
1	FM		Power Pak	8470	608	307J-3-103
1	FM		Power Pak	8470	608	307J-3-104
			Total	33,880		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	C-2 4776	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
240	MV Sq	Service	60350			
241	FM	Maint	43231/51/71			
			MATERIAL			
1	FM		Power Pak	8470	608	307J-3-105
1	FM		Power Pak	8470	608	307J-3-106
1	FM		Power Pak	8470	608	307J-3-107
1	FM		Power Pak	8470	608	307J-3-108
1	FM		Gen C-21B	1450	10.8	307J-17-4
			Total	35,330		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: C-3 4777	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
242	MV SQ	SERVICE	60350			
243	FM	MAINT	43231/51/71			
			MATERIEL			
II	FM		POWER PACK	8470	608	307J-3-109
II	FM		POWER PACK	8470	608	307J-3-110
II	FM		POWER PACK	8470	608	307J-3-111
II	FM		POWER PACK	8470	608	307J-3-112
II	FM		C-21 B GEN	1450	101	307J-17-5
			TOTALS	35,330	2533	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 TURNAROUND TEAM	307 BW	C-4 4778	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
244	FM	MAINT	43231/51/71			
245	FM	MAINT	43231/51/71			
246	FM	MAINT	43231/51/71			
247	FM	MAINT	43231/51/71			
248	FM	MAINT	43231/51/71			
249	FM	MAINT	43231/51/71			
250	FM	MAINT	43231/51/71			
251	FM	MAINT	43231/51/71			
252	FM	MAINT	43231/51/71			
253	FM	MAINT	43231/51/71			
254	FM	MAINT	43231/51/71			
255	FM	MAINT	43231/51/71			
256	FM	MAINT	43231/51/71			
257	FM	MAINT	43231/51/71			
258	FM	MAINT	43231/51/71			
259	FM	MAINT	43231/51/71			
			MATERIEL			
II	FM		C-21B P/ U	1450	101	307J-17-6
II	FM		C-21B P/U	1450	101	307J-17-7
II	FM		C-21B P/U	1450	101	307J-17-8
II	FM		MOFLX TR	370	150	307J-17-10
II	FM		B6B PU	1200	42	307J-17-9
II	FM		RAU ENG	6490	458.0	307J-3-113
II	FM		RAW ENG	6490	458.0	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 TURNAROUND TEAM	307 BW	C-4 4778	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
II	FM		RAW ENG	6490	458.0	307J-3-115
II	FM		RAW ENG	6490	458.0	307J-3-116
II	FM		RAW ENG	6490	458.0	307J-3-117
			TOTALS	33,370	2,636.5	

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CHAPTER F
SECTION I

LOADING LISTS
KC-97 TURNAROUND TEAM
UNIT AND MATS AIRCRAFT
OPLAN 55-57

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM		UNIT: 307 BW		FLIGHT NR	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
			TP-1				
1	AREFS	MAINT	43171B				
2	AREFS	MAINT	43131B/51B				
3	WG HQ	CONTROL	1416				
4	AREFS	MAINT	43171B				
			TP-2				
5	AREFS	MAINT	43171B				
6	AREFS	MAINT	43131B/51B				
7	AREFS	MAINT	43231/51/71				
			TP-3				
8	AREFS	MAINT	47171B				
9	AREFS	MAINT	43131B/51B				
10	AREFS	MAINT	43231/51/71				
11	A&E	MAINT	3054				
			TP-4				
12	AREFS	MAINT	43171B				
13	AREFS	MAINT	43131B/51B				
14	AREFS	MAINT	43231/51/71				
			TP-5				
15	AREFS	MAINT	43171B				
16	AREFS	MAINT	43131B/51B				
17	AREFS	MAINT	43231/51/71				

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			TP-6			
18	AREFS	MAINT	43171B			
19	AREFS	MAINT	43131B/51B			
20	AREFS	MAINT	43131B/51B			
			TP-7			
21	AREFS	MAINT	43171B			
22	AREFS	MAINT	43131B/51B			
23	AREFS	MAINT	43131B/51B			
			TP-8			
24	AREFS	MAINT	43171B			
25	AREFS	MAINT	43131B/51B			
26	AREFS	CONTROL	2054			
			TP-9			
27	AREFS	MAINT	43171B			
28	AREFS	MAINT	43131B/51B			
29	FM	MAINT	42131/51/71			
			TP-10			
30	AREFS	MAINT	43171B			
31	AREFS	MAINT	43131B/51B			
32	AREFS	MAINT	43131B/51B			

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM		UNIT: 307 BW		FLIGHT NR	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR POX NUMBER (To be completed by organization)	
			TG-11				
			PERSONNEL				
33	AREFS	MAINT	43171B				
34	AREFS	MAINT	43131B/51B				
35	AREFS	CONTROL	1435				
			MATERIEL				
1	AREFS		POWER CABLE	230	6.4	307F-6-10	
1	AREFS		POWER CABLE	230	6.4	307F-6-12	
1	AREFS		POWER CABLE	230	6.4	307F-6-13	
1	AREFS		POWER CABLE	230	6.4	307F-6-15	
1	AREFS		POWER CABLE	230	6.4	307F-6-16	
1	AREFS		POWER CABLE	230	6.4	307F-6-17	
1	AREFS		POWER CABLE	230	6.4	307F-6-18	
1	AREFS		POWER CABLE	230	6.4	307F-7-25	
1	AREFS		POWER CABLE	230	6.4	307F-6-26	
1	AREFS		POWER CABLE	230	6.4	307F-6-39	
1	AREFS		POWER CABLE	230	6.4	307F-6-40	
1	AREFS		POWER CABLE	230	6.4	307F-6-43	
1	AREFS		REFUEL HOSE	170	15.5	307F-6-28	
1	AREFS		REFUEL HOSE	170	15.5	307F-6-29	
1	AREFS		REFUEL HOSE	170	15.5	307F-6-30	
1	AREFS		NOZZLE	70	5.0	307F-6-58	
1	AREFS		NOZZLE	70	5.0	307F-6-59	
1	AREFS		NOZZLE	70	5.0	307F-6-60	
			TOTALS	3,480	138.3		

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW		FLIGHT NR	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			TG-12			
36	AREFS	MAINT	43171B			
37	AREFS	MAINT	43131B/51B			
38	AREFS	CONTROL	0066A			
			TG-13			
39	AREFS	MAINT	43171B			
40	AREFS	MAINT	43131B/51B			
41	AREFS	CONTROL	1525P			
			TG-14			
			PERSONNEL			
42	AREFS	MAINT	43171B			
43	AREFS	MAINT	43131B/51B			
44	AREFS	CONTROL	4324			
			MATERIEL			
1	AREFS		REFUEL HOSE	170	15.5	307F-6-41
1	AREFS		REFUEL HOSE	170	15.5	307F-6-42
1	AREFS		POWER CABLE	230	6.4	307F-6-48
1	AREFS		POWER CABLE	230	6.4	307F-6-49
1	AREFS		POWER CABLE	230	6.4	307F-6-50
1	AREFS		POWER CABLE	230	6.4	307F-6-51
1	AREFS		POWER CABLE	230	6.4	307F-6-52
1	AREFS		POWER CABLE	230	6.4	307F-6-53
1	AREFS		POWER CABLE	230	6.4	307F-6-54

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 MW	FLIGHT NR	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1	AREFS		POWER CABLE	230	6.4	307F-6-55
1	AREFS		NOZZLE	70	5.0	307F-6-56
1	AREFS		NOZZLE	70	5.0	307F-6-57
			TOTALS			
			TG-15			
45	AREFS	MAINT	43171B			
46	AREFS	MAINT	43131B/51B			
47	FM	MAINT	53430/50/70			

Loads TG-16 through 20, will be as directed by higher headquarters.

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team		UNIT: 307th Bomb Wing		FLIGHT NR: 4775	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
1	FM	Maint	43231/51/71				
2	FM	Maint	43231/51/71				
			MATERIAL				
1	FM		Engine	8470	608	307J-3-101	
1	FM		Engine	8470	608	307J-3-102	
1	FM		Engine	8470	608	307J-3-103	
1	FM		Engine	8470	608	307J-3-104	
1	FM		Engine	1450	101	307J-17-6	
1	FM		Gen C-21B	1450	101	307J-17-7	
			Total	36,780	2634		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: 4675	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
3	FM	Maint	42132/52			
4	FM	Maint	42132/52			
5	FM	Maint	42132/52			
6	FM	Maint	42132/52			
7	FM	Maint	42350/70			
8	FM	Maint	42350/70			
9	FM	Maint	42350/70			
10	FM	Maint	42350/70			
11	FM	Maint	43131B/51B			
12	FM	Maint	43131B/51B			
			MATERIAL			
1	A&E		Test Equip	485	23.9	307K-5-30
1	A&E		Test Equip	270	23.9	307K-5-9
1	A&E		FAK Bin	736		307L-307-9A
1	Sup Sqd		FAK Bin	825	56.9	307L-307-10
1	Sup Sqd		Fak Bin	765	56.9	307L-307-10A
1	Sup Sqd		FAK Bin	770	56.9	307L-307-3A
1	Sup Sqd		FAK Bin	564	56.9	307L-307-15
1	Sup Sqd		FAK Bin	567	56.9	307L-307-15A
1	Sup Sqd		FAK Bin	127	56.9	307L-307-38
1	Sup Sqd		Control	127	6.5	307L-307-39
1	Sup Sqd		Control	140	6.5	307L-307-58
1	Sup Sqd		Valve	73	8.0	307L-307-66
1	Sup Sqd		Transmitter	130	5.8	307L-307-87
1	Sup Sqd		Transmitter	135	9.2	307L-307-88
1	Sup Sqd		Transmitter	135	9.2	307L-307-89

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON KC-97 Turnaround Team	UNIT 307th Bomb Wing	FLIGHT NR 4675	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1	Sup Sqd		FAK Bin	969	36.9	307L-307-6
1	Sup Sqd		FAK Bin	757	56.9	307L-307-6A
1	Sup Sqd		FAK Bin	757	56.9	307L-307-7
1	Sup Sqd		FAK Bin	715	56.9	307L-307-7A
1	Sup Sqd		FAK Bin	720	56.9	307L-307-8
1	Sup Sqd		FAK Bin	1210	56.9	307L-307-8A
1	Sup Sqd		FAK Bin	970	56.9	307L-307-9
1	Sup Sqd		FAK Bin	860	56.9	307L-307-11
1	Sup Sqd		FAK Bin	753	56.9	307L-307-11A
1	Sup Sqd		FAK Bin	685	56.9	307L-307-12
1	Sup Sqd		FAK Bin	766	56.9	307L-307-12A
1	SUP Sqd		FAK Bin	800	56.9	307L-307-13
1	Sup Sqd		FAK Bin	879	56.9	307L-307-13A
1	Sup Sqd		FAK Bin	780	56.9	307L-307-14
1	Sup Sqd		FAK Bin	760	56.9	307L-307-14A
1	Hq Sqd		Typewriter	96	3.7	307A-1-1
1	Hq Sqd		Forms	127	3.7	307A-1-36
1	Sup Sqd		Harness	132	12.5	307L-307-16
1	Sup Sqd		Cylinder	140	8.6	307L-307-17
1	Sup Sqd		Rec-trans	90	4	307L-307-18
1	Sup Sqd		Rec-Trans	70	3.6	307L-307-18
1	Sup Sqd		Rec-Trans	126	12.2	307L-307-20
1	Sup Sqd		Rec-Trans	169	15.2	307L-307-21
1	Sup Sqd		Aluminum	440	11.0	307L-307-22
1	Sup Sqd		Supercharger	513	33.0	307L-307-23
1	Sup Sqd		Supercharger	513	33.0	307L-307-24

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	4675	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1	Sup Sqd		Supercharger 513	33.0	307L-307-25	
1	Sup Sqd		Brake 343	10.7	307L-307-26	
1	Sup Sqd		Break 343	10.7	307L-307-27	
1	Sup Sqd		Break 343	10.7	307L-307-28	
1	Sup Sqd		APW 240	14.9	307L-307-29	
1	Sup Sqd		APW 250	14.9	307L-307-30	
1	Sup Sqd		Break 343	10.7	307L-307-31	
1	Sup Sqd		Prop 1200	96.0	307L-307-32	
1	Sup Sqd		Prop 1200	96.0	307L-307-33	
1	Sup Sqd		Tube Assy 237	26.0	307L-307-34	
1	Sup Sqd		Screw Assy 75	3.8	307L-307-35	
1	Sup Sqd		Screw Assy 95	7.6	307L-307-36	
1	Sup Sqd		Control 127	6.5	307L-307-37	
1	Sup Sqd		Case 198	5.4	307L-307-90	
1	Sup Sqd		Case 180	5.4	307L-307-91	
1	Sup Sqd		Test Equip 263	2.6	307L-307-56	
1	A&E		Test Equip 263	26.6	307K-4-58	
1	A&E		Test Equip 326	26.6	307K-4-59	
1	A&E		Test Equip 355	26.6	307K-4-54	
1	A&E		Test Equip 190	14.6	307K-4-68	
1	A&E		Test Equip 310	26.6	307K-4-66	
1	A&E		Test Equip 360	32.0	307K-4-74	
1	A&E		Test Equip 308	32.0	307K-4-76	
1	A&E		Test Equip 376	26.6	307K-4-71	
1	A&E		Test Equip 250	26.6	307K-4-73	
1	A&E		Test Equip 435	26.6	307K-4-75	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: 307 KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: 4675	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
1	A&E		Test Equip	225	26.6	307K-4-70
1	A&E		Test Equip	340	21.5	307K-4-48
1	A&E		Test Equip	350	39.6	307K-4-67
1	A&E		Test Equip	267	15.0	307K-4-79
1	ARS		Cycle	150	6.0	307F-6-32
1	ARS		Cycle	150	6.0	307F-6-36
1	ARS		B-4 Stand	375	18.5	307F-6-61
1	ARS		B-4 Stand	375	18.5	307F-6-61
1	ARS		B-4 Stand	375	18.5	307F-6-62
1	ARS		B-4 Stand	375	18.5	307F-6-63
1	ARS		B-4 Stand	375	18.5	307F-6-64
1	ARS		B-4 Stand	375	18.5	307F-6-65
1	ARS		B-4 Stand	375	18.5	307F-6-66
1	ARS		B-4 Stand	375	18.5	307F-6-67
1	ARS		B-4 Stand	375	18.5	307F-6-68
1	ARS		B-4 Stand	375	18.5	307F-6-69
1	ARS		B-4 Stand	375	18.5	307F-6-70
			Totals	35,023	2,389	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: 4600	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
13	Ops	Control	29250			
14	Ops	Control	29350			
15	Ops	Service	62130/50			
16	Inst Sq	Service	57130/50			
17	Inst Sq	Service	57130/50			
18	ARS	Maint	60330/50			
19	ARS	Maint	60330/50			
20	ARS	Maint	70250			
21	FM	Maint	53171B			
22	Sup Sqd	Service	64150/52			
23	ARS	Maint	4344			
24	FS Sq	Service	62230/50			
25	FS Sq	Service	62230/50			
26	FM	Maint	43231/51/71			
27	FM	Maint	53150			
28	A&E	Maint	30130B/50B			
29	A&E	Maint	30130B/50B			
30	A&E	Maint	30130B/50B			
31	A&E	Maint	30130B/50B			
32	ARS	Control	20450/70			
33	FM	Maint	53430/50/70			
34	FM	Maint	42230/50/70			
35	A&E	Maint	70230/50			
36	A&E	Maint	70230/50			
37	Sup Sqd	Service	64350			
38	Sup Sqd	Service	64350			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	4600	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
39	Sup Sqd	Service	64350			
40	Sup Sqd	Service	64350			
41	A&E	Maint	30151A/71A			
42	A&E	Maint	30151A/71A			
43	A&E	Maint	30151A/71A			
44	A&E	Maint	30151A/71A			
45	A&E	Maint	30151A/71A			
46	A&E	Maint	30151A/71A			
47	Hq Sqd	Maint	43171B			
48	Hq Sqd	Maint	43171B			
49	ARS	Maint	43231/51/71			
50	ARS	Maint	43231/51/71			
51	ARS	Maint	43231/51/71			
52	ARS	Maint	43231/51/71			
53	ARS	Maint	43231/51/71			
54	ARS	Maint	43231/51/71			
55	ARS	Maint	43231/51/71			
56	ARS	Maint	43231/51/71			
57	ARS	Maint	43231/51/71			
58	ARS	Maint	43231/51/71			
59	ARS	Maint	43231/51/71			
60	ARS	Maint	43131B/51B			
61	ARS	Maint	43131B/51B			
62	FM	Maint	42730/50			
63	FM	Maint	47230/50			
64	FM	Maint	47230/50			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307Bomb Wing	4600	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
65	FM	Maint	47230/50			
66	FM	Maint	47230/50			
67	Sup Sqd	Service	6424			
68	ARS	Maint	43171B			
69	ARS	Maint	43171B			
70	ARS	Maint	43171B			
71	ARS	Maint	43171B			
72	FM	Maint	42131/51/71			
73	ARS	Maint	43171B			
74	ARS	Maint	43171B			
75	A&E	Maint	30150C			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 Turnaround Team	UNIT: 307th Bomb Wing	FLIGHT NR: 4601	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
76	FM	Maint	42230/50/70			
77	FM	Maint	42230/50/70			
78	FM	Maint	42230/50/70			
79	FM	Maint	42230/50/70			
80	WG Hq	Maint	4344			
81	WG Hq	Maint	64151/75			
82	ARS	Maint	6424			
83	ARS	Maint	43131B/51B			
84	ARS	Maint	43131B/51B			
85	ARS	Maint	43131B/51B			
86	ARS	Maint	43131B/51B			
87	FS Sq	Service	62230/50			
88	FS Sq	Service	62230/50			
89	FS Sq	Service	62230/50			
90	ARS	Maint	43100			
91	MV	Service	60350			
92	MV	Service	60350			
93	MV	Service	60350			
94	MV	Service	60350			
95	MV	Service	60350			
96	Wg Hq	Control	27170			
97	A&E	Control	42350R/70R			
98	Sup Sq	Service	64173			
99	ARS	Maint	64151			
100	FM	Maint	60330/50			
101	FM	Maint	60330/50			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	4601	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
102	Sup Sq	Service	64150/52			
103	Sup Sq	Service	64150/52			
104	Sup Sq	Service	64150/52			
105	FM	Maint	42330/50/70			
106	Sup Sq	Service	64350			
107	Sup Sq	Service	64350			
108	Sup Sq	Service	64350			
109	FM	Maint	42152/72			
110	FM	Maint	42152/72			
111	ARS	Maint	43231/51/71			
112	ARS	Maint	43231/51/71			
113	ARS	Maint	43231/51/71			
114	ARS	Maint	43231/51/71			
115	ARS	Maint	43231/51/71			
116	ARS	Maint	43231/51/71			
117	ARS	Maint	43231/51/71			
118	ARS	Control	70230/50			
119	ARS	Control	70230/50			
120	FM	Maint	42131/51/71			
121	FM	Maint	42131/51/71			
122	A&E	Maint	30150C			
123	ARS	Control	20450/70			
124	ARS	Maint	7324			
125	FM	Maint	43231/57/71			
126	FM	Maint	43231/57/71			
127	FM	Maint	43231/57/71			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 Turnaround Team	307th Bomb Wing	4601	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
129	WG Hq	Maint	43171B			
129	A&E	Maint	30151/71A			

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: 4676	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
130	TAH	MED	9356			
131	TAH	MED	90250/70			
132	MV SQ	SERVICE	60350			
133	MV SQ	SERVICE	60350			
134	FM	MAINT	43231/51/71			
			MATERIEL			
II	SUPRON		MLG B/U	460	29.9	307L-307-40
II	SUPRON		MLG B/U	460	29.9	307L-307-41
II	SUPRON		MLG B/U	460	29.9	307L-307-42
II	SUPRON		MLG B/ U	460	29.9	307L-307-43
II	SUPRON		MLG B/U	235	29.9	307L-307-44
II	SUPRON		MLG B/U	235	29.9	307L-307-45
II	SUPRON		CASING MLG	235	28.7	307L-307-46
II	SUPRON		CASING MLG	235	28.7	307L-307-47
II	SUPRON		CASING MLG	235	28.7	307L-307-48
II	SUPRON		CASING MLG	235	28.7	307L-307-49
II	SUPRON		CASING MLG	62	28.7	307L-307-50
II	SUPRON		CASING MLG	62	28.7	307L-307-51
II	SUPRON		CASING MLG	62	28.7	307L-307-52
II	SUPRON		CASING MLG	110	28.7	307L-307-53
II	SUPRON		CASING MLG	110	28.7	307L-307-54
II	SUPRON		CASING MLG	110	28.7	307L-307-55
II	SUPRON		CARBURETOR	116	6.0	307L-307-56
II	SUPRON		CARBURETOR	105	6.1	307L-307-57

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 TURNAROUND TEAM	307 BW	4676	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
II	SUPRON		REC-TRANS	232	29.9	307L-307-59
II	SUPRON		VALVE	132	10.7	307L-307-60
II	SUPRON		VALVE	79	7.8	307L-307-61
II	SUPRON		VALVE	73	8.0	307L-307-62
II	SUPRON		VALVE	78	8.0	307L-307-63
II	SUPRON		VALVE	75	8.0	307L-307-64
II	SUPRON		VALVE	73	8.0	307L-307-65
II	SUPRON		CASING NLG	62	9.7	307L-307-68
II	SUPRON		CASING NLG	62	9.7	307L-307-69
II	SUPRON		CASING NLG	62	9.7	307L-307-70
II	SUPRON		CASING NLG	62	9.7	307L-307-71
II	SUPRON		CASING NLG	62	9.7	307L-307-72
II	SUPRON		CASING NLG	62	9.7	307L-307-73
II	SUPRON		WELD	165	17.3	307L-307-74
II	SUPRON		WELD	150	15.1	307L-307-75
II	SUPRON		WELD	150	15.1	307L-307-76
II	SUPRON		WELD	115	15.1	307L-307-77
II	SUPRON		WINDOW	150	6.6	307L-307-78
II	SUPRON		ANTENNA	191	15.7	307L-307-79
II	SUPRON		CASING NLG	62	9.7	307L-307-80
II	SUPRON		CASING NLG	62	9.7	307L-307-81
II	SUPRON		SCREW	105	3.7	307L-307-82
II	SUPRON		SUPERCHGR	513	33.0	307L-307-83
II	SUPRON		WELD	162	12.0	307L-307-84
II	SUPRON		TRANSMITTER	130	5.8	307L-307-85
II	SUPRON		TRANSMITTER	130	5.8	307L-307-86

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON	UNIT	FLIGHT NR	PHASE
	KC-97 TURNAROUND TEAM	307 BW	4676	

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
II	FM		HAND TOOLS	150	5.0	307J-12-4
II	FM		SPL TOOLS	343	12.0	307J-10-1
II	FM		SPL TOOLS	250	7.0	307J-10-2
II	FM		TOOLS	100	3.0	307J-10-3
II	FM		TOOLS	125	4.0	307J-5-3
II	FM		TOOLS	200	8.0	307J-17-3
II	FM		TOOLS	186	5.0	307J-17-1
II	FM		SPL TOOLS	132	7.0	307J-18-1
II	FM		SPL TOOLS	104	4.0	307J-18-2
II	FM		SPL TOOLS	100	8.0	307J-15-4
II	FM		TOOLS	100	3.0	307J-7-4
II	FM		SPL TOOLS	100	2.0	307J-3-122
II	FM		TOOLS	310	6.0	307J-3-123
II	FM		HAND TOOLS	200	8.0	307J-3-127
II	TAH		MED SUPP	85	4.1	307T-C-1
II	TAH		MED SUPP	75	4.1	307T-C-2
II	TAH		MED SUPP	138	6.6	307T-C-3
II	TAH		MED SUPP	117	6.6	307T-C-4
II	TAH		MED SUPP	115	6.6	307T-C-5
II	TAH		MED SUPP	86	6.6	307T-C-6
II	TAH		BLANKETS	121	8.1	307T-C-7
II	TAH		SPLINTS	82	3.1	307T-C-8
II	TAH		LITTERS	130	10.0	307T-C-9
II	TAH		FLT SUR KIT	45	1.5	307T-C-10
II	TAH		MED SUPP	155	5.4	307T-C-11
II	TAH		MED SUPP	109	4.6	307T-C-12

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: 4676	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
II	TAH		SCTY ITEMS	130	4.6	307T-C-13
II	TAH		T/S ITEMS	215	8.1	307T-C-14
II	TAH		T/S ITEMS	190	8.1	307T-C-15
II	TAH		TENT SQD	243	11.0	307T-C-16
II	TAH		TENT SQD	243	10.0	307T-C-17
II	TAH		TENT POLES	130	11.0	307T-C-18
II	TAH		TENT POLES	130	11.0	307T-C-19
II	AREFS		BN STOCK	85	4.2	307F-6-34
II	AREFS		BN STOCK	85	4.2	307F-6-33
II	AREFS		TOW BAR	65	3.0	307F-6-37
II	AREFS		50T JACK	505	8.0	307F-6-38
II	AREFS		MEMO MACH	50	4.5	307F-5-17
II	AREFS		FORM 5s	130	7.2	307F-5-30
II	AREFS		BLANK FORMS	145	5.5	307F-7-1
II	AREFS		TYPEWRITER	208	8.5	307F-7-2
II	AREFS		CARBINES	176	12.0	307F-7-3
II	AREFS		CARBINES	176	12.0	307F-7-4
II	AREFS		CARBINES	176	12.0	307F-7-5
II	AREFS		CARBINES	176	12.0	307F-7-6
II	AREFS		CARBINES	176	12.0	307F-7-7
II	AREFS		PISTOLS 45	155	4.2	307F-7-8
II	AREFS		AMMO 45	388	5.5	307F-7-9
II	AREFS		RECORDS	175	7.3	307F-2-2
II	AREFS		TYPEWRITER	40	4.5	307F-2-5
II	AREFS		RECORDS	65	4.5	307F-5-18
II	AREFS		ADD MACH	55	2.5	307F-5-19

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM		UNIT: 307 EW		FLIGHT NR: 4676	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
II	AREFS		TYPEWRITER	60	4.5	307F-5-20	
II	AREFS		INTEL SET	40	1.6	307F-3-2	
II	AREFS		MAPS CHARTS	40	3.0	307F-3-3	
II	AREFS		RECORDS	100	4.5	307F-3-4	
II	AREFS		ALGMT JIG	30	2.0	307F-6-1	
II	AREFS		FLOOD LTS	395	28.5	307F-6-2	
II	AREFS		TOOL CRIB	143	5.5	307F-6-3	
II	AREFS		TOOL CRIB	375	9.2	307F-6-4	
II	AREFS		FILES	118	5.6	307F-6-6	
II	AREFS		FILES	120	5.6	307F-6-7	
II	AREFS		TYPEWRITER	120	5.6	307F-6-8	
II	AREFS		JACK	75	5.5	307F-6-11	
II	AREFS		TOOL CRIB	183	5.6	307F-6-14	
II	AREFS		TO FILES	70	2.6	307F-6-19	
II	AREFS		TO FILES	70	2.6	307F-6-21	
II	AREFS		RECORDS	200	8.5	307F-2-1	
II	AREFS		RECORDS	120	4.4	307F-2-7-A	
II	AREFS		RECORDS	165	7.2	307F-5-2	
II	AREFS		BOOM CRDL	85	6.7	307F-6-27	
II	AREFS		BN STOCK	85	4.2	307F-6-35	
II	SUPRON		FAK BIN	700	56.9	307L-307-1	
II	SUPRON		FAK BIN	783	56.9	307L-307-1A	
II	SUPRON		FAK BIN	803	56.9	307L-307-2	
II	SUPRON		FAK BIN	860	56.9	307L-307-2A	
II	SUPRON		FAK BIN	1030	56.9	307L-307-3	
II	SUPRON		FAK BIN	623	56.9	307L-307-4	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: 4676	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
II	SUPRON		FAK BIN	700	56.9	307L-307-4A
II	SUPRON		FAK BIN	810	56.9	307L-307-5
II	SUPRON		FAK BIN	692	56.9	307L-307-5A
II	FM		MGFLX MACH	340	12.	307J-17-10
II	AREFS		IFR DOLLY	39	2.0	307F-6-45
II	AREFS		IFR DOLLY	39	2.0	307F-6-46
II	AREFS		BOMB SLG	135	3.0	307F-6-47
II	AREFS		SUPPLIES	123	5.6	307F-6-5
II	AREFS		ADD MACH	120	5.6	307F-6-9
II	AREFS		TO FILES	70	2.6	307F-6-20
II	AREFS		TO FILES	70	2.6	307F-6-22
II	AREFS		TO FILES	70	2.6	307F-6-23
II	AREFS		TO FILES	70	2.6	307F-6-24
II	AREFS		TOW BAR	65	3.0	307F-6-31
II	FM		C-21B GEN	1450	101.0	307J-17-4
II	FM		C-21B GEN	1450	101.0	307J-17-5
			TOTALS	32,473		

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: 4677	PHASE:

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
135	FM	MAINT	43231/51/71			
136	FM	MAINT	43231/51/71			
			MATERIEL			
II	FM		R-4360 ENG	8470	608	307J-3-105
II	FM		R-4360 ENG	8470	608	307J-3-106
II	FM		R-4360 ENG	8470	608	307J-3-107
II	FM		R-4360 ENG	8470	606	307J-3-108
			TOTALS	33,880	2432	

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PRIORITY OF OUTMOVEMENT	STAGING TEAM OR AIR ECHELON: KC-97 TURNAROUND TEAM	UNIT: 307 BW	FLIGHT NR: 4776	PHASE

PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
			PERSONNEL			
137	TAH	MED	40150/70			
138	TAH	MED	90650			
139	WEA DET	CONTROL	2524			
			MATERIEL			
II	FM		R-4360 ENG	8470	608	307J-3-109
II	FM		R-4360 ENG	8470	608	307J-3-110
II	FM		R-4360 ENG	8470	608	307J-3-111
II	FM		R-4360 ENG	8470	608	307J-3-112
II	FM		C 21B GEN	1450	107	307J-17-8
			TOTALS	35,330	2535	

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PART V

STANDARD OPERATING PROCEDURES

1. The procedures outlined herein provide a ready reference of logistical data for all organizations within the 307th Bomb Wing upon which they may base their own detailed mobility planning.

2. It is not intended that squadron SOP's be a repetition of the listed SOP's. In the event further instructions are required, squadron SOP's may be written to include the squadron instructions and cross-referenced to appropriate SOP.

3. These procedures will be strictly adhered to by all concerned. Any deviation will be set forth in the Operations Order for a specific deployment.

CONTENTS

SOP # 1 - Execution Procedure

2 - Briefing of Key Individuals

3 - Processing of Personnel (Alert to Airborne)

4 - Processing of Cargo (Alert to Airborne)

5 - Packing, Crating and Marking of Equipment

6 - Squadron Mobility Procedures

7 - Individual Clothing and Equipment

8 - Utilization of Non-committed Squadron and ABG Personnel

9 - Disposition of Cargo at Forward Staging/Operating Bases

10 - Personnel and Equipment Required for Loading Operations

11 - Handling and Safeguarding Classified Materiel

12 - Troop Commander

13 - Cargo Couriers

14 - Accounting for UME and USE Property

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SOP # 15 - Logistics Reports Incident to Deployment

16 - Control of Firearms and Ammunitions

17 - Security

18 - Food Service

19 - Resupply of Staging Teams

20 - Transportation Requirements

21 - Monitoring Personnel and Equipment Shortages

22 - Support of MATS and SSS Aircraft

23 - Task Force Medical Procedures

24 - Tactical Radiological Countermeasures

25 - BOP for Forward Base Commander

26 - BOP for Enroute Base Commander

27 - Survey of EWP Bases

28 - Control Teams

29 - Maintenance Plan

30 - Director of Materiel Procedures for Mobility and EWP.

31 - FAK Spare Engines

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SOP NUMBER 1

EXECUTION PROCEDURE

1. PURPOSE: It is the intent of this SOP to provide the initial guidance of the 307th Bombardment Wing enabling them to properly execute their individual responsibilities during the implementation of our Emergency War Plans, plus adequate flow charts and control systems allowing each Commander involved to exercise supervision over the deployment effort.

2. SCOPE: Each individual assigned to the 307th Bombardment Wing must insure that duties assigned him during implementation of this plan are carried out to the best of his ability.

3. GENERAL: It is well known that the ultimate success of our mission depends upon the individuals involved in its' accomplishment. Essential prerequisites are that each participant be thoroughly briefed as to his responsibilities, and that a system of progress charts be maintained for constant checks by the Commander.

4. RESPONSIBILITIES:

a. Each Squadron Commander is responsible for the following:

(1) Briefing all wing personnel as to their responsibilities in each operation plan, and establishment of a notification procedure whereby all personnel will be advised of the specific type alert in effect as soon as possible.

(2) That the major sections (Operations, Maintenance, Mobility) maintain close coordination throughout the entire alert, thereby promoting maximum efficiency.

(3) That key supervisors periodically notify the control point as to progress of their specific sections so that flow charts may be kept current.

b. Air Base Group Commander will be responsible for the following:

(1) That all support functions in the Air Base Group receive immediate notification of the type alert in effect, and that all personnel are thoroughly briefed as to their individual responsibilities.

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(2) Insure that all key supervisors report periodically to the Air Base Group control point on the progress of their activity, thereby enabling the Commander to properly supervise the deployment effort.

(3) That all major sections (Motor Pool, Commercial Transportation, Base Supply, etc.) work in close coordination and strive for maximum efficiency throughout the entire operation.

c. The 307th Bomb Wing Logistics Officer and Squadron Mobility Officers will be responsible for the following:

(1) Establishing and maintaining a wing/squadron logistics control point, which will include adequate flow charts to closely follow the loading operation.

(2) Coordination with each responsible section (Commercial Transportation, Motor Pool, Flyaway Kit, etc.) to obtain maximum efficiency during the loading operations, and requiring periodic reports to maintain the mobility flow chart in a current status at all times.

d. Air Base Group Logistics Officer is responsible for the following:

(1) Preparation and maintenance of flow charts depicting the progress of Air Base Group passenger and cargo pick-up and loading throughout the entire alert.

(2) Maintain close coordination with all Air Base Group squadrons and sections, requiring each to furnish progress reports periodically for the proper maintenance of flow charts, and for determination of any possible breakdown in the system which can be remedied by action from other sources.

(3) Close coordination with Logistics officers and Air Base Group and Division Control Rooms, furnishing all required information on the progress of the alert in effect.

e. Commercial Transportation Officer is responsible for the following:

(1) Reporting to the Wing and Air Base Group Logistics Officers the progress of cargo pick-up, cargo loading, passenger assembly and processing, and passenger loading. These reports will be given periodically and will follow the established flow chart format.

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5. ALERT NOTIFICATION PROCEDURES: The following is a brief outline of the procedure to be utilized in notifying each individual of the 307th Bomb Wing of the type of alert in effect and the E hour:

a. The Wing Control Room will normally be the initiator of all alert activity. In the event of a "Communications Out" condition, however, the Wing Town Alert Officer will be notified of an alert by means of a radio telephone located in either the Division Control Room, the Division Commander's car, or the Air Base Group Commander's staff car. Wing Control Room will initiate an alert only when so directed by one of the following:

(1) Wing Commander or his designated representative in the Wing Commander's absence.

(2) Higher headquarters, through the SAC alerting system or other alternate methods.

(3) Division Control Room.

b. The Wing pyramid alert system will be initiated as shown in Inclosure #1. The Officer whose name appears at the top of each block is the primary alert officer for that particular section of the pyramid. Personnel whose names appear second and third in each block are the first and second alternates, respectively. One of these three men will be responsible for initiating the alert pyramids for their squadron or section.

c. When alerted, each individual will alert those persons for whom he is responsible, dress as expeditiously as possible, and proceed immediately to his alert duty station. Time will not be taken to eat, shave, etc. Personnel living on base or in the base housing area should be at their alert duty stations within twenty minutes after notification, and personnel living elsewhere should be at their duty stations within forty minutes after notification.

d. The Wing Town Alert Officer will be notified what type alert has been called by the Control Room, or by means of the mobile radio telephone located in either of the two staff cars mentioned in 3a above. The Alert Officer will pass this information down the pyramid.

6. COMMUNICATIONS:

a. Normal Communications:

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(1) If normal communications are available, the Wing Control Room will notify the Wing Town Alert Officer by telephone.

(2) The Wing Control Room will initiate the Squadron Charge of Quarters pyramid by telephone. The Headquarters Squadron Charge of Quarters will initiate the Base Housing Alert Pyramid.

(3) People living on base will also be alerted by the sounding of the base siren.

b. On Base Communications Out:

(1) The Wing Town Alert Officer will be notified by the radio telephone in the Division Control Room or by a radio telephone located in one of the two staff cars mentioned in paragraph 3a above.

(2) The base siren will alert personnel living on base.

(3) Personnel living in the base housing area will be alerted by the sounding of sirens mounted on Air Police vehicles cruising through the area.

(4) Pay telephones, if working, may be used as an alternate means of alerting.

c. On Base Communications Out and Power Failure:

(1) The Wing Town Alert Officer will be notifed by the radio telephone in the Division Control Room or by a radio telephone located in one of the two staff cars mentioned in paragraph 3a above.

(2) Personnel living on base will be alerted by the sirens of Air Police Vehicles cruising through the barracks area.

(3) Runners will be utilized to insure that personnel living on base are alerted.

(4) Personnel living in the base housing area will be alerted by the sirens of Air Police vehicles cruising through the area.

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d. Radio and television may be used for alerting purposes, if authorized by the Division Commander or his representative. Any person hearing of an alert by this method will check with the person who alerts him and proceed to his duty station. Radio and television must not be relied upon, however, since these media may not be used if the public should not be made aware of the alert.

7. RESPONSIBILITIES:

a. Wing Control Room.

(1) Maintain a current listing of all personnel included in the initial alert pyramid (Incl #1) with necessary telephone numbers and directives.

(2) If normal communications facilities are available, the controller on duty will notify by telephone those personnel and organizations required by Inclosure #1.

(3) In the event of communications power failure, the controller on duty will proceed to the A&E Squadron barracks and inform the A&E Squadron CQ of the type alert condition. The A&E Squadron CQ will continue the normal alert pyramid, utilizing runners instead of the telephone for alerting the remaining squadron CQ's. This type of alerting by the controller is a back-up to the procedure outlined in Paragraph 6c(2).

(4) All Control Room personnel will thoroughly understand the requirement of this regulation, and take necessary action when so directed.

b. Squadrons and Wing Directorates.

(1) Prepare pyramid alert system to continue alerting as initiated by Inclosure #1. Insure all personnel have necessary instructions for initiating the pyramid alert system.

(2) Prepare folders containing all necessary instructions, rosters, etc., for the primary town alert officer and his alternates.

(3) When normal communications facilities are available, each squadron will be responsible for notifying their own personnel who live in the base housing area. These personnel will not be included in the normal town alert pyramid. The squadron CQ's should be responsible for notifying these personnel by telephone. The CQ's must also be adequately briefed to continue the normal on base alerting of Squadron personnel by use of runners in the event of a communications failure.

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(4) Insure all personnel are properly briefed on the contents of this Regulation, and Annex 1 to SAC Regulation 355-1, and Tab 1 to basic of 61st ADIV OPLAN 500-56.

(5) Determine the alert duty station of each individual in the organization, and instruct him to report to that location when alerted.

(6) Each individual must make any arrangements necessary to insure that he can be notified at any time during off-duty hours if an alert should be called.

c. Town Alert Officers.

(1) It will be the responsibility of the primary town alert officer in each section of the pyramid (Incl #1), to insure that either he or one of his alternates is at home at all times during off duty hours. If he does leave home, he will notify one of his alternates of his whereabouts.

(2) The names of the alternate town alert officers must also appear in the squadron or section pyramid, so that they will be notified if they are not utilized as primary alert officers.

8. ALERT ACTIONS: Each individual will be required to have in his possession at all times, a current Eighth Air Force Form 64, Alert Actions. This form provides space for the names and phone numbers of persons to be notified in the event of an alert and other data such as equipment required, etc. The form will be utilized to implement the pyramidal alerting procedures required by this Wing. Each commander will:

a. Insure that each individual maintains on his person at all times a properly accomplished Eighth Air Force Form 64 and that each individual responsible for notifying other persons in the event of an alert includes on his form the names and phone numbers of the persons he is to notify and the name and phone number of the person who notified him.

b. Emphasize to his personnel the importance of maintaining current information on the forms.

c. Insure that only unclassified information is maintained on the forms.

d. Spot check his personnel periodically to insure compliance with subparagraphs (1) and (3) above.

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9. MOBILITY CONTROL POINT OPERATION:

a. The Wing and Air Base Group Logistics Officers will be responsible for the operation of the Mobility Control Point. This will include the following:

(1) The maintenance of an up-to-the-minute flow sequence chart. A well-organized call-in system and adequate communication facilities are a necessity in the maintenance of an accurate and current flow chart.

b. The following sections will furnish the Mobility Control Point with initial information, plus hourly progress reports, if required, or changes as they occur. All hours mentioned in progress reports will be relative to the E hour and will be referred to as "E hour plus - - -".

(1) Wing Operations will:

(a) Report aircraft by tail number and trip number reaching ultimate condition.

(b) Report aircraft departure time by trip number and tail number.

(2) Wing Maintenance Control Sections will:

(a) Furnish a list of aircraft tail numbers to match trip numbers and ramp locations as soon as possible.

(b) Report any changes in trip number designation as they occur.

(c) Report aircraft by trip number and ramp location when they reach ready-to-load condition.

(3) Commercial Transportation Office will:

(a) Furnish actual time of cargo pick-up by aircraft trip number.

(b) Furnish actual time of cargo loading by aircraft trip number, including starting time, finish time, and any delays.

(c) Report passenger assembly and processing completion time by trip number.

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(d) Report passenger loading completion time by trip number.

(e) Report any delays in cargo or passenger operations as they occur.

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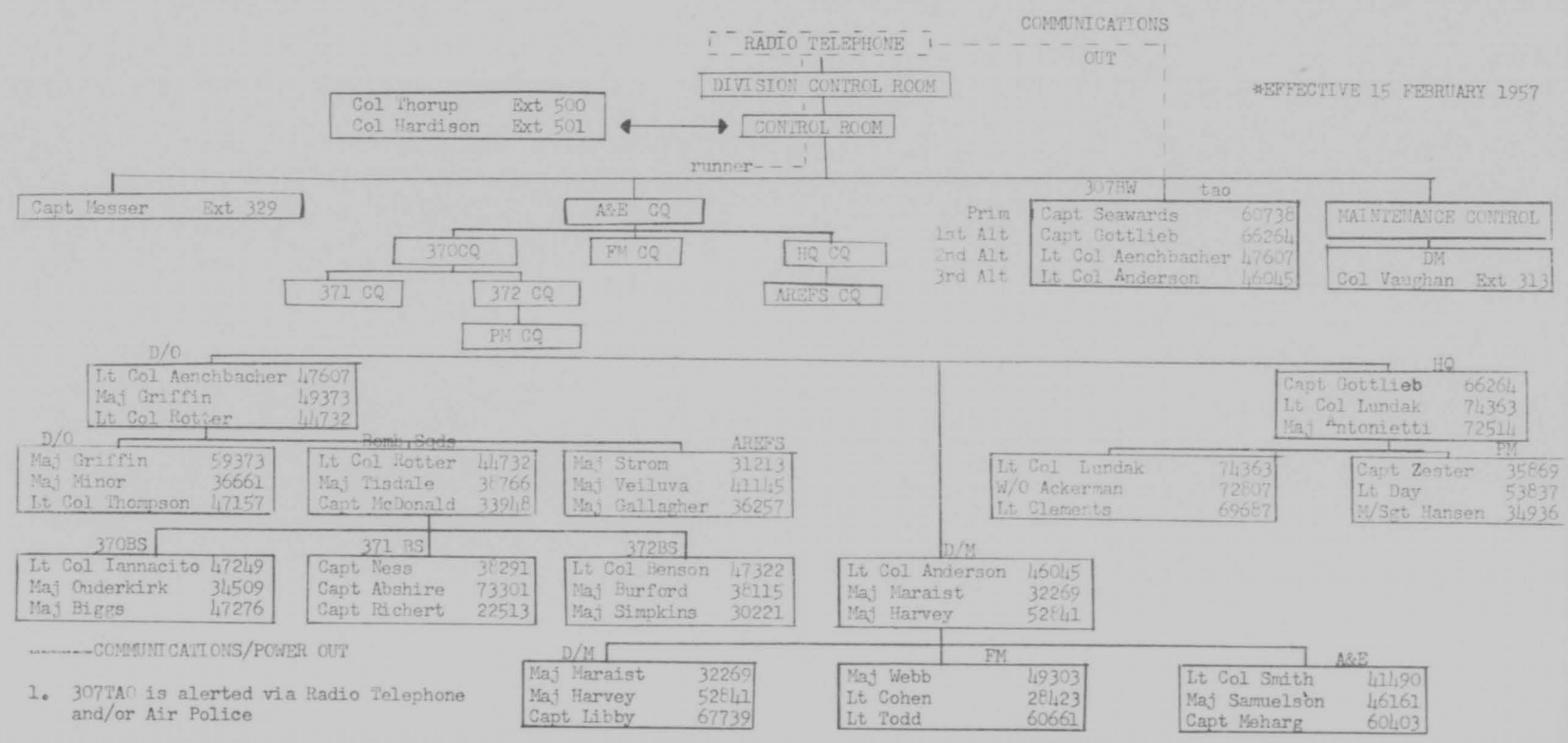

*EFFECTIVE 15 FEBRUARY 1957

-------COMMUNICATIONS/POWER OUT

1. 307TAO is alerted via Radio Telephone and/or Air Police

2. Wing Control Room disptaches runner to A&E Squadron C.Q. who continued pyramid

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SOP NUMBER 2

BRIEFING OF KEY INDIVIDUALS

1. PURPOSE: This Standard Operating Procedure outlines the key personnel within the 307th Bomb Wing (by position) and insures that key personnel are adequately briefed and advised on deployment procedure and their specific responsibilities.

2. SCOPE: This SOP applies to all key personnel and organizations within the 307th Bomb Wing.

3. The following duty assignments, by position, constitute the key positions within the 307th Bomb Wing.

POSITION	WHS	TACT SQDS	SUPPORT SQDS	ABG
Commander	X	X	X	X
Deputy Commander	X	X	X	X
Director of Operations	X	X	X	X
Director of Materiel	X	X	X	X
Director of Personnel	X	X	X	X
Chief of Maintenance		X	X	
Logistics Officer	X	X	X	X
Squadron Commanders		X	X	X
Squadron Mobility Off		X	X	X
Commercial Trans Off	X	X	X	X
Base Dir of Personnel	X	X	X	X
Base Mobility Off	X	X	X	X

4. BRIEFING OF KEY PERSONNEL:

a. All key personnel within the 307th Bomb Wing must be intimately familiar with applicable working details of the division mobility plan. Measures must be established to review and practice actions that will occur on E-Day. The time on E-Day will not permit a search through publications to determine what must be done.

b. Commander, 307th Bomb Wing, or designated representative, will brief all key personnel and alternates on all aspects of EWP deployment at least once each six (6) months or as often as required. The individual responsibilities of key personnel must be emphasized to permit a rapid transition from peacetime operations to wartime operations. Pre-planning provides the capability to effect this transition without loss of time and effort.

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5. CHECK LISTS:

a. All key personnel will prepare check lists covering their responsibilities during EWP deployment. Exact procedures must be developed to insure that time schedules are met and that the unit still retains flexibility.

b. All key individuals, upon change of duty assignment or reassignment, will brief their successors on their individual responsibilities and turn over, to their successors, all individual check lists covering their responsibilities during EWP deployment.

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SOP NUMBER 3

PROCESSING OF PERSONNEL (ALERT TO AIRBORNE)

1. PURPOSE: This SOP outlines action taken on EWP personnel from time of selection until they are aboard deploying aircraft.

2. SCOPE: This SOP applies to all organizations of the 307th Bomb Wing participating in EWP exercises.

3. GENERAL: (Reference SAC Manual 400-1, Part IV, Chapter 2)

a. Personnel must be ready to deploy at any time. Innoculations, personnel records, and personal affairs of all wing and air base group personnel must be [illegible]. Wing and air base group directors of personnel must develop a procedure jointly to provide for last-minute changes that may be required in these and related matters.

b. The individual must be fully equipped. His equipment must be completely serviceable. TA 1-21 clothing and equipment, including arctic clothing, uniforms (including winter issue), flying clothing and equipment, individual 10 series ECI tool kits, and individual weapons must be inspected frequently to insure availability and serviceability. Unit commanders should conduct frequent show-down inspections to insure that the individual is completely equipped.

c. Base Commercial Transportation Officer is responsible for documentation and loading of passengers aboard unit and support aircraft. Vehicles, loading equipment, drivers, and equipment operators must be identified and ready to commence out-movement operations. SAC Manual 76-1, Transportation Officer's Mobility Manual, outlines the procedures and policies for accomplishing transportation functions during EWP deployment.

d. The Wing Logistics Officer, in his determination of the wing deployment capability will perform frequent inspections, accompanied by applicable wing and air base group staff personnel.

4. RESPONSIBILITIES: The overall planning for deployment of EWP selectees must be carefully considered prior to the actual movement. During EWP deployment from Lincoln AFB, Nebraska personnel assembly site is Building 996. Additional responsibilities during EWP will include:

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a. Action taken by the individual squadron commander:

(1) Immediately assemble EWP selectees and/or alternates within squadron area to pick up authorized equipment and records required to be in the individual's possession when deploying. If alternates are not required for last minute changes, they will be released to return to their assigned duties.

(2) After personnel have procured their required equipment and records, the squadron commander will inspect EWP selectees to insure that all personnel have their required equipment and records as listed on SAC Form 532, Mobility Identification and Instruction card (in the possession of each EWP selectee and alternate). All shortages noted will be immediately rectified.

(3) EWP selectees will be transported to the proper assembly site prior to times stated in wing loading plan in squadron assigned vehicles.

(4) Immediately after EWP selectees have been confirmed, a separate alphabetical listing for officers and airmen will be made in three (3) copies for delivery (by runner) to wing (or Air Base Group) Director of Personnel, Finance Officer, and Wing (or Air Base Group) Logistics Officer for preparing certain records to accompany EWP personnel.

b. Action taken at designated assembly site (area).

(1) The Base Director of Personnel will set up a personnel processing line at the assembly site to aid in processing personnel with the help of other wing or Air Base Group sections.

(2) The Base Director of Personnel or his designated representative, will assemble personnel by trip number for unit aircraft and flight number for support aircraft.

(3) Personnel will be weighed (including baggage) and manifested by trip number or flight number by Commercial Transportation Section.

(4) Individual records check will be made by Wing Centralized Personnel Section using SAC Form 532.

(5) Individual baggage will be weighed, tagged, and stacked in trip and/or flight numbers.

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(6) The Chief, Wing Centralized Unit Personnel Section (and Air Base Group Unit Personnel Section) will prepare necessary records as stated in the Operations Orders. These personnel records will be assembled by flight number (or trip number) and will accompany personnel aboard flight (or trip) which they are to deploy. Records of deploying personnel will be delivered to the appropriate Troop Commander, or his designated alternate, by the CUPS and all records receipted for. The Wing CUPS will request publication of travel orders on personnel being deployed.

(7) Wing Logistics Officer or his representative will issue troop commander folders to all troop commanders by flight (or trip) number. Troop commander's folders have been pre-prepared as outlined in SOP Number 12.

(8) The processing line will include a MATS Trip Insurance agency from the Commercial Transportation Office for all movements involving MATS aircraft. Personnel desiring this insurance must be cautioned to have the exact amount of money for their premium, as there will be no arrangement for making change at the processing point.

c. Personnel manifesting and procedures are the responsibility of the Commercial Transportation Officer. (Reference SAC Manual 76-1).

(1) The Commercial Transportation Officer will prepare Air Force Form 96-B (Passenger Manifest) prior to the execution of an EWP using the Bombardment Wing Loading Plan (Part III, this plan) as a guide. He will identify the unit aircraft by trip number and the support aircraft by flight number. He will use EWP personnel mobility rosters listing AFSC, name rank, serial number, and organization for each AFSC required. Upon the execution of the EWP, (while personnel are being weighed in), the individual's weight and the weight of his individual baggage will be entered on the proper Air Force Form 96-B (Passenger Manifest). In cases where last minute substitutions must be made, the substituted person's name will be typed at the bottom of the Air Force Form 96-B and the person he is being substituted for will be lined out. Passenger Manifests (Air Force Form 96-B) will be prepared in twelve (12) copies and distributed as listed below:

(a) Copy Number 1 will be signed for by the aircraft commander and retained by the Commercial Transportation Officer until personnel have arrived at destination and then forwarded to Wing Logistics Officer for permanent file.

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(b) Copies Number 2 and 3 will be delivered to the troop commander or aircraft commander for delivery to destination.

(c) Copy Number 4 will be retained by the Commercial Transportation Officer for file with his record of individual movement of the wing.

(d) Copy Number 5 will be delivered to the Wing Logistics Officer for his permanent file. Upon receiving Copy Number 1, Copy Number 5 will be destroyed.

(e) Copy Number 6 will be used by the aircraft commander in computation and filing of DD Form 365F-Weight and Balance Clearance Form F. and DD Form 175 - Aircraft Clearance.

(f) Copies Number 7, 8 and 9 will be used by aircraft commander at enroute stops. NOTE: Copy Number 7 will be retained for file of the MATS Senior Control Officer when support aircraft is furnished by MATS.

(g) Copies Number 10, 11 and 12 will be retained by the aircraft commander until arrival at destination for customs purposes.

d. Transporting Personnel to Aircraft. Commercial Transportation Officer will be responsible for the transportation of all deploying passengers from the wing assembly site to the proper aircraft. He will assure that deploying passengers individual baggage is on-load on the same aircraft. He will meet all time schedules as stated in Wing Loading Plan.

e. Assembly Areas and Aircraft Loading Areas. Personnel assembly sites have been pre-determined by using Building 996. Unit aircraft will normally be loaded in their assigned parking area and the support aircraft will be loaded as near as possible to the wing assembly area (depending on the availability of parking space).

f. Advance Preparation of Required Signs. It will be the responsibility of the Wing Logistics Officer to procure (in advance) sufficient signs to identify unit aircraft by trip number and support aircraft by flight number for the wing assembly site and at the aircraft. (NOTE: Signs at deploying aircraft will be placed in front of the left main landing gear wheel).

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b. Monitoring of entire operation. It will be the responsibility of the Wing Director of Personnel to monitor the entire processing of personnel (from alert to airborne). He will report all errors or deficiencies noted to the Wing Logistics Officer for consolidation and forwarding to Division Director of Materiel. Suggestions and recommendations for improvement or changes to this procedure are solicited.

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SOP NUMBER 4

PROCESSING OF CARGO (ALERT TO AIRBORNE)

1. PURPOSE: This SOP outlines action taken on EWP equipment from time of alert until cargo is loaded aboard deploying aircraft.

2. SCOPE: This SOP applies to all organizations of the 307th Bomb Wing participating in EWP exercise.

3. GENERAL: (Reference SAC Manual 400-1, Part IV, Chapter 2).

a. Materiel scheduled to move to the forward base must be complete and serviceable. Maintenance equipment and other essential equipment must be readily available for rapid preparation for air shipment. Responsible personnel must be able to immediately identify and locate the materiel to be deployed.

b. Flyaway kits, power packs, and engines must be assembled in their flyaway configuration. All components must be serviceable, all TOCs current, and all parts and assemblies clearly identified, labeled, and marked. Procedures must be established to complete final preparations. These final preparations should include little more than closing and securing containers before movement to support aircraft or assembly areas.

c. Shipping boxes and containers must be available and marked in accordance with SAC Reg 400-2. Packing slips must be prepared and available.

d. The various agencies responsible for readiness and outmovement of material must be designated. Vehicles, loading equipment, drivers, and equipment operators must be identified and ready to commence out-movement operations. SAC Manual 76-1, Transportation Officer's Mobility Manual, outlines the procedures and policies for accomplishing transportation during EWP deployment.

e. Each squadron commander and supervisor must have established procedures and plans whereby materiel normally in daily use or in storage can be readily placed in airlift configuration. Each item that goes into a container should be so identified. Consideration must be given to the packing of equipment in containers or other shipping media. The immediate availability of items, such as headsets and microphones for refueling operations at forward bases, requires that these items be placed aboard tactical aircraft for use upon arrival.

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f. The Director of Materiel, responsible for directing and monitoring the out-movement of materiel, must rely on technical assistance, guidance, supervision, and man-power from the Air Base Group.

g. The Wing Logistics Officer, in his determination the wing deployment capability will perform frequent inspections, accompanied by applicable Wing and Air Base Group staff specialists.

4. RESPONSIBILITIES: The overall planning for deployment of EWP cargo must be carefully considered prior to the actual movement. During EWP deployment from Lincoln AFB, Hangar 998 will be the cargo assembly site for the 307th Bombardment Wing.

a. Action taken by the squadron to:

(1) Immediately assemble and package all equipment for EWP deployment as outlined in SOP Number 5.

(2) Upon assembling, checking, and packaging all deploying equipment, the boxes or containers will be checked against the pre-prepared packing lists to insure that the proper equipment is in the proper container in a serviceable condition. Since containers have already been pre-packed, proper markings and weight entered on each container, only a container weight check will be required to insure that the proper weights are on each container. (See SOP No. 5 for additional information).

(3) The Commercial Transportation Section will be responsible for picking up all cargo at the squadron (only one pick-up point per squadron) at designated times as stated in Wing loading plan.) (NOTE: It is necessary for units to have equipment ready for pick-up prior to designated times to avoid delays in loading EWP equipment). After the Commercial Transportation Section has picked up the cargo at squadron area and receipted for same, cargo will be delivered to the cargo assembly area or direct to the aircraft, as required.

b. Distribution of Packing Lists: Packing list bearing the appropriate basic markings (as stated in SOP No. 5) will be prepared in six (6) copies for each box and item to be shipped in either tactical or support aircraft. Locally devised packing lists may be used in lieu of regular shipping documents to list package contents and will be distributed as indicated below:

(1) Copy number 1 will be placed in the box.

(2) Copy number 2 will be placed on the outside of the box in a waterproof envelope. (Copies 1 and 2 will be placed in a waterproof envelope and securely attached to unboxed items).

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(3) Copy number 3 will be receipted for by a representative of the Commercial Transportation Section at the time cargo is picked up for records of the Squadron Supply Officer.

(4) Copy number 4 will accompany the manifest (AF Form 96-A) and will be retained by the destination Transportation Officer.

(5) Copy number 5 will be retained by the Commercial Transportation Officer for his file and further used in aiding to substantiate losses or mis-laid shipments.

(6) Copy number 6 will be delivered to the Wing Logistics Officer.

NOTE: Packing lists will not be required for the contents of the Flyaway Kit bins, where master lists are posted in accordance with SAC Regulation 66-4 and Section 10, Volume IV, AF Manual 67-1, are utilized for this purpose. Packing lists will be prepared for this purpose. Packing lists will be prepared for bulk Flyaway Kit items not contained in Flyaway Kit bins.

c. Assembly of equipment in pre-planned aircraft loads: Commercial Transportation Section will pick up cargo from squadrons in order stated in Wing loading plan, if possible. If cargo cannot be picked up by aircraft loads, all cargo that cannot be loaded directly on tactical or support aircraft will be delivered to Hangar 999 (cargo assembly area), assembled by aircraft loads and delivered to the aircraft.

d. Procedures for furnishing tail numbers of aircraft designated for specific flight: It will be the responsibility of the Wing Logistics Officer to notify the Commercial Transportation Officer (telephone number 345) the tail numbers of all tanker aircraft by trip number and by flight number for support aircraft, location on ramp, and time aircraft will be available for loading. Wing Logistics Officer will contact Wing Operations or Wing Maintenance Control for aircraft priority on tanker aircraft and Wing Support Aircraft Project Officer for support aircraft (See SOP No. 22). NOTE: The first ten (10) Tanker aircraft will be called in by tail number as soon as priority has been established.

e. Preparation of Manifest: Is the responsibility of the Commercial Transportation Officer. (Reference SAC Manual 76-1.)

(1) The Commercial Transportation Officer will prepare AF Form 96-A (Cargo Manifest) prior to the execution of an EWP using the 307th Bombardment Wing Loading Plan (part III, this Plan) as a guide. He will identify the unit aircraft by

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trip number and the support aircraft by flight number. The basic markings referred to in SOP Number 5 will be entered in column 5f of AF Form 96-A for each box and item. All other information required by AF Regulation 75- . will be entered. Manifests will be completed prior to actual loading of aircraft. Cargo Manifests (AF Form 96-A) will be prepared in twelve (12) copies.

f. Distribution of Manifests will be as listed below:

(1) Copy number 1 will be signed by Aircraft Commander, or his authorized representative and retained by Commercial Transportation Officer until notification has been received that all equipment arrived at destination and then forwarded to the Wing Logistics Officer for his permanent file.

(2) Copy number 2 and 3 will be sealed in an envelope with a complete set of packing lists and delivered to the cargo courier for delivery to destination.

(3) Copy number 4 retained by the Commercial Transportation Officer for permanent files.

(4) Copy number 5 will be delivered to the Wing Logistics Officer along with a complete set of packing lists for his permanent file. Upon receiving copy number 1, copy number 5 will be destroyed.

(5) Copy number 6 will be used by Aircraft Commander in computation and filing of DD Form 365F, Weight and Balance Clearance Form F, and DD Form 175, Aircraft Clearance.

(6) Copies number 7, 8, and 9 will be used by Aircraft Commander at enroute stops. (Additional sets will be furnished for each stop as required). NOTE: Copy number 7 will be retained for file of the MATS Senior Control Officer when support aircraft is furnished by MATS.

(7) Copies number 10, 11, and 12 will be retained by the aircraft commander until arrival at destination for customs purposes.

g. Loading of Aircraft - Procedures and Responsibilities:

(1) It is the responsibility of the Commercial Transportation Officer to pick up all deploying EWP cargo at squadron, deliver to cargo assembly area (or direct to aircraft) at Hangar 998, check and manifest cargo as stated in Bombardment Wing Loading Plan (Part III, this Plan), and deliver to proper aircraft at times indicated in loading plan.

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(2) It is the responsibility of the aircraft commander, or his authorized representative, to check all cargo delivered to his aircraft to insure that cargo is manifested correctly, all items delivered are manifested and all items manifested are delivered prior to receipting for and loading cargo on aircraft.

(3) It is the responsibility of the aircraft commander to insure that sufficient qualified personnel are aboard aircraft to properly load, secure cargo in aircraft, and sign manifest for cargo aboard aircraft. NOTE: The responsibility of the Commercial Transportation Section ends when cargo is placed on the floor of the aircraft.

h. Action to be taken in event of last minute change of Aircraft:

(1) If last minute change is made on tanker aircraft, cargo manifests (AF Form 96-A) will be changed to list serial number of substituted aircraft. Same procedure will be used on support aircraft if the same type aircraft.

(2) If last minute change is made on support aircraft by substituting a different type aircraft, complete remanifesting and reloading will be accomplished as rapidly as possible to avoid undue delays in departure.

i. Loading area diagram: Unit (tanker) aircraft will normally be loaded in their assigned parking area and the support aircraft will be loaded as near as possible to the cargo assembly area (depending on the availability of parking space).

j. Monitoring of entire operation: It will be the responsibility of the Wing Director of Materiel to monitor the entire processing of cargo (from alert to airborne). He will report all errors or deficiencies noted to the Wing Logistics Officer for consolidation and forwarding to Division Director of Materiel. Suggestions and recommendations for improvement or changes to this procedure are solicited.

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SOP NUMBER 5

PACKING, CRATING AND MARKING OF EQUIPMENT

1. PURPOSE: The purpose of this SOP is to establish a procedure for the packing, crating and marking of air cargo.

2. RESPONSIBILITIES: Squadron Commanders will be responsible for compliance with the provisions of this SOP by all sections of their respective organizations. Procedures will be established for periodic inspection by the squadron mobility officer.

3. GENERAL: It is important that cargo be properly prepared and documented for air shipment to avoid delay in arrival at the intended destination; to prevent loss of items shipped; and to provide an expeditious means of tracing and recovering items which have been mislaid or misrouted prior to arrival at their destination.

4. PACKING, CRATING AND MARKING OF AIR CARGO:

a. Packing and crating. Air Cargo which is to accompany the air echelon, EMT and staging teams, will be packed and crated in such a manner as to provide adequate protection of materiel in transit while keeping tare to a minimum. T.O. 00-85-9, "Preparation of Freight for Air Shipment", 25 June 1945, and other technical orders of the 00-85 series will be consulted, particularly in regard to package weight and size limitations. Unnecessary interior packing should be avoided, as requirements for corrosion control, weather and waterproofing in a movement of this type is negligible. Boxes of small items of equipment will in no case exceed 300 pounds.

(1) Preparation of Auxiliary Equipment.

(a) All fuel tanks will be drained and purged in accordance with T.O. 01-1-3.

(b) Batteries will be secured and carefully packed to insure that acid does not spill enroute.

(c) All equipment such as jacks, power plants, compressors, hydraulic stands, etc., will be carefully inspected to determine that hydraulic and oil reservoirs are in good shape and that seals do not leak.

(2) Prohibited Items: All inflammable or otherwise dangerous cargo will be prepared for air shipment in accordance with T.O. 00-85-9 and T.O. 00-25-104.

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(3) Building and Storing of Packing Boxes. Each organization will build boxes and pack therein their equipment and supplies in order of movement priority. When the box is completely packed, a packing list will be made out, the box will be weighed and stenciled with the proper identification markings and priority number. The boxes will then be unpacked, the equipment returned to its normal place and the box stored permanently in a designated location. Copies of the packing list for that box will be maintained in the file of the squadron mobility officer and a copy tacked to the inside of the box. A notation will be made on each packing list identifying the type of team for which the equipment is intended: Pre-strike; Post-strike; or Turn-Around. This will permit a quick check on the quantity of this item(s) being deployed. When a deployment is ordered, the box will then be retrieved from the storage area and packed with the identical items listed on the packing list. This procedure will preclude the necessity for building boxes and weighing the contents after implementation of an emergency deployment.

5. MARKING OF PACKING BOXES AND LOOSE EQUIPMENT. The minimum marking of air cargo of the air echelon, EMT's and staging teams will be accomplished as indicated herein. The markings will be stenciled on each box. In the case of an unboxed item, the markings will be placed on a manila tag and attached to the item. Each organization will employ the following uniform system of box or item marking:

a. 307th Bombardment Wing:

(1) Basic Marking Will Consist of Three Parts:

(a) Part One. The number of the Wing, followed by a letter suffix denoting the squadron within the Wing. Letter suffixes will be assigned as follows:

307A Headquarters Squadron, Wing

307C 370th Bombardment Squadron

307D 371st Bombardment Squadron

307E 372nd Bombardment Squadron

307F 307th Air Refueling Squadron

307F 307th Periodic Maintenance Squadron

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307J 307th Field Maintenance Squadron

307K 307th Armament-Electronics Maintenance Squadron

818L 818th Supply Squadron

818M 818th Motor Vehicle Squadron

818N Hq Sq - 818th Air Base Group

818P 818th Operations Squadron

818Q 818th Food Service Squadron

818R 818th Installations Squadron

818S 818th Air Police Squadron

307T 307th Tactical Hospital

(b) Part Two. A number to denote a major functional activity within the squadron such as intelligence, maintenance, administration, etc.

(c) Part Three. A number for each box or unboxed item. Numbers will start with the number 1 and run consecutively for all boxes of each major functional activity identified by the second part of the basic markings.

(2) An example of the complete basic marking is as follows:

Example: 307F-10-3

Interpretation of Marking:

307F - 307th Air Refueling Squadron

10 - Tool Crib

3 - Number 3 Box of the Tool Crib for Shipment

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(3) Color Coding: In addition to stenciling the basic markings on each box or unboxed item, the color or colors listed below for each squadron will be painted on two diagonally opposed corners of each box or on a suitable part of the unboxed item.

(a) Colors for individual squadrons:

Organization	Color Code
Hq 307th Bombardment Wing	Silver
370th Bombardment Squadron	Red
371st Bombardment Squadron	Yellow
372nd Bombardment Squadron	Blue
307th Air Refueling Squadron	Green
307th Periodic Maintenance Squadron	Black
307th Field Maintenance Squadron	Light Grey
307th Armament & Electronics Maint Sq	White
818th Supply Squadron	Orange
818th Motor Vehicle Squadron	Tan
818th Hq Sq Operations Squadron	Tan
818th Operations Squadron	Tan
818th Food Service Squadron	Tan
818th Installations Squadron	Tan
818th Air Police Squadron	Tan
307th Tactical Hospital	Dark Brown

(4) Special Markings for Flyaway Kits:

(a) The flyaway kit section of the 818th Supply Squadron will use the number of the Wing "307" followed by the letter suffix denoting the squadron within the wing; i.e., 307C -32d Bombardment Squadron.

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(b) The abbreviation "FAK" will denote the major functional activity within the squadron (i.e. 307C-FAK-372nd Bombardment Squadron Flyaway Kit).

(c) A number will be assigned each box or unboxed item. (i.e. 307C-FAK-4, indicates Box #4 of the 372d Bombardment Squadron Flyaway Kit).

(5) Special Markings for Medical Kits: The 307th TAC Hospital will use the following system for marking medical flyaway kits.

(a) Each box or unboxed item will be marked with the number of the wing "307" followed by the suffix "T" assigned to 307th TAC Hospital.

(b) A number to denote the major functional squadron within the Wing. Inasmuch as there are five medical kits within the Wing, numbers 1 through 5 will be utilized to identify respective squadrons, and will be assigned as follows:

1. #1 - Hq Sq - 307th Bombardment Wing
2. #2 - 371st Bombardment Squadron
3. #3 - 372nd Bombardment Squadron
4. #4 - 370th Bombardment Squadron
5. #5 - 307th Air Refueling Squadron

(c) A number will be assigned each box or unboxed item (i.e., 307T-1-1 indicates box #1 of Hq Sq 307th Bombardment Wing Medical Kit).

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SOP NUMBER 6

SQUADRON MOBILITY PROCEDURES

1. PURPOSE: This SOP provides general precepts and specific requirements for squadron mobility preparedness and readiness. It further outlines and defines the requirement for the development of the squadron mobility plan. (Reference SAC Manual 400-1, Part IV).

2. SCOPE: This SOP applies to all tactical, support and Air Base Group squadrons supporting the 307th Bomb Wing and furnishing personnel and materiel for the 307th Bombardment Wing deployment or in direct support of the Wing.

3. GENERAL: The successful implementation of deployment plans will depend largely on squadron mobility preparedness. The capability to execute an operation is directly related to:

Who - - - - - - - - - - - - - is concerned?

What - - - - - - - - - - - - must he know?

When - - - - - - - - - - - - must he act?

Where - - - - - - - - - - - - will the action take place?

Why - - - - - - - - - - - - - must he act?

How - - - - - - - - - - - - - should he proceed?

4. SQUADRON MOBILITY PROCEDURES:

a. Each squadron providing personnel and equipment for the Wing deployment must have a plan. The squadron plan will contain specific procedures on the course of action to ready personnel and materiel. Each person allocated to a phase for full deployment or a team for staging must be named. A squadron roster of these names must be kept current.

b. A system for providing alternates must be devised so that out-movement will not be hampered because of leaves, sickness, or other matters that preclude a man from deploying. The squadron commander must provide those people that are allocated against his unit. Until 100% effective manning is achieved, certain substitutions must be made. However, substitutions necessarily must be made on the basis of capability, not just to fill a levy or quota.

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c. The same attention must be devoted to the readying of aircraft and materiel to be deployed. Procedures outlining duties and responsibilities incident to readying equipment are mandatory. Each man responsible for preparing materiel for deployment must be fully briefed on his duties. He must know what specific items are to be deployed, in what they are packed, who will work with him, and the disposition of packaged materiel.

d. Motorized equipment that requires preparation for airlife, such as draining gasoline and sealing anti-freeze, must be so prepared in time to be available for scheduled air movement.

e. Squadron mobility plans must be approved by the Wing Director of Materiel (or Air Base Director of Materiel).

5. APPOINTMENT OF SQUADRON MOBILITY OFFICER. Squadron Commanders within each Wing and Division (consolidated) air base group resources will assign on orders a mobility officer who will prepare, publish, and maintain a squadron mobility plan. Squadron mobility officer will coordinate all phases of mobility at squadron level and assist the squadron commander on such matters as he deems necessary. NOTE: Crew Members will not be appointed as squadron mobility officers, if possible.

6. COMPOSITION OF THE MOBILITY PLAN: Each squadron mobility plan will contain:

Part One - Authentication. Statement of the squadron commander.

Part Two - Personnel listing (by AFSC) and materiel listing (by item and location) furnished by the squadron for each wing will be listed as stated in SAC Manuals 400-1A and 400-1B. NOTE: Only AFSC listing will be used in this plan, but a current roster will be maintained at all times.

Part Three - Load Plans. Personnel and materiel load plans for the squadron will be maintained current at all times.

Part Four - Mobility SOP's.

a. All SOP's listed in 307th Bomb Wing plan will be complied with by each squadron, if applicable.

b. Certain 307th Bomb Wing SOP's must be expanded at squadron level to allow the squadron to explain in detail the action to be taken within the squadron. All squadron mobility plans will include the following SOP's covering squadron action or participation in EWP:

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(1) Packing, crating, and marking of unit mission equipment.

(2) Personnel and cargo loading site for unit and support aircraft.

(3) Squadron mobility procedures.

(4) Control of firearms and ammunition.

(5) Security.

(6) Briefing of key individuals.

(7) Monitoring Personnel and equipment shortages.

(8) Personnel recall procedures.

(9) Augmentation personnel.

c. Squadrons are authorized to include any additional SOP's required to further expand on 307th Bomb Wing SOP's, additional squadron information, etc.

7. MOBILITY IDENTIFICATION AND INSTRUCTION: All personnel committed to EWP deployment will be issued Mobility Identification and Instruction cards (SAC Form 532). The following procedure will be used:

a. Mobility cards will be prepared and maintained current by squadron commanders.

b. Individuals must always have these cards on their person.

c. Cards will be prepared for alternate designees for staging teams. Cards will be so noted.

NOTE: SAC Form 532 - Mobility Identification and Instruction Cards, can be procured from the Wing Logistics Officer (for wing personnel) and the Base Logistics Officer (for Air Base Group personnel).

8. BRIEFING OF EWP SELECTERS: All EWP selecters will be briefed by the squadron commander or squadron mobility officer. Briefings will be required at least once every six (6) months stressing the following:

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a. Personnel affairs up-to-date.

b. Personal clothing serviceable and readily available.

c. Individual tool kits serviceable and as complete as possible.

d. Immunization Certificates up-to-date.

e. Completeness of all field equipment, arctic clothing, dog tags, SAC Restricted Area Badge, Identification Card, Geneva Convention Card, etc.

f. Possibilities of very short alert notice on EWP deployment.

g. Any other information deemed necessary to aid EWP selecters in being prepared to deploy.

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SOP NUMBER 7

INDIVIDUAL CLOTHING, ORGANIZATIONAL CLOTHING AND EQUIPMENT AND SPECIALIST KITS

1. This SOP provides a comprehensive listing of prescribed items of individual clothing, organizational clothing and equipment and specialist kits for all officers, warrant officers, and airmen involved in this plan.

2. Squadron Commanders and 818th Air Base Group Commander will insure that personnel committed for deployment possess required individual clothing, organizational clothing and equipment (including arctic clothing), and specialist kits. Squadron commanders will conduct timely inspections (monthly showdowns) to insure that all clothing and individual equipment required by each individual is on hand and in serviceable condition.

3. It is the responsibility of each:

a. Director of Personnel to:

(1) Direct establishment of a processing line for all deploying personnel (including support personnel). NOTE: All personnel reporting to assembly area with shortages will be reported to the appropriate Squadron Commander by name, rank, serial number, squadron, and item(s) short for necessary disciplinary action.

b. Wing Supply Officer and Base Director of Materiel to:

(1) Conduct monthly inspections to insure that required items of clothing and equipment, and specialist kits are on hand and in serviceable condition for all deploying personnel.

(2) Assist organizations submitting supply difficulty letters (Reference SAC Regulation 67-3, dated 15 July 1953) for procurement of required items which are not available.

c. Squadron Commander to:

(1) Determine that all items of individual equipment for personnel deploying are in possession of the individual. (Ref AFR 39-54 as amended).

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(2) Make certain that all organizational clothing and equipment (including arctic clothing) is on hand and in serviceable condition. Those items of clothing identified by size will be issued to deploying personnel in proper size (by individual fitting) and stored in unit supply by owner's name, rank, serial number, and organization. NOTE: This equipment will be issued to deploying personnel just prior to leaving squadron area for assembly area. Under no conditions will this equipment be kept off-base.

(3) Insure that deploying personnel have in their possession their authorized specialist kit as complete as possible (if applicable).

(4) Request supply difficulty letters on all shortages of organizational clothing and equipment, and individual kits as outlined in SAC Regulation 67-3, dated 15 July 1953.

(5) Have all deploying personnel report to the Wing Assembly area with required items of individual clothing, organizational clothing and equipment (including arctic clothing), and specialist kits, as applicable. (NOTE: All personnel reporting to the Wing Assembly area with shortages will be reported to the appropriate Squadron Commander by name, rank, serial number, and squadron for necessary disciplinary action.

4. The following items are required to be possessed by each individual committed for deployment and in serviceable condition:

a. Individual clothing (minimum required) - Purchase.

ITEM DESCRIPTION	AUTH QUANTITY
Bag, duffel, B-4 or Barracks	1 each
Belt, waist web, with clip, w/o buckle	2 each
Buckle, web belt	1 each
Cap, garrison, wool, blue 84	1 each
Cap, HBT	2 each
Cap, service, wool, blue 84	1 each
Coat, wool, serge, blue 84	1 each
Drawers, cotton	6 pair

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Drawers, wool, winter (optional)	2 pair
Glove, insert, wool	1 pair
Insignia, sleeve, grade	11 pair
Overcoat, wool, blue 84, 20-oz	1 each
Raincoat, blue	1 each
Shirt, cotton, khaki	5 each
Shirt, poplin, blue 120, stand-up collar	3 each
Suit, HBT, 1-piece	3 each
Shoes, service, black	2 pair
Shoes, low quarter, black	1 pair
Socks, cotton, black	5 pair
Socks, wool, cushion sole	3 pair
Gloves, shell, leather	1 Pair
Jacket, wool, serge, blue 84	1 each
Necktie, wool, blue 83	2 each
Insignia, cap, service	1 each
Insignia, collar, US, silver	1 pair
Cover, rain cap, service	1 each
Trousers, cotton, khaki	5 pair
Trousers, wool, serge, blue 84, 16 oz	2 pair
Undershirt, cotton	6 each
Undershirt, wool (optional)	2 each
Towel, large	2 each
Toilet set	1 set

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NOTE: Officers will pack comparable items in quantity authorized. Civilian clothing will not be carried unless specifically authorized by Wing Commander.

b. Organizational clothing and equipment (will be packed or worn by individual):

ITEM DESCRIPTION	AUTH QUANTITY
*Bag, barracks	1 each
Bag, canvas field	1 each
Strap, field bag carrying	1 each
Blanket, wool	3 each
Sweater, wool, OD	1 each
Overshoes, rubber	1 pair
Mask, gas, type M9A1	1 each
Helmet, steel, complete	1 each
Hood, jacket field (NOA Jacket B-15)	1 each
Parka, water repellent	1 each
Pocket, cartridge, cal. 30 (per indiv. armed w/cal. 30 rifle)	1 each
Suspenders, field pack, cotton	1 each
Weapon (authorized for individual)	1 each
Belt, pistol	1 each
Pouch, first aid w/packet	1 each
Cover, canteen	1 each
Cup, canteen	1 each
Can, meat	1 each
Knife	1 each
Fork	1 each

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Spoon	1 each
Cap, field, cotton	1 each
Mitten, insert, type N-2 or N-3B	1 pair
Trousers, rain	1 pair
Packet, magazine, cal. 45 (per indiv. armed with .45 cal pistol)	1 each

c. The following items are issued to individuals on a permanent basis and are accounted for on the AF Form 538. These items will accompany each individual on deployment.

ITEM DESCRIPTION	QUANTITY
*Bag, barracks	2 per Airman
*NOTE: Bag, barracks, listed in 4b, above, considered as a part of this total.	
*Bag, barracks	1 per Officer
Jacket, field (NOA Jacket, type B-15)	1 each per indiv
Tag, identification, with necklace	2 each per indiv
Detector, radiac	1 each per indiv

d. The bag containing field equipment will have a cabin identification tag with the following information:

(1) Owner's name, rank, and serial number.

(2) Owner's organization.

(3) Flight number and priority owner is deploying aboard.

(4) Weight of field equipment.

e. Personnel will be dispatched to assembly areas with tagged field equipment.

f. No personnel will be cleared to flight loading areas without tagged field equipment.

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g. Field equipment will be loaded aboard flights by passengers under the supervision of the aircraft commander.

h. Passengers will off-load and obtain field equipment, individual clothing, and specialist kits at operating base and/or home base under the supervision of the aircraft commander prior to departing the aircraft after landing.

i. Following is a list of arctic clothing to be issued upon receipt of specific instructions from the Commander of deploying wing:

ITEM	BASIS OF ISSUE
Boot, mukluk, type N-1B	1 per cr/m on SAC acft 1 per ground individual in airlife phases of SAC deployment.
Cap, aircrew, type D-1B	(Same as above)
Jacket, aircrew, type N-3B	1 per cr/m on SAC acft 1 per indiv NOA N-2B 1 per gnd indiv in airlift phases of SAC deployment
Jacket, flying, type N-3B	1 per rated crew member
Liner, trousers, type E-1B	1 per cr/m on SAC acft 1 per gnd indiv in airlift phases of SAC deployment
Mitten, set, aircrew, type N-4B	(Same as above)
Shirt, flying, type A-1B	(Same as above)
Socks, wool, ski	6 per cr/m on SAC acft 6 per indiv in airlift phases of SAC deployment
Trousers, flying, type D-1B	1 per rated crew member
Trousers, aircrew, type F-1B	1 per non-rated crew member 1 per gnd indiv in airlift phases of SAC deployment 1 per off, WO, Amn, except rated or/M NOA

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SOP NUMBER 8

UTILIZATION OF NON-COMMITTED SQUADRON AND AIR BASE GROUP PERSONNEL

1. PURPOSE: This SOP provides for the utilization of all 307th Bomb Wing and 818th Air Base Group personnel who are not committed in mobility exercises (EWP) or in the support of the mobility exercise (EWP).

2. SCOPE: This SOP is applicable to all squadrons of the 307th Bomb Wing and 818th Air Base Group (plus sections within Headquarters Squadron, 818th Air Base Group).

3. RESPONSIBILITIES:

a. The Squadron Commander will:

(1) Provide personnel as required to augment sections listed in paragraph 4, below, who are properly trained, possess flight line badges (SAC Form 138), and will report to designated places immediately upon the notification of a mobility exercise.

(2) Make time available for augmentation personnel to be properly trained and attend refresher training, as required. To assure that all sections receive required augmentation personnel, each organization will train at least 50% additional personnel to be used as alternates during all mobility exercises.

(3) Submit a list in duplicate of personnel, by section to be augmented, listing name, rank, serial number, and security clearance, to the Wing Personnel Section. The original list will be submitted at once and resubmitted on the first Monday of each month thereafter listing all changes. One copy of this list will be forwarded to section concerned by the Base Director of Materiel.

(4) Brief all personnel on the importance of pooling personnel for additional duties during mobility exercises and will also stress the importance of each person performing his assigned duties to the best of his ability.

b. It is the responsibility of the section utilizing augmentation personnel to:

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(1) Submit a report in writing to the Wing Director of Personnel within four (4) hours after completion of a mobility exercise giving the total number of augmentation personnel present, and all absentees by name, rank, serial number, and squadron. This report will include reporting time of each individual and all troubles encountered during exercise.

(2) Insure that augmentation personnel remain on duty until the section has completed duties required in the mobility exercise. NOTE: POL augmentation personnel will be required to remain on duty until all aircraft have been refueled or defueled, as required.

NOTE: All personnel permanently assigned to an augmented section will remain on duty until required duties have been completed during mobility exercises.

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SOP NUMBER 9

DISPOSITION OF CARGO AT FORWARD STAGING/OPERATING BASES

1. PURPOSE: To outline responsibilities and procedures for the unloading, distribution of, and receipt for all cargo at the staging/operating bases.

2. SCOPE: The contents of this SOP are applicable to all units of the 307th Bombardment Wing, and 818th Air Base Group, deploying cargo to a staging base/operating base in accordance with appropriate operations orders.

3. RESPONSIBILITIES:

a. Wing Logistics Officer: Each Wing Logistics Officer will furnish the staging/operating base commander at the earliest known time, the following information:

(1) Deployment departure schedules of both unit and support aircraft scheduled for arrival at the staging/operating base.

(2) Description of the cargo being deployed on both unit and support aircraft. Included should be the weights of bulky items requiring special handling equipment and special instructions for high priority type cargo requiring particular disposition.

(3) Additional instructions to include the maximum number of hours after landing that the aircraft must be offloaded of cargo to permit takeoffs on scheduled missions. In the event this information is not furnished to the staging/operating base, all planning should be based on having cargo offloaded from each aircraft in a maximum of three (3) hours after arrival.

b. Commander of Staging/Operating Bases: It will be the responsibility of commanders of each Staging/Operating base to:

(1) Offload cargo from unit and support aircraft for deploying wings within a maximum of three (3) hours after landing (unless otherwise instructed) and to distribute cargo to pre-designated assembly areas (as coordinated with the deploying Wing Mobility representative).

(2) Inventory and receipt for all cargo arriving aboard unit and support aircraft. Cargo manifests and packing lists will be provided by the aircraft commander.

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c. Commander of Deploying Staging Team: It will be the responsibility of the commander of the Staging Team to:

(1) Appoint a mobility officer or NCO who will deploy on first aircraft to the staging/operating base for coordinating with the commander thereat the offloading and distribution of all cargo.

d. Mobility Officer (or NCO) deploying to staging/operating base will coordinate with the commander thereat for:

(1) The arrival and distribution of all cargo. He will have ascertained assembly before departure from home base the areas for cargo of all deploying units.

(2) Will receipt for all cargo received by the staging/operating Base Commander after he has performed his inventory. Copies of receipts will be maintained and furnished the Wing Logistics Officer.

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SOP NUMBER 10

PERSONNEL AND EQUIPMENT REQUIRED FOR LOADING OPERATIONS

1. PURPOSE: This SOP establishes the personnel and equipment requirements for loading and unloading operations during mobility exercises.

2. SCOPE: This SOP applies to all organizations participating in mobility exercises.

3. RESPONSIBILITIES: Although rotational movements will be afforded the highest priority in equipment and manpower, certain routine tasks must be performed by the Commercial Transportation Officer during these movements or off-loadings. To support both the routine tasks and the movement, the transportation manning must be augmented. This can be accomplished from resources of the Air Base Group or from those units not physically employed in the mobility movement. Personnel needed should be determined on an each-move basis, depending upon the actual workload. Personnel requirements to adequately man these activities on a 24-hour schedule should be specified. The following augmentation will be used by the Commercial Transportation Officer:

a. The Commander, 818th Motor Vehicle Squadron, will augment the Commercial Transportation Section with personnel and equipment from his entire squadron resources (less deploying personnel and operators scheduled to support the movement as stated in SOP number 20). This method will afford the Commercial Transportation Officer sufficient supervisors, manpower, and equipment to operate various activities on a 24-hour schedule.

b. The Commander, Headquarters Squadron, 818th Air Base Group, will augment the commercial transportation section with four (4) typists for completing passenger and cargo manifests at the wing assembly points.

NOTE: A current list of typists (plus alternates) will be forwarded to the Base Director of Materiel, ATTN: Logistics Section, in duplicate. Typists will report to the Commercial Transportation Officer, Building 1138, immediately upon notification of a mobility exercise, with Flight Line Pass (SAC Form 138).

c. The Commander, 818th Air Police Squadron, will provide adequate security at Lincoln AFB, Nebraska, during non-duty hours while preparing for movement or deployment. Using organizations will provide adequate security during normal duty hours.

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d. The Commanders of squadrons in the 818th Air Base Group and Commanders of those units not physically employed in the mobility movement will augment the Commercial Transportation Section with personnel as required. NOTE: Squadron Commanders may have very short notice to furnish personnel to the Commercial Transportation Section.

e. The following office equipment will be required at the 307th Bomb Wing assembly point (passengers and cargo):

TYPE EQUIPMENT	307TH BW ASSY AREA Building 966
Desks or Tables	2
Typewriters	2
Chairs (any type)	2
Adding Machine	1
Scales (Face Dial Type)	2
Telephones	2

NOTE: By agreement between Bombardment Wing Logistics Officers and the Commercial Transportation Officer, each wing will assist in procuring needed equipment from wing resources as required.

f. See SOP Number 20, this plan, for vehicular transportation requirements (special purpose, general purpose, and material handling equipment).

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SOP NUMBER 11

HANDLING AND SAFEGUARDING CLASSIFIED MATERIEL

1. PURPOSE: To establish a procedure for assembly, loading, and safeguarding classified air cargo to be deployed.

2. RESPONSIBILITIES:

a. Each officer who is responsible for classified material and requires it to be moved when the Bombardment Wing deploys, will inventory each container and maintain a copy of the inventory in his possession.

b. The Bombardment Wing Logistics Officer will designate an assembly area and provide the safeguarding of the asembly area until the classified cargo is turned over to the officer courier.

c. The officer courier is responsible for the accounting and safeguarding of all classified cargo for loading, enroute and delivery at destination.

3. PROCEDURES:

a. The Wing Logistics Officer will designate an area for assembly of classified cargo deploying with his wing and will provide for the security of the area.

b. All containers will be inventoried before turning over classified material to the Wing Logistics Officer for movement.

c. When cargo is manifested for movement, an "Officer Courier" will be assigned for a designated load. An official "Courier Letter" will be issued to the "Officer Courier" describing the containers.

d. The "Officer Courier" is responsible to ascertain that all containers listed on his "Courier Letter" are manifested and loaded.

e. The "Officer Courier" will sign for the classified cargo from the Wing Top Secret Control Officer and require a signed receipt at destination.

f. The Wing Top Secret Control Officer will brief the "Officer Courier" on his duties and will provide guards sufficiently armed to safeguard cargo while enroute and insure delivery at destination.

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g. The Wing Logistics Officer will notify his representative at destination sufficiently in advance of arrival of classified cargo so that proper protection and handling may be accorded the cargo upon delivery.

h. Cargo Packing Lists will be prepared as described in paragraph 3, SOP #5, except the contents of each container will be listed as "Classified" on the Packing Lists.

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SOP NUMBER 12

DUTIES OF TROOP COMMANDER

1. PURPOSE: To provide Troop Commanders aboard unit or support aircraft with instructions relative to duties and responsibilities during deployment.

2. SCOPE: This SOP is applicable to all officers, non-commissioned officers and airmen designated as Troop Commanders.

3. RESPONSIBILITIES: The Troop Commander, appointed by the Wing Logistics Officer, will be responsible for the conduct and activity of all passenger personnel in his charge, during deployment and until relieved by the destination base mobility officer or other competent authority.

4. GENERAL: The Wing Logistics Officer will appoint as Troop Commander the senior officer, non-commissioned officer or airman deploying as passenger on each aircraft. He will brief the Troop Commander with all information relative to the flight, stops, etc.

5. DUTIES OF THE TROOP COMMANDER: (See MATS SOP 2 - Transport Support Missions for MATS Aircraft).

a. Be responsible for the conduct and activity of all passengers under his command during deployment and at the destination base until properly relieved. (Roll call will be taken to assure everyone is present for the flight).

b. Utilize guards for cargo or aircraft during the deployment as required by the aircraft commander, enroute stop base commander, and the forward base commander until relieved (See SOP #13 "Cargo Couriers").

c. Insure that in-flight lunches, water, and other foods required are aboard the aircraft prior to departure, and that adequate arrangements are made for necessary in-flight lunches, etc., at enroute stops.

d. Make arrangements for messing and billets at enroute stops and "Certificates of Non-Availability for Adequate Quarters or Meals", if required.

e. Make certain that all passengers are advised of station times and insure they report at the proper time to the proper place.

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f. Maintain a record of events of any passenger(s) or cargo that may be off-loaded at enroute stops for any reason. Report this to the Commander, 307th Bombardment Wing, and Commander, Rear Echelon, 307th Bombardment Wing, by the fastest means, giving all details.

g. Contact the proper authorities in cases of accident or emergency. Advise the Commander, 307th Bombardment Wing, and Commander, Rear Echelon, 307th Bombardment Wing of the accident or emergency, after coordinating the message with the aircraft commander.

h. Maintain an itinerary of all take-off times, in-flight time, etc.

i. Maintain liaison with the aircraft commander at all times and assist the aircraft commander as required.

j. Receipt for safeguard and deliver personnel records of passengers to forward area mobility officer, if required.

k. When required, conduct a brief personnel records processing covering the following items: (A record of this processing will be made on SAC Form 16, Troop Commander's Personal Affairs Check List, ATTACHMENT #4).

(1) Immunization Record.

(2) International "Shot" Record.

(3) Dog Tags.

(4) SAC Restricted Area Badge, SAC Form 138.

l. Designate additional security guards from the passengers as required for guarding aircraft at enroute stops.

m. Take roll call before departing each enroute stop.

n. Insure that each man has placed his baggage in the load which is to be placed aboard your aircraft.

o. See SOP #16 for Control of firearms and ammunitions during flight.

p. Collect a sealed manila envelope containing three (3) copies of the manifest from dispatching officer (normally the Commercial Transportation Officer) and insure its safe delivery to the traffic representative at final destination.

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6. TROOP COMMANDER'S FOLDERS:

a. The Wing Logistics Officer will prepare and maintain "Troop Commander's Folders" for each unit and support aircraft scheduled to deploy with passengers under current operations plans. Each troop commander's folder will contain such information and data as is required for use by the Troop Commander during the flight enroute and upon arrival at the forward base.

b. Each "Troop Commander's Folder" will contain the following items: (Certain of these can be completed immediately prior to deployment and are noted with an asterisk.)

(1) SOP #12 - Duties of Troop Commanders.

(2) Letter of "General Information for Troop Commander". (See Attachment #1)*

(3) Three copies of SAC Form 15, Itinerary (to be completed enroute). (See attachment #2)

(4) Copies of passenger and/or cargo manifests. *

(5) Passenger roster. *

(6) "Troop Commander's Folder Check" (to be typed on outside of each envelope). (See attachment #3)

(7) Copies of custom forms, instructions, etc., as may be required for individual trips and flights.

(8) Two copies of SAC Form 16.

c. Letters of "General Information for Troop Commanders" are self-explanatory and are to be completed by Wing Logistics Officer prior to deployment of each individual trip.

d. SAC Form 15 is self-explanatory and will be prepared in triplicate, two copies to be delivered to forward base mobility officer upon arrival, and one copy to be retained by Troop Commander for further reference, as required.

e. SAC Form 16 is to be completed in suplicate, one copy to be delivered to Wing Logistics Officer prior to deployment, and one copy to be delivered to forward base mobility officer upon arrival.

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7. SUPPLY OF FORMS: SAC Forms 15 and 16 will be reproduced locally on 8" x 10½" paper in accordance with the exact format illustrated in attachments 2 and 4, limited to the use of stencils, hectograph masters, direct-image plates, or typewriter. Printing by typeset or photo-mechanical process is prohibited.

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V - L-5

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

DATE

SUBJECT: General Information for Troop Commander.

TO:

1. You have been designated TROOP COMMANDER for Trip #_____. (MATS, ARS,), Aircraft #_____ Type _____ scheduled to depart this station _____ hours, (date)_____ for _____.

2. Assembly time has been set for _____ hours, (date) _____, at _____, with Station Time for _____ hours, (date)_____, at _____. ETD _____hours, (date)_____.

3. _____ is the Aircraft Commander.

4. The following route to destination has been planned: _____ with enroute stops at _____ _____.

5. In-flight lunches for ___ officers, ____ airmen, and civilians have been ordered and will be placed on board prior to departure. Additional lunches may be obtained enroute.

6. SOP #12 inclosed contains general instructions. Additional instructions and information are as follows: _____ _____ _____

ATTACHMENT #1 (SOP #12)

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7. Maintain a record of events enroute on the enclosed Itinerary Sheets and deliver them to the Forward Base Mobility Officer. Keep a copy for future requirements.

8. Passenger manifests, (cargo manifests) and a passenger roster are inclosed in your Information Folder. Upon arrival at destination, you will report to the Wing Commander (Forward Base Mobility Officer _____). Deliver the passenger (and cargo) manifests. You will be relieved of your command at that time.

FOR THE COMMANDER:

ADJUTANT

ATTACHMENT #1 (SOP #12)

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ITINERARY	TRIP NO.	FROM	TO	TROOP COMMANDER
TYPE OF AIRCRAFT		AIRCRAFT SERIAL NO.	MATS ARS	AIRCRAFT COMMANDER
NUMBER OF	OFFICERS	AIRMEN	CIVILIANS	TOTAL	POUNDS OF CARGO

DEPARTED	DATE	TIME (LOCAL)	ARRIVED	DATE	TIME (LOCAL)	NO. OF MEALS

RECORD OF PERSONNEL AND?OR CARGO OFF-LOADED ENROUTE

REMARKS

DISTRIBUTION:
1 cy - Troop Commander
2 cys- Forward Base Mobility Officer

SIGNATURE OF TROOP COMDR

SAC FORM 15
15 MAY 54

ATTACHMENT # 2 (SOP # 12)

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TROOP COMMANDER'S FOLDER

TRIP # _____ TYPE AIRCRAFT _____ ACFT # _____

ASSY TIME _____ STA TIME _____ ETD _____

This Folder Contains the Following:

1. SOP #12, "Duties of Troop Commander"
2. Roster of Passengers
3. Manifests: PASSENGER CARGO
4. Intinerary Sheets
5. General Information Sheet

_____ In-flight Lunches Have Been Ordered

DATE: _____ Prepared by: _____

ATTACHMENT #3 (SOP #12)

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TROOP COMMANDERS PERSONAL AFFAIRS CHECK LIST		TRIP NO	DATE	TROOP COMMANDER			
NAME	AFSN	GRADE	SQUADRON	IMMUNIZATION RECORD	IND SHOT REC	IDENT TAGS	RESTR AREA PASSES

ATTACHMENT # 4 (SOP # 12)

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SOP NUMBER 13

CARGO COURIERS

1. PURPOSE: This SOP provides for proper control and safeguarding of cargo during flight and at enroute stations.

2. SCOPE: This SOP is applicable to all personnel designated as ccargo couriers.

3. RESPONSIBILITIES: Two (2) cargo couriers, appointed by the Wing Logistics Officer for each aircraft deploying cargo, will be responsible for the control and safeguarding of cargo during flight and at enroute stations. They will maintain control and safeguard all cargo until relieved by the destination base mobility officer of competent authority.

4. GENERAL: The Wing Logistics Officer will appoint two (2) deploying non-commissioned officers or airmen as cargo couriers for each aircraft deploying cargo. He will brief the cargo couriers with all information relative to the flight, stops, etc. NOTE: If any portion of cargo being deployed is classified, an officer or senior non-commissioned officer will be appointed as one of the cargo couriers.

5. DUTIES OF THE CARGO COURIERS: (See MATS SOP 2-Transport Support Missions for MATS Aircraft.)

a. Prior to departure, courier guard will obtain copies of the cargo mainfest from the Commercial Transportation Section.

b. When the aircraft lands enroute to or from the home base, courier guards will remain with the aircraft, or will take action to insure that cargo is secure at all times.

c. If any portion of cargo is off-loaded at an enroute base, one (1) courier guard will remain with off-loaded cargo and one (1) courier guard will remain with the aircraft (or as directed by the Wing Mobility Officer).

(1) Courier guard remaining with the aircraft will secure a written receipt from authorized officer for each piece of cargo off-loaded.

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(2) Off-loaded cargo will be reported by electrical transmission giving all pertinent information to appropriate Commander, Attention: Director of Materiel, on-load and forward operating bases (Procedure same as stated in SOP number 12, paragraph 5f and g, will be followed).

d. Upon arrival at forward base or home station, courier guard will report to his unit and deliver cargo manifest for any off-loaded cargo to Wing Director of Materiel.

e. Weapons and ammunition for cargo couriers will be stowed aboard each aircraft to provide issue of these items to the courier guards during all stops.

f. Courier guards may travel in fatigue clothing as though they were members of the aircraft crew.

NOTE: Sample forms listed as attachments to SOP number 12 will be used as required.

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SOP NUMBER 14

ACCOUNTING FOR UME AND USE PROPERTY.

1. PURPOSE: This SOP provides a detailed procedure for the accounting of UME and USE property during deployment.

2. RESPONSIBILITY: Organizational commanders are responsible for compliance with the provisions of this SOP and the safeguarding of government property entrusted to their care.

3. SUPPLY NCOIC: Organizational Commanders will appoint a qualified supply NCO to accompany the initial phase of deployment. (Priority #1).

a. The supply NCO must be sufficiently trained and qualified to enable him to function as the unit supply officer on a temporary basis.

b. Specific duties of the supply NCO are as follows:

(1) Be designated to deploy on earliest possible aircraft.

(2) Be authorized to sign hand receipts and/or other property documents at the operating base pending arrival of the supply officer.

(3) Maintain an extract Control Register, AF Form 115A. A block control numbers will be assigned to the extract Control Register from the master Control Register for the purpose of drawing USE, expendable and replacement UME property.

(4) Maintain a file on all supply documents covering transactions accomplished, pending arrival of the supply officer.

4. UNIT SUPPLY OFFICER: The unit supply officer will remain at the home base during initial deployment and will join his unit at a later date.

a. Specific duties of the unit supply officer are as follows:

(1) Insure that all items of UME property in use are on hand receipt to the appropriate individual or section.

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(2) Relieve supervisory personnel of all custodial responsibilities for USE property prior to their deployment. In case USE items are specifically designated to accompany the organization, they will retain on custody receipt to the appropriate supervisor.

(3) Prepare an extract control register for the supply NCO who accompanies the initial deployment. Control numbers assigned to the extract will be noted in the master control register.

(4) Continue normal supply action for those items of UME that have not been received prior to deployment. Insure that such equipment if received, is shipped to the operating base, if a definite requirement exists.

(5) Take necessary action to relieve the supply NCO of all custodial responsibilities upon arrival of the supply officer at the operating base.

5. HAND RECEIPTS: The following procedures will be followed and applies at the operating base, as applicable.

a. If an individual returns to his home base prior to redeployment he will retain all items of field and personal equipment, and will be responsible for returning them to his home station unit supply section to clear original hand receipt. If, for any reason, these items are turned in to the unit supply officer at the operating base, the individual will be given a receipted copy of the turn-in for presentation to his home station unit supply section, who will in turn, release original hand receipt to the individual. The original of AF Form 447 will be retained by the supply officer for subsequent verification with home station records. Unit supply officers will be responsible for crating and returning equipment turned in under those conditions to the home station.

b. Normally, USE property will be issued to arriving organizations from tenant units at the operating base by hand receipt system. In this case, supply officers will furnish hand receipt items to individual sections or supervisors under his jurisdiction.

c. Documented debits or credits will be effective between supply officers, sections and base supply for any item of UME property turned in or received.

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SOP NUMBER 15

REPORTS INCIDENT TO DEPLOYMENT

1. PURPOSE: This SOP provides a procedure for the preparation and submission of the following reports:

a. Airlift Planning Data (RCS: SAC-J2)

b. Air Movement Reports (RCS: SAC-J4)

2. RESPONSIBILITIES:

a. The Wing Logistics Section is responsible for the compilation and submission of the SAC-J2 Report in accordance with Eighth Air Force Regulation 400-1.

b. The Commercial Transportation Officer is responsible for submission of SAC-J4 Report as defined in Section III, Chapter 6, SAC Manual 76-1.

3. AIRLIFT PLANNING DATA (RCS: SAC-J2):

a. General:

(1) Airlift requirements reports are essential for programming adequate support airlift for personnel and equipment that cannot be transported by unit aircraft and are submitted far enough in advance to assure accurate planning.

(2) These requirements are submitted by the Wing to Eighth Air Force, Attention: DM2B, promptly after receipt of a peacetime rotational maneuver warning order.

b. Procedure:

(1) Requirements will be submitted on Eighth Air Force Form 39, single copy, as follows:

(a) Estimated Requirements: Estimated requirements are submitted by the twenty-third day of the third month preceding the date of departure from the ZI and are based on the anticipated personnel and equipment resources required and on hand at the final date of departure from the ZI.

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(b) Firm Requirements: Firm requirements are submitted by the twenty-third day of the second month preceding the date of departure from the ZI and are based on estimated requirements.

(c) Refined Requirements: Refined requirements are submitted by the twenty-third day of the month preceding the date of departure from the ZI and are based on estimated requirements.

(2) Unit airlift capabilities will be based on SAC Regulation 60-10, dated 3 May 1956, and SAC Manual 400-1.

(3) Airlift requirements reported will not be exceeded by subsequent requirements unless accompained by detailed justification.

4. AIRMOVEMENT REPORTS (RCS: SAC-J4):

a. General:

(1) Air movement reports are required in peacetime and wartime deployment of units and are submitted to Headquarters, SAC, Attention: DM5A, by electrically transmitted messages using format illustrated on figures 2 and 3, SAC Manual 76-1.

b. Procedure:

(1) Peacetime Deployment: Air movement reports during peacetime deployment will be submitted at 1600 hours, LST, daily, by priority message (PP).

(a) Reports will be transmitted when:

1 Support aircraft depart from the origin (on-load) station.

2 Support aircraft arrive at destination (off-load) station.

(b) Reports concerning departure and arrival of support aircraft are not required when such aircraft are operating into and out of enroute stations, except as provided in paragraphs 4e and 4g, Section IV, Chapter 3, SAC Manual 76-1.

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(c) Information copies of peacetime air movement reports will be directed to:

1 Parent numbered air force.

2 Overseas Air Division, if applicable.

3 Task Force Commander, if applicable.

4 Origin or destination station, as applicable, depending on whether movement is a departure or arrival report.

(2) Wartime Deployment: Air movement reports for wartime deployment will be transmitted by operational immediate message (OO), or by the most expeditious means of communication if electrical means are not available.

(a) Reports will be transmitted immediately upon:

1 Departure of support aircraft from the origin (on-Load) station.

2 Arrival of support aircraft at destination (off-load) station.

(b) Reports will be transmitted within two hours after the departure or arrival of aircraft.

(c) Information copies of wartime movement reports will be directed to:

1 Headquarters, Eighth Air Force.

2 Overseas Air Division, if applicable.

3 Task Force Commander, if applicable.

4 Origin or destination station, as applicable, depending on whether movement is a departure or arrival report.

(3) Peacetime and wartime reports will cover the departure and arrival of MATS, Stratefic Support Squadron, and Tactical Aircraft, airlifting support personnal and cargo, excluding crewmembers and special weapons.

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(4) Peacetime and wartime reports will be divided into three parts: Part I, Movement of MATS Aircraft: Part 2, Movement of Strategic Support Squadron Aircraft; Part 3, Movement of Tactical Aircraft.

(5) Preparation and submission of peacetime and wartime air movement reports.

(a) At SAC bases, the departure, arrival, and final air movement reports will be originated by the Commercial Transportation Officer assigned to the local air base group headquarters.

(b) At non-SAC bases, the departure, arrival, and final airmovement reports will be submitted by a duly appointed representative of the wing/unit mobility officer.

(6) Peacetime and wartime departure reports will reflect:

(a) Unit involved in movement.

(b) Flight identification (trip number and tactical call sign for SAC aircraft; trip number only for MATS aircraft).

(c) Type of aircraft.

(d) Last five digits of aircraft serial number. ((MATS only).

(e) Number of personnel airlifted each trip.

(f) Weight of cargo airlifted each trip, designating quantity and type of engines, if applicable; (indicate whether initial deployment or resupply on wartime report).

(g) Date and time of departure each trip (Zebra time).

(h) Total passengers and cargo backlog remaining on station.

(i) Remarks relative to progress of movement.

(7) Peacetime and wartime arrival reports will reflect:

(a) Unit involved in movement.

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(b) Flight identification (trip number and tactical call sign for SAC aircraft; trip number only for MATS aircraft).

(c) Type of aircraft.

(d) Last five digits of aircraft serial number (MATS only).

(e) Date and time of arrival, each trip (Zebra time).

(f) Load information. If total original load was received, use code words Tango Romeo. If total load not received, use code words November Romeo, and state briefly numbers of personnel and type and weight of cargo off-loaded at enroute station.

(8) Consolidation of peacetime and wartime departure and arrival reports is permitted.

(9) Negative peacetime and wartime departure and arrival reports are required during each deployment period.

(10) A final airmovement report will be submitted to Headquarters, SAC and Headquarters, Eighth Air Force by the Commercial Transportation Officer, or the designated representative, at point of origin (On-load) station upon completion of the unit movement from home station to TDY station and again upon completion of the unit movement from TDY station to home station. It will include:

(a) Recapitulation of movement, outlining the total number of passengers and total weight of cargo airlifted on MATS, SStrategic Support Squadron, and Tactical Aircraft separately.

(b) Date support airlift was completed.

(c) Brief summary of unit movement discrepancies pertaining to airlift of support personnel and cargo.

(11) Peacetime and wartime movement reports will be classified in accordance with AFR 205-1.

(12) RCS: SAC-J4 reports (wartime) will continue after D-day, under D-day status code C precedence category 1, M Priority AFR 174-1, as amended.

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SOP NUMBER 16

CONTROL OF FIREARMS AND AMMUNITION

1. PURPOSE: The purpose of this SOP is to establish a procedure for deploying individual weapons and ammunition during EWP. (Reference SAC Manual 400-1, Chapter 2, Section IX).

2. GENERAL: Each individual deploying during EWP will have his authorized weapon and basic load of ammunition. Commanders will insure that all necessary safeguards are taken to prevent the loss of weapons and ammunition.

3. EWP DEPLOYMENT: During EWP, each deploying individual will personally carry his authorized weapon and ammunition. If the aircraft in which he is traveling deploys through an enroute stop where the carrying and display of weapons is forbidden, the troop commander of each flight will provide necessary safeguards for the weapons during the stop. The troop commander will appoint one or more persons to guard the aircraft contents during the time the aircraft is on the ground. All weapons and ammunition will be secured aboard the aircraft.

4. PROCEDURE FOR DEPLOYING WEAPONS: During the processing of personnel prior to departure each passenger will receive Air Force Form 1297, Temporary Issue Receipt. Each passenger will enter the serial number of his weapon in the "stock number" column and type of weapon in the "description" column. He will enter his name in the "issued by" box. The incompleted receipt will be retained by processing point personnel where SAC Form 3, Weapons Control Register, (See attachment #2) will be prepared.

a. After loading the aircraft, the individual will report to the troop commander with his weapon. The troop commander will check the type weapon and serial number against the information recorded on the Air Force Form 1297. Any correction will be accomplished at this time.

b. The box number and flight number will be entered on each Air Force Form 1297. The receipt will be signed by the troop commander and returned to the individual when his weapon has been placed in the box.

c. Upon arrival at destination, the troop commander will return each weapon. The receipt column of the SAC Form 3 will be signed by each person upon delivery of his weapon.

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d. If any passengers are off-loaded enroute, the troop commander will designate the senior person off-loaded to take possession of the weapons of such persons. The individual so designated will sign for the weapons and, upon arrival at destination, will deliver them to the individual after receiving their signature for a receipt. Arrangements will be made with the U. S. military representative at the off-load enroute base to provide a safe place to store the weapons until aircraft or other transportation arrives. Weapons so stored will be receipted for by the U. S. military representative of the base.

e. SAC Form 3, Weapons Control Register will be prepared in three copies and distributed as follows:

(1) The troop commander will retain the original. This copy will contain individual signatures for receipt of weapons at destination. This completed copy will be retained by the troop commander for his personal file.

(2) The aircraft commander or loadmaster will sign the second copy and return it to the troop commander during the trip. Upon arrival at destination, this copy will be returned to the aircraft commander.

5. AMMUNITION: The basic load of ammunition for each individual deploying will be delivered to the troop commander by each squadron deploying personnel at the time aircraft are loaded.

a. Troop commanders will sign a temporary receipt (Air Force Form 1297) for the number of rounds of ammunition delivered.

b. The troop commander will retain three copies of the Air Force Form 1297.

(1) One copy will be countersigned by the aircraft commander or loadmaster when the ammunition is loaded aboard the aircraft. This copy will be returned upon off-load at destination.

(2) Upon arrival at destination, the troop commander will deliver the ammunition to the representatives of each squadron deploying personnel. A copy of the Air Force Form 1297 will be signed by the representative and will be retained by the troop commander for his personal file.

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(3) The third copy will be delivered to the base transportation officer of the departure base. This copy will be attached to Copy 4 of Air Force Form 96a (SAC Reg 400-2)

6. CLASSIFIED MATERIAL CUSTODIANS: Personnel designated to deploy as classified material custodians will retain their individual weapons and ammunition during the deployment.

7. CARGO GUARDS: Weapons and ammunition for cargo guards will be stowed aboard each aircraft to provide issue of these items to the guards during all stops.

8. BASIC LOAD OF AMMUNITION: The following is basic load unit of fire (Reference SAC Reg 136-9, dated 29 March 1956):

a. Carbine - 60 rounds (ball)

b. Pistol Cal .45 - 10 rounds (ball).

c. Submarine gun Cal .45 - 200 rounds (ball).

d. Gun, revolver, Cal .38 - 10 rounds (ball).

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SOP NUMBER 17

SECURITY

1. PURPOSE: This SOP provides a detailed procedure for providing maximum security required by the implementation of the EWP.

2. SCOPE: This Standard Operating Procedure is applicable to all units and personnel of the 307th Bomb Wing participating or aiding in the implementation of the EWP.

3. RESPONSIBILITIES:

a. INDIVIDUAL: Each individual is responsible to his immediate commander or supervisor for safeguarding all classified mobility information made known to him. Each individual is also responsible for notifying his immediate commander, supervisor or base security section of security discrepancies known or observed by him. Classified mobility information will not be discussed with anyone not participating in the deployment. Each individual will only be authorized sufficient classified information to completely dispatch his duties.

b. SECURITY AT LINCOLN AFB, NEB. The 818th Air Division Plan 500-57, as amended, (classified), contains the following additional security requirements which will be implemented during EWP.

(1) Additional security requirements by organizations.

(2) Specific personnel and equipment required by organizations.

(3) Units that will provide additional personnel and equipment.

NOTE: TO ACHIEVE AND MAINTAIN SECURITY IS NOT THE RESPONSIBILITY OF THE AIR POLICE ALONE. ALL PERSONNEL AT ALL ECHELONS HAVE DEFINITE SECURITY RESPONSIBILITIES AS PRESCRIBED IN CURRENT APPLICABLE DIRECTIVES. (REFERENCE SAC REGULATION 205-11, AS AMENDED).

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SOP NUMBER 18

FOOD SERVICE

1. PURPOSE: This SOP Provides a standard operating procedure for messing facilities that will be available during all EWP exercises and a procedure to be used for providing IF rations to the deploying units.

2. SCOPE: This SOP applies to all organizations of the 307th Bomb Wing participating in mobility exercises.

3. RESPONSIBILITIES:

a. Messing facilities at Lincoln Air Force Base, Nebraska.

(1) Commander, 818th Air Base Group will be responsible for insuring that dining halls are available for feeding personnel (at all hours) during EWP implementation.

(2) Commander, 818th Air Base Group will be responsible (through transient alert) for notifying all support aircraft crews that a dining hall is available at all hours for their use while at Lincoln Air Force Base, Nebraska.

(3) Commander, 818th Air Base Group will be responsible (through Food Service Squadron) to furnish sufficient box lunches for deploying personnel if time permits. Task Force Commanders will determine if box lunches are required in lieu of IF rations for first lunch in flight. NOTE: In-flight kitchen, 818th Food Service Squadron, requires a four-hour advance notice to prepare a large quantity of box lunches. Box lunches will not be ordered unless a firm take-off time can be established four hours prior to take-off time. Existing regulations require box lunches to be consumed within five (5) hours after pick-up time.

(4) Squadron commanders will stagger messing times to avoid overcrowding dining halls which would result in a loss of man-hours during the EWP exercise.

b. IF rations for B-47 Crew Members:

(1) The personal equipment officer of each B-47 squadron will draw, store and maintain sufficient IF rations to support current operations plans.

(2) Pre-prepared custody receipts will be maintained for each aircraft in an individual folder which will be stored with or immediately adjacent to the ration storage. The folder will be conspicuously marked "RATION

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CUSTODY RECEIPT" and will be further identified with the type aircraft, aircraft serial number, plus blank spaces for aircraft priority, number of rations, and latest time to be delivered. As soon as aircraft priorities are known the number of crew members aboard, the priority will be entered on the applicable folder, the number of rations (3 rations per crew member aboard), and the latest time of delivery will be entered based on the quantities and times specified. No quantities will be listed on the custody receipt until such time as aircraft priorities are known and then the correct quantities. Rations may be delivered anytime prior to the time indicated to fit into the squadrons' individual plans; however, in no case will rations be delivered later that stated on custody receipt.

(3) Rations will be delivered direct to the aircraft by squadron personal equipment sections utilizing regularly assigned vehicles. The aircraft commander, or his authorized representative, will sign the custody receipt for the rations and loading aboard the aircraft will be accomplished by the combat crew.

(4) Ration accounting will be as follows:

(a) If rations are unused, all rations will be returned to personal equipment section to clear custody receipts.

(b) In the event aircraft deploy, the aircraft commander will, upon return, turn-in the unused rations to the personal equipment section. Any rations consumed will be accounted for per existing regulations and reimbursement made to the Finance Officer.

c. IF rations for KC-97 crew members and all support personnel:

(1) The Base Commissary Officer will store and maintain 3440 each IF rations for KC-97 crew members, support personnel for KC-97 type aircraft and support personnel for B-47 type aircraft.

(2) The Base Commissary Officer will deliver 1833 each IF rations to Building 998 for use by 307th Bombardment Wing.

(3) Each Bombardment Wing Logistics Officer (or designated representative) will sign for bulk issue if IF rations (on AF Form 446 - Issue Slip) received from the Base Commissary Officer. In event the KC-97 type aircraft and support aircraft are scheduled to depart, the IF rations will be issued to the appropriate troop commander on custody receipt.

(4) Breakdown of IF rations will be as follows for the 307th Bombardment Wing:

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120 crew members for KC-97 type aircraft.
366 support personnel for KC-97 type aircraft.
125 support personnel for B-47 type aircraft.
611 total personnel

611 x 3 (3 rations per person) = 1833 rations or
92 cases of IF Rations.

(5) In the event aircraft deploy, the troop commander will, upon return, turn-in unused rations to appropriate Wing Logistics Officer (Issuing Officer). The Wing Logistics Officer will immediately turn-in the unused rations to the Base Commissary Officer on AF Form 447-Turn-in Slip. Any rations consumed will be accounted for per existing regulations and reimbursement made to the Finance Officer.

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SOP NUMBER 19

RESUPPLY OF STAGING TEAMS

1. PURPOSE: This SOP provides a detailed procedure for resupply of staging teams at staging/operating bases.

2. SCOPE: This Standard Operating Procedure is applicable to all units of the 307th Bombardment Wing.

3. RESPONSIBILITIES: Responsibilities for resupply of equipment or supplies used by staging trams of the 307th Bombardment Wing at staging bases will be as follows:

a. Flyaway Kits:

(1) Supplies used from flyaway kits at staging bases will be resupplied by OCAMA. This depot has support responsibilities for aircraft assigned to the 307th Bombardment Wing. Resupply of flyaway kits are through consumption and flyaway kit officer will requisition replacements by priority messages as soon as possible after issue. (Reference Volume 16, AF Manual 67-1, as amended).

b. Engines or Power Packups: EWP resupply will be accomplished by shipping raw engines from home station or AMC Depot direct to staging/operating base. Home station will furnish power packups as directed by higher headquarters. In this connection, all reparable engines (power packups) will be evacuated to home station on aircraft delivering serviceable power packups.

c. Flying Clothing, Weapons, Tools, Etc: Replacement of this type of equipment will be made by home station when requirements exists.

d. Fuel and Lubricants: Resupply of fuels and lubricants will be made by staging bases except for special lubricants authorized to and included in flyaway kits.

e. Resupply of Other Supplies and Equipment will be made per existing regulations and as stated in applicable operations orders.

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SOP NUMBER 20

VEHICULAR TRANSPORTATION REQUIREMENTS DURING MOBILITY EXERCISES.

1. PURPOSE: This SOP establishes motor vehicle transportation during deployment and redeployment.

2. SCOPE: This SOP applies to all organizations of the 307th Bomb Wing participating in mobility exercises.

3. RESPONSIBILITIES:

a. Commercial Transportation Officer will coordinate with the base motor pool to establish a submotor pool to meet the motor vehicle requirements of the move or off-load. During the pre-implementation phase special attention will be given to:

(1) The programming of the mandatory needs to establish the subpool, including general purpose, special purpose, and materials handling vehicles, both in type and quantity.

(2) The programming of adequate personnel to man the submotor pool on a 24-hour basis to include vehicle and fork lift operators, dispatchers, and supervisors (either the Motor Pool Officer or a motor transportation supervisor). These personnel will be assigned to the Commercial Transportation Officer for special duty, so that he may maintain complete supervisory control and duty rosters for the duration of the deployment or off-load phases.

(3) Daily review of vehicle utilization within the submotor pool will be made. Vehicles not being utilized will be returned to the base motor pool.

(4) Maintain complete control of vehicles during all mobility exercises by use of radio or telephone systems.

b. The Motor Pool Officer will:

(1) Furnish required vehicles with operators, to permit the Commercial Transportation Officer to adequately perform his assigned duties during all mobility exercises.

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(2) Insure that all daily dispatched vehicles (permanently assigned to organizations) are returned to base motor pool at the completion of each authorized dispatch clean, driver maintenance performed, and serviced with gasoline to include at least a three-quarter (3/4) full tank before parking. NOEW: This procedure is necessary to insure all vehicles are ready for immediate operation, if required, in case a mobility exercise is called during off-duty hours.

c. The Commander, 818th Motor Vehicle Squadron will monitor the overall operation during the progress of the deployment or off-load phase of mobility exercises to insure that all vehicles are being fully utilized. He will make comments or recommendations (in writing) on all items noted during the mobility exercise to the Wing Director of Materiel, ATTN: Logistics Section, within four (4) hours after completion of mobility exercises.

d. Each Squadron Commander and Commanders 818th Air Base Group Squadrons will insure that all assigned vehicles are utilized and those not being utilized will be returned to the base motor pool for re-dispatch.

e. Each Squadron Commander in the 307th Bomb Wing will:

(1) Insure that all daily dispatched vehicles (permanently assigned to organizations) are returned to Base Motor Pool at the completion of each authorized dispatch clean, driver maintenance performed, and serviced with gasoline to include at least three-quarter (3/4) full tank before parking. NOTE: This procedure is necessary to insure that vehicles are ready for immediate operation, if required, in case a mobility exercise is called during off-duty hours.

(2) Direct that all vehicles scheduled for recall by Motor Pool Officer are returned immediately for re-dispatch by established priority.

(3) Make certain that all assigned vehicles are utilized or return those not being properly utilized to the Base Motor Pool for re-dispatch.

4. MOTOR VEHICLE ALLOCATION DURING MOBILITY EXERCISES: Due to tthe limited amount of vehicular transportation available at Lincoln Air Force Base, Nebraska, all vehicles will be committed to specific duties during mobility exercises. The following listed vehicles are in addition to daily (permanently) assigned for use during mobility exercises:

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QUANITY	TYPE	REPORT TO
1	PU ½ Ton	Hangar 998
7	SP 1½ Ton	Hangar 998
1	BUS	Bldg. 966
1	BUS	Bldg. 968 (307 ARS)
1	KY F/B	Bldg. 968 (307 ARS)
2	F/L 6000	Bldg. 998
2	F/L 15000	Bldg. 998

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SOP NUMBER 21

MONITORING OF PERSONNEL AND EQUIPMENT SHORTAGES

1. PURPOSE: This SOP outlines a procedure for monitoring of personnel and equipment shortages for EWP exercises.

2. SCOPE: This SOP applies to all units with the 307th Bombardment Wing participating in EWP exercises.

3. RESPONSIBILITIES:

a. PERSONNEL:

(1) Prior to the execution of an EWP exercise, each Squadron Commander will screen all squadron resources to insure that sufficient qualified personnel are available (plus alternates) to fulfill EWP commitments levied on the squadron. (Reference SAC Manuals 400-1A and 400-1B, Chapter I).

(2) If any personnel shortages exist, the Wing Director of Personnel (or 818th Air Base Group Director of Personnel) will be notified of shortages so that every effort can be made to fulfill shortages at Wing (or Air Base Group) level. If personnel shortages cannot be rectified at Wing (or Air Base Group level), the 307th Bombardment Wing Director of Personnel will be notified so that qualified personnel to fulfill commitment can be supplied from 307th Bombardment Wing resources, if available.

b. EQUIPMENT:

(1) Prior to the execution of an EWP exercise, each Squadron Commander will screen all squadron resources to insure that sufficient quantities of equipment (serviceable) are available to fulfill EWP commitments levied on the squadron. (Reference SAC Manuals 400-1A and 400-1B, Chapter I).

(2) If equipment shortages exist within the squadron, the Squadron Commander will check the following:

(a) If equipment is authorized to the squadron.

(b) If equipment has been requisitioned and a valid requisition is on file within the Unit Supply Section. Check follow-up action to see if an estimated delivery date has been quoted.

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If sufficient time has elapsed to allow the Base Accountable Supply Officer to procure the equipment through supply channels and no action received, a supply difficulty letter (Reference SAC Regulation 67-3, dated 15 July 1953) will be submitted through channels stating that "Squadron has been levied an EWP commitment for this equipment".

(c) Notify Wing (or 818th Air Base Group) Director of Materiel of shortage to see if shortage can be located within Wing (or Air Base Group) cannot furnish equipment in sufficient quantities (serviceable) to meet EWP commitment, 818th Air Division Director of Materiel will be notified so that equipment to fulfill commitment can be supplied from 818th Air Division resources, if available.

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SOP NUMBER 22

SUPPORT OF MATS AND SSS AIRCRAFT

1. PURPOSE: The purpose of this SOP is to establish a standard for maximum support of MATS and SSS aircraft during EWP's.

2. SCOPE: This SOP is applicable to all squadrons participating in EWP exercises.

3. GENERAL: (Reference SAC Manual 400-1, Part 4, Chapter 2, Paragraph 9).

a. The importance and urgency of the movement of MATS and strategic support squadron aircraft during EWP is a major consideration. Since these aircraft provide essential airlift in deploying passengers and cargo in support of air echelon and staging teams, their departure is of primary concern.

b. Tactical aircraft maintenance must be performed as first priority so that the operation mission can be accomplished. The priority of maintenance in support of MATS and SSS necessarily must follow that of the tactical aircraft.

c. Commanders will therefore complete plans to assist these support aircraft to the fullest extent possible.

4. RESPONSIBILITIES: The following assistance will be afforded MATS and strategic support squadron aircraft:

a. The Director of Materiel will:

(1) Appoint a project officer to assist MATS and SSS units supporting the Wing or parts thereof, during EWP movement. Each project officer will be under the supervision of the Wing Chief of Maintenance and will coordinate all problems through that section. The project officer will monitor the following:

(a) All aircraft maintenance requirements (Supplies, APU's, stands, etc.)

(b) Support aircraft parking facilities.

(c) The established timing schedules for cargo and passenger loadings.

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(d) Inform aircraft commander that Dining Hall No. 5 is available at all hours for their use while at Lincoln Air Force Base (See SOP No. 18 for additional information).

(e) Notify Base Housing Office of the number of officers and airmen requiring quarters while at Lincoln Air Force Base. Have transportation available to transport support aircraft crew members to Building Number 1758. NOTE: If transportation is not readily available, taxi service will be utilized.

(f) Notify the Commercial Transportation Officer of support aircraft, type aircraft and serial number, possessing organization, and estimated departure time. NOTE: Commercial Transportation Officer will be notified by telephoning number 345.

(g) Notify Base Supply Officer, telephone number 271, the aircraft type, complete serial number, possessing organization, and that this aircraft is in direct support of the 307th Bombardment Wing during movement in order to establish a priority for required aircraft spares the same as afforded the departing tactical aircraft. (Reference SAC Manual 400-1, Part 4, Chapter 2, Paragraph 9.)

b. 818th Air Base Group Commander will:

(1) Insure that all Air Base Group resources are made available in support of MATS and SSS during Wing(s) movement (or parts thereof) for both aircraft and crew members on same priority as established for 307th Bombardment Wing. This will include:

(a) Maintenance on aircraft by base flight section;

(b) The utilization of all POL resources on a priority basis during the servicing of support aircraft.

(c) Establish a pre-determined parking plan for all support aircraft.

(d) Adequate housing, messing, and vehicular transportation is available to crew members of support aircraft.

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(e) All support aircraft are loaded by Commercial Transportation Section in accordance with established schedules.

(f) Procuring aircraft spares required for support aircraft on same priority as afforded departing tactical aircraft.

NOTE: Paragraph 4, above, will apply when MATS control team is performing the traffic functions for MATS in supporting outmovement except that all matters will be coordinated through the MATS Senior Control Officer (Reference MATS SOP 2, Chapter IV, Section VI, dated May 1956)

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SOP NUMBER 23 V-W-1

TAS FORCE MEDICAL PROCEDURES

1. PURPOSE. To prescribe medical support facilities at staging bases for Tast Force operations.

2. SCOPE: The provisions of this SOP are applicable to the 307th Tactical Hospital providing support to the Task Force at the Staging Base.

3. RESPONSIBILITY.

a. Commander Pre-Strike Staging Base: It will be the responsibility of the staging base to provide a dispensary type medical facility in the SAC quarters area for use by the SAC Medical Team, in addition to the normal flight line dispensary.

b. Commander, 307th Tactical Hospital: It will be the responsibility of the 307th Tactical Hospital Commander to provide personnel and material as outlined in the plan to the staging base for medical support.

4. PLAN OF OPERATION.

a. One dispensary with required medical personnel will be established in the SAC quarters area for convenience of personnel.

b. The remaining Task Force medical facilities will be consolidated in one area, preferably in a fixed medical facility.

c. Task Force personnel will be supported by medical personnel of the 307th Tactical Hospital insofar as possible. Full utilization of base auxillary services such as laboratory and X-ray facilities will be made.

5. MEDICAL EVACUATION.

a. Patients requiring medical care beyond the capabilities of local medical facilities will be evacuated by normal air evacuation. If this is unavailable, the Task Force Commander will provide airlift as required.

6. MEDICAL PERSONNEL AND EQUIPMENT FURNISHED BY STAGING BASE.

a. The Commander of the base will furnish a minimum of 1 x 11 AD, T/O 1-9022 equivalent personnel and equipment to support the Task Force Medical Dispensary Units.

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TACTICAL RADIOLOGICAL COUNTERMEASURES

1. PURPOSE. To establish procedure for the care of personnel and materiel against the hazards of nuclear radiation and to expedite rapid decontamination operations.

2. SCOPE. The procedures outlined herein will be applicable during any deployment and/or staging operations.

3. RESPONSIBILITIES.

a. The Wing and/or Task Force Commander will be responsible for the execution of the procedures outlined herein.

b. The Staging Base Commander is requested to provide personnel, materiel, and facilities as outlined in the 307th Bomb Wing EWP Operations Plan.

c. Squadron Commanders are responsible for the issuance of all protective clothing and equipment to the personnel deploying with the task force.

d. The Wing RBC Office is responsible for the proper issuance of radiac equipment to the designated aircrews as outlined in the EWP Operations Plan.

4. PRE-DEPLOYMENT.

a. Personnel scheduled to deploy with the wing will be issued all available protective clothing and equipment including the gas mask and DT-60 radiac dosimeter. The dosimeter should be carried on the person at all times. A hole is provided in the dosimeter case for attaching the unit on one's dog tag chain. Protective clothing and equipment other than the gas mask and the DT-60 dosimeter is included in each person's field equipment issue. In the event more becomes authorized, it will be issued accordingly.

b. Designated aircrews as outlined in EWP Ops Plan will carry radiation detection instruments (AN/PDR-TIBS) aboard the aircraft. These aircrews will be mentioned during the general briefing prior to departure and will be directed to pick up their instrument from their respective organizational personnel equipment section. In-flight radiation logs will also be issued with the instrument.

c. All aircrews should familiarize themselves with the procedures outlined in SAC Atomic SOP 55-22, dated 5 June 1954 (confidential), prior to deployment.

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d. The Wing RBC Section will pack all equipment necessary for their radiological defense and decontamination operations and this equipment will accompany the RBC staff personnel to the post strike base.

5. PRE-STRIKE PROCEDURES.

a. After arriving at the pre-strike base, the crew member responsible for the radiac equipment and in-flighr radiation logs will check his radiac instrument and insure that it is in proper working order. Any equipment out of operation must be repaired prior to the strike, however, if no difficulty occurs, the radiac equipment may be left aboard the aircraft.

b. Support personnel with duty at the pre-strike base should either keep their dosimeters on their persons or in the immediate vicinty of their duty station. When working in a contaminated area, the dosimeter must be working at all times.

6. STRIKE MISSION PROCEDURES.

a. Most strike procedures are outlined in SAC SOP 55-22 and EWP Ops Plan. It is well to remember that the radiac instrument must be observed frequently to preclude any incident of an aircraft entering a dangerous area and not being aware of the situation. Aircraft commanders will direct the crew to follow outlined procedures as he sees fit.

b. The aircrew monitor must be very careful in plotting the radiation reading on the log since this form will be used to estimate radiation exposure in case of dosimeter failure or in case the radiation exposure exceeds the maximum capacity of the dosimeter.

7. STAGING TEAM PROCEDURES.

a. Support personnel assigned to the staging base, if available, will assist in the decontamination program. The RBC staff will supervise and brief all decontamination operations. All available protective clothing and equipment will be utilized. (Persons with any open wounds or sores will have them properly dressed prior to participating in any activity in a contaminated area. Personnel receiving injury while working in a contaminated area will report immediately to the decon-supervisor and will then proceed to the base dispensary for medical treatment.)

b. Personnel assigned tasks involving exposure to radiation will comply with all safety procedures prescribed by the RAD-SAFE Control Unit. If a person suspects he has contaminated himself excessively, he will report to the nearest monitor for a check up.

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c. Aircrews arriving at Staging Base will comply with the procedures outlined in SAC SOP 55-22 paragraph 5c(1), (a) and (b). Inflight radiation logs and DT-60 dosimeters will be turned over to the monitor if the crew is found to be free of contamination. However, if the crew is contaminated, they will turn in their dosimeters and other related equipment to the monitor at the personnel decontamination station.

d. Decontamination procedures are outlined in SAC Atomic SOP 55-22 and Wing EWP Ops Plan and will be complied with unless otherwise directed by the RAD-SAFE Control Officer. Aircraft in-commission will have top decontamination priority.

e. Aircrews will pick up their dosimeters and any other radiac equipment they are assigned prior to departing the post strike base. Information pertaining to the contamination and decontamination of each aircraft will be entered in the aircraft Form I.

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SOP NUMBER 12 V-Y-1

BOP FOR FORWARD BASE COMMANDER

1. PURPOSE. To inform Forward Base Commanders of the requirements necessary to properly support the 307th Bombardment Wing when KC-97 and B-47 aircraft are deployed to a forward base.

2. SCOPE. This Base Operating Procedure is applicable to a base to which the 307th Bombardment Wing may be deployed and is to be used by Base Commanders as a guide to meet the necessary requirements.

3. RESPONSIBILITY. Base Commanders at forward bases to which this Wing will deploy.

4. REQUIREMENTS. The following are the requirements of this Bombardment Wing to meet operational commitments while at a forward base:

a. Wing Commander:

(1) The following are the requirements for the Commander and Adjutant Section:

(a) Office space:

1	Commander	500 Sq Ft
2	Deputy Commander	300 Sq Ft
3	Conference Room	800 Sq Ft
4	Adjutant, Sergeant Major and Commander's Secretary	500 Sq Ft
5	Classified Files	240 Sq Ft
6	Messagge Center, Reproduction, Special Orders and Files	600 Sq Ft

(b) Communications:

1 Three (3) main number dials.

2 Two (2) extension number dials.

3 Three (3) Inter-Comm Stations

Commander	1 Master
Director of Operations	1 Master
Director of Materiel	1 Master

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(c) Transportation:

1 One (1) staff car for Commander and Deputy Commander.

2 One (1) 1-1/4 ton jeep or pick-up truck for Wing Message Center.

b. Director of Operations

(1) The following are the requirements for Directorate and Tactical Squadron Operations:

(a) Office space and briefing room required:

1 One (1) Wing Briefing Room.

(500 Personnel) 3000 Sq Ft

2 Directorate(54 personnel) 1540 Sq Ft

3 Power required-20KW-60Cycles, 120 volts.

(b) Office Space Intelligence Section, Squadrons.

1 Operations Intelligence, 1 room 325 Sq Ft

2 Target Intelligence,1 room 325 Sq Ft

vault 325 Sq Ft

3 Administration 280 Sq Ft

4 Briefing, 1 room 1000 Sq Ft

5 Personal Equipment 800 Sq Ft

6 Four (4) Briefing Rooms, total 400 Sq Ft

7 Power required 60 cycles, 120 volts

(c) Communications for the Directorate

1 Fifteen (15) main number dials.

2 Ten (10) extension number dials

3 One (1) Inter-Comm Station - 1 Master

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(d) Communications for Tactical Squadrons (incl ARS)

1 Twenty (20) main number dials - Five (5) for each Tactical Squadron.

2 Sixteen (16) extension number dials - Four (4) for each Tactical Squadron.

3 Twelve (12) Inter-Com Stations - 1 Master for each Tactical Squadron and 2 Slave for each Tactical Squadron.

(e) Transportation

1 Directorate:

a One jeep and one pick-up truck.

2 Tactical Squadron:

a One jeep per squadron

b Five (5) pick-up trucks per squadron on mission days and pre-mission days. Requirement will be less on non-mission days.

c. Director of Materiel:

(1) Office Space:

(a) One room - 300 Sq Ft

(b) One room - 800 Sq Ft

(2) Communications:

(a) Three main number dial.

(b) Three extension main number dial.

(3) Transportation:

(a) One staff car as needed.

(b) One jeep

d. Maintenance Control:

(1) Office and Shops Space Required:

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(a) Criteria for the selection and assignment of building facilities are as follows:

1 Aircraft parking areas should be as near the major maintenance facilities (hangar and shop) as possible.

2 Flight Line Maintenance building facilities should be as near the parking area (for that type aircraft) as possible.

3 The Maintenance Control Unit should be near or adjacent to the B-47 Flight Line activity (building)

4 The supply unit and FAK (combined) should be located as near as possible to the aircraft parking area. This must be a weather area in which fork lifts can be operated (hangar, warehouse, etc.).

5 A&E Maintenance should be set up with the base A&E Maintenance activity. This is to insure availability of special power requirements to operate mock ups.

(b) Space Required:

1	Maintenance Control	2100 Sq Ft
2	Supply Unit (Inc FAK storage)	4000 Sq Ft
3	B-47 Flight Line Maintenance	1000 Sq Ft
4	KC-97 Flight Line Maintenance	1000 St Ft

(2) Communication Requirements:

(a) Radio Communications:

1 Maintenance Control

2 Supply Unit (FAK, Service Stock).

3 A&E Maintenance.

4 B-47 Flight Line Vehicle - 3 sets

5 KC-97 Flight Line Vehicle - 1 set.

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6 Field Maintenance

7 Chief of Maintenance Vehicle - 1 set

8 Five (5) VRC-19's installed in pick-ups with FRC-27 ground station or any other suitable UHF Radio System.

(b) Telephone Communications, must be private lines:

1 Maintenance Control, main line dial - 5 lines

2 A&E Maintenance - 3 lines

3 Supply Unit - 3 lines

4 B-47 Flight Line Office - 1 line

5 KC-07 Flight Line Office - 1 line

6 Field Maintenance - 3 lines

7 Refueling Unit -as required

8 Motor Pool -as required

9 Operations -as required

10 Headquarters -as required

11 Living Area (Off &AMN)-as required

12 Each shop (A&E & FMS) -as required

13 Periodic Maintenace -as required

(c) Inter-communications Requirements:

1 Chief of Maintenance - 1 Master

2 Maintenance Control - 1 Master

3 A&E Maintenance - 1 Master
Slave in each shop

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4 Field Maintenance - 1 Master
Slave in each shop

5 B-47 Flight Line Office
1 Slave each SQ

6 KC-97 Flight Line Office - 1 Slave

7 Supply (FAK) - 1 Slave

8 Periodic Maintenance - 1 Slave

(3) Transportation Requirements:

(a) Five(5) pick-up trucks or equivalent for flight line maintenance and maintenance control.

e. Armament and Electronics Maintenance Squadron:

(1) Office and shop space requirements:

(a)	Dispatch	500 Sq Ft
(b)	Materiel Control	2700 Sq Ft
(c)	Flight Line Ready Room	1150 Sq Ft
(d)	Periodic Maintenance	900 Sq Ft
(e)	Maintenance Supervisors	900 Sq Ft
(f)	Unit Supply	200 Sq Ft
(g)	Field Shops	
1	Radio	750 Sq Ft
2	Radar	750 Sq Ft
3	ECM	750 Sq Ft
4	Test Equipment	300 Sq Ft
5	Gunnery	1500 Sq Ft
6	Bomb Nav	3750 Sq Ft
7	Auto-Pilot	540 Sq Ft
8	Camera	700 Sq Ft
9	Weapons & Releases	1200 Sq Ft

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(h) A&E activity requires 7,848 square feet of storage space for storing squadron 263 equipment and mobility boxes.

(2) Communications:

(a) Telephone Communications

1 Maintenance Supervisors office

2 Flight Line Office

3 Materiel Control

4 Production Control

5 Field Shops

6 263 Storage

(b) Field Telephones for A&E

1 Maintenance Supervisors Office - 1 each

2 Materiel Control - 1 each

3 Radar and Radio - 1 each

4 Gunnery - 1 each

5 Bomb Nav - 1 each

(c) Inter-communications system from Production Control.

1 One (1) each amplifier LS124C/F

2 Ten (10) each LS-130 loud speakers

(d) Equipment to be Installed:

1 One (1) each main amplifier-Production

2 One (1) each loud speaker-Gunnery

3 One (1) each loud speaker-Bomb Nav

4 One (1) each loud speaker-Radio

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5 One (1) each loud speaker-Radar

6 One (1) each loud speaker-Camera

7 One (1) each loud speaker-Flight line

8 One(1) each loud speaker-Maintenance Supervisor's Office

9 One(1) each loud speaker-Materiel Control

10 One(1) each loud speaker-Auto Pilot

11 One(1) each loud speaker-Maintenance Control

(3) Power Requirements for A&E:

(a) Radio, Radar, Test Equipment, ECM, Camera, and Auto-Pilot Sections require 28 volt DC Rectifier, Stock Number 8100-628500, input 220-400 volts, 30KW to 50KW, 3 phase, 60 cycle AC with output of 28 volts DC at 200 amperes.

(b) Require one(1) each F-1 Generator, Stock Number 8100-307818, input 200-400, 3 phases AC, 30KW to 50 KW, 60 cycle with output of 400 cycle AC at 50KW to operate all A&E equipment requiring 115 to 208 volts AC 3 phase, 400 cycle AC power.

(c) The gunnery section requires one (1) each 28 volt DC rectifier, same as paragraph b(3) (e) above, power from F-1, see paragraph 1b(3)(e), and 115 volts, AC, 60 cycle.

(d) The Weapons and Release Section requires one (1) each 28 volt DC rectifier, same as paragraph 1b(3)(e), above and 400 cycle AC from F-1 generator in paragraph 1c(2), above or from four (4) each F-3 generators, Stock Number 8100-315180 which supply the same power as the F-1 generator.

(e) All officers, shops and flight line ready room require 115 volts, AC, 60 cycle commercial power.

(4) Transportation Requirements:

(a) Five (5) each 1/2 ton pick-ups.

f. Field Maintenance:

(1) Office and Shop Space Requirements:

(a) Orderly room 500 Sq Ft

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(b) Unit Supply 1000 Sq Ft

(c) Maintenance Supervision 600 Sq Ft

(d) Materiel Control 600 Sq Ft

(e) Fabrication Branch Office 100 Sq Ft

1 Welding 300 Sq Ft

2 Machine 400 Sq Ft

3 Sheet Metal 500 Sq Ft

4 Paint and Dope 600 Sq Ft

600 square feet is working space with spray booth included.

5 Wood Mill 200 Sq Ft

6 Parachute 5040 Sq Ft

2000 square feet is parking area for drag and approach parachutes, requires a layout of 20 feet x 100 feet which will accomodate two packing tables 80 feet x 3 feet with working and parachute storage space. 1440 square feet is packing area for personnel parachutes, requires a layout of 50 feet x 20 feet which will accomodate two packing tables 40 feet x 3 feet with working and parachute storage space. Drying and airing tower 1600 square feet - 40 feet x 40 feet x 40 feet high to air and dry drag, approach, and personnel parachutes.

(f) Aero repair branch office 100 Sq Ft

1 Electric Shop 400 Sq Ft

2 Instrument Shop 400 Sq Ft

3 Hydraulic Shop 200 Sq Ft

4 Boom Shop 300 Sq Ft

5 Tire Shop 300 Sq Ft

6 Fuel Cell 1000 Sq Ft

7 Ground Power 2000 Sq Ft

8 Aircraft Repair 18176 Sq Ft

Hangar space to jack one-B-47 or KC-97 for retraction tests and gear maintenance, etc.

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(g) Power plant branch office 100 Sq Ft

1 Engine build-up, Engine tear-down, Unit Change crew and engine condition 27000 Sq Ft

a 10,000 Sq Ft for 4360 engine build-up and storage of flyaway 4350 engines.

b 6,000 Sq Ft for J-47 engine flyaway storage. 10,000 Sq Ft for J-47 engine build up and teardown.

(2) Communications:

(a) Inter-communications from maintenance supervision to all shops will consist of one (1) each main amplifier LS 124 C/F and twelve (12) each LS-130 loud speakers to be installed as follows:

1 Maintenance Supervision-1 each main amplifier.

2 Maintenance Control Job Control Branch - 1 each loud speaker.

3 Materiel Control - 1 each loud speaker.

4 Electric Shop - 1 each loud speaker.

5 Instrument Shop - 1 each loud speaker.

6 Hydraulic Shop - 1 each loud speaker.

7 Ground Power Section - 1 each loud speaker.

8 Power Plant Branch - 1 each loud speaker.

9 Sheet Metal Shop - 1 each loud speaker.

10 Parachute Shop - 1 each loud speaker

11 Propeller Shop - 1 each loud speaker

12 Open for future requirements - 2 each loud speakers.

(b) Field phone and/or telephones in place of inter-communication system. 27 each required as follows:

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1 Orderly room - 1 each

2 Unit Supply - 1 each

3 Maintenance Supervision-1 each

4 Materiel Control - 1 each

5 Fabrication branch - 7 each

6 Power Plant Branch - 8 each

7 Aero Repair Bramch - 6 each

(3) Electrical Power Requirements to Support the FMS Activities.

(a) Instrument test equipment, electrical test equipment, welding shop equipment and machine shop equipment require 110 volts, 30KC, 60 cycle and/or 220 volts, 3 phase, 60 cycle AC line current.

(4) Transportation:

(a) One each 1/2 ton pick-up for parchute shop-drag and approach chute pick-up.

(b) One each 1/2 ton pick-up for materiel control SAC-66-15 parts delivery to docks.

(c) Five each 1/2 ton pick-ups for SJR dispatch from maintenance supervision.

(d) Two each special vehicles, light tugs - ground power delivery and return of ground power equipment to consolidated equipment pool.

(e) Two each deforsting vehicles for applying "Kill Frost" to aircraft.

(f) One each 1-1/2 ton truck for engine build-up.

(g) One each crane, garwood type for engine build-up.

(h) One each crane, M-10.

g. Periodic Maintenance Requirements:

(1) Office Space:

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(a) Orderly Room (Commander's Office and Office space for 5 desks) 900 Sq Ft

(b) Supply Office 900 Sq Ft

(c) Engineering Office 400 Sq Ft

(d) Maintenance Office. 300 Sq Ft

(2) Communications:

(a) Orderly Room, 2 telephones (1 class A).

(b) Supply Section, 1 base telephone.

(c) Engineering Section, 6 base telephones

1 One (1) telephone at each dock.

2 One (1) telephone in Maintenance Office.

3 One (1) telephone in Engineering Office.

4 Inter-office communications with dock and Engineering.

(3) Power Requirements:

(a) Assuming that power for aircraft in the dock is available (either commerical, or 3 C-26 units and C-21 units). The Post Dock will require 2 C-26 units and 1 C-21 unit.

(b) Power for hand tools, 1 each 110-120V-60 cycle outlet on each side of dock.

(4) Dock and Storage Space:

(a) Warehouse or storage space - 2000 Sq Ft (secured)

(b) Post Dock space, 6 B-47 and 2 KC-97 aircraft (must be able to run aircraft engines).

(c) Dock Space, 3 B-47 and 1 KC-97 Wing Hangars.

(d) Pre-Dock space, 1 space with provision for washing aircraft.

(5) Transportation:

(a) Supply and Administrative 1 1-1/2 ton truck.

(b) Dock and Post Dick - 1 1/2 ton pick ups, 2 tugs, 1 Coleman towing tractor.

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SOP NUMBER 26 V-Z-1

BOP FOR EN ROUTE BASE

1. PURPOSE. To inform En Route Base Commanders of the requirements necessary to support the 307th Bombardment Wing when en route stops for B-47 and KC-97 aircraft are necessary.

2. SCOPE. This Base Operating Procedure is applicable to bases at which units of the 307th Bombardment Wing will make en route stops.

3. RESPONSIBILITY. Base Commanders at bases which this Wing will make en route stops.

a. Command:

(1) Office Space 200 Sq Ft

(2) Communications:

(a) Two (2) main number dials.

(3) Transportation:

(a) One (1) staff car.

b. Operations:

(1) Office Space 100 Sq Ft

(2) Communications

(a) Two (2) main number dials.

(3) Transportation:

(a) One staff car, carryall or pick-up.

c. Materiel:

(1) Office Space 100 Sq Ft

(2) Communications:

(a) Two (2) main number dials. One (1) inter-com master (12 position)

(3) Transportation:

(a) One staff car, carryall or pick-up.

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d. Maintenance Control

(1) Office Space 250 Sq Ft

(2) Communications: As required for operation in accordance with SAC REG 66-12 and SAC Manual 66-12.

(3) Transportation: As required for operation in accordance with SAC REG 66-12 and SAC Manual 66-12.

e. Armament and Electronics Maintenance Squadron: Personnel and Materiel will be integrated into organizations and facilities as required to support the mission.

f. Field Maintenance Squadron: Personnel and Materiel will be integrated into organizations and facilities as required to support the mission.

g. Periodic Maintenance Squadron: None required.

h. Supply Unit:

(1) En route kit or FAK storage 1200 sq ft.

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WING MOBILITY SOP NO 2?

SURVEY OF EWP BASES

1. PURPOSE.

a. To prescribe procedures for conducting surveys of ZI and Overseas EWP Bases by Wing and/or staging Team Commanders.

b. To prescribe procedures for reporting the Wing and/or staging Team Commander's evaluation of the base's capability to support the assigned EWP mission.

2. GENERAL.

a. Surveys by the Wing Commander, or his representative(s), of ZI and Overseas EWP Bases are considered desirable, and requests will normally be approved by Headquarters Strategic Air Command. Unless unusual circumstances exist (change of unit commander or change of EWP Base assignment), not more than one survey trip a year will be approved. In cases where two or more units are assigned to a single EWP Base, every effort will be made to conduct a simultaneous survey. Necessary coordination as appropriate, will be affected prior to forwarding request to Headquarters Strategic Air Command for approval.

b. It is intended that the survey will provide the Wing and staging Team Commanders first-hand knowledge of and familiarization with the capability of the forward base to support the organization scheduled for EWP deployment and with this background, develop realistic Wing and staging team Mobility plans.

c. Political consideration in certain overseas areas make it increasingly vital that all visits be handled with maximum discretion to preclude possible embarrassment to the Command. Therefore, Commanders of said forward bases are charged with the responsibility of maintaining current political and economic information concerning their command within their monitoring as may be of value to organizations deploying thereto.

3. PROCEDURES.

a. Request for survey approval will be forwarded by the Wing Commander through channels to arrive at Hq SAC, ATTN: D/Oprs, not later than 30 days prior to the planned departure date. (The survey request will then be forwarded by Hq SAC to the Theatre Commander or SAC Air Division Commander, as appropriaate, for review and recommendations. Approval action by Hq SAC will be based on his recommendations. Necessary diplomatic clearances will be obtained by Hq SAC.)

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b. The request will contain the following:

(1) Name, Grade, Title, Serial Number and Clearance Status of personnel selected to make the survey.

(2) Mode of transportation.

(3) Complete Itinerary.

(4) Planned departure date and approximate number days TDY.

c. Request for survey trips will be in accordance with AFR 35-52.

d. USAF Foreign Clearance Guide will be referred to relative to clearance requirements for the survey.

e. Upon arrival, survey Team Commanders will report to the appropriate oversea Command Headquarters and/or Base Commander having jurisdiction over the EWP facilities to obtain final and up-to-date clearance of the detailed itinerary. Prior to departing bases surveyed, the Base Commander will be advised of any items which the Team Commander plans to include as an action item in his report.

f. During the survey, the following will be accomplished:

(1) Discuss the wing or staging team mobility plan and the base readiness plan with the Commander(s), to determine feasibility and compatibility of the plan and the changes necessary.

(2) Compare the on-hand and serviceability status of facilities with the data contained in the current Overseas Airfield Facilities Report, RCS: AF-Z3 (available at numbered Air Force Headquarters as consolidated report).

(3) Evaluate major deficiencies affecting the base capability and compare this evaluation with the most recent report submitted by the Base Commander in accordance with AFR 55-7, Base Capability reports, RCS: 1-AF-SA3. This evaluation should be conducted jointly with base personnel. Subject matter to be covered will include Personnel, Intelligence, Security, Operations, Surgeon, Communications, Materiel and Facilities. In connection with this evaluation, the following will be accomplished:

(a) Inspect and ascertain shortages and condition of authorized SEA WEED equipment to include test of operational condition (run up) of major items. Emphasis will be placed upon those items which are absolute requirements for launching first strike under emergency conditions.

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(4) Determine corrective action being taken by Base Commander relative to deficiencies affecting the EWp capability.

4. CLASSIFICATION. Correspondence relative to request for surveys will be classified in accordance with contents. Reference to EWP Base assignments, deployment routes, special weapons items, etc., normally require the classification of SECRET or TOP SECRET (reference AFR 205-1).

5. REPORTS. Within 10 days after return to the home station, a brief narrative report, covering only those major items which, in the opinion of the Commander, will impair emergency operations and for which corrective action must be initiated by Hq SAC, or other Major Commands, will be forwarded through channels to Hq SAC, ATTN: D/Oprs. This report will reach Hq SAC in the original and six (6) copies.

6. REPORTS CONTROL SYMBOL. Report required by Par 5, above is excempt from the report provisions of a reports control symbol in accordance with Par 76 (4), AFR 174-1, dated 15 Jan 54.

7. SURVEY TEAM COMPOSITION.

a. The wing EWP survey team will consist of personnel representing the following wing elements:

(1) Personnel

(2) Intelligence

(3) Security

(4) Operations

(5) TAC Hospital

(6) Communications

(7) Materiel and facilities.

b. Where one person may acceptably represent the activities of two or more elements, such designations will be made. The senior officer appointed will be designated Survey Team Commander. Survey team support personnel will be held to a minimum, consistent with mission requirements established above.

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c. Maintenance personnel of the team will report on maintenance facilities and equipment and the adequacy thereof.

d. Operations and Intelligence personnel will report on the availability of office space, briefing rooms, personal equipment rooms, maps, charts, etc.

e. Administrative personnel will obtain data and prepare information sheets on locations of PX, Post Office, Special Services, Theatre, Dispensaries, Squadron Areas, Hard Stand, Hangars, Shops, Base Supply, Maintenance Control, and off-limits establishments, as well as information relative to personnel matters obtained through coordination with the local Air Base Group.

f. The Wing Director of Materiel Supply Representatives will report on the availability of motor vehicle equipment, USE Property Account Procedure, Unit Supply facilities, and adequacy of billeting facilities.

g. The Wing Logistics Representative will report after coordination with the forward base Transportation Officer on facilities for unloading wing materiel and personnel.

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SOP NUMBER 28

CONTROL TEAMS

1. PURPOSE. The purpose of this SOP is to supplement SAC Regulation 55-16 in order to provide a guide for the duties of Tower Officers and Briefing Teams as staging bases.

2. SCOPE. This SOP is applicable to designated Control Team Personnel and will be implemented during future rotations, exercises, and unit simulated combat missions staged or deployed through bases which are not primarily B-47 operational bases.

3. PROCEDURE.

a. Upon receipt of an operations order which requires a control team or a control team liaison officer, the Wing Commander is responsible for the organization of a Control Team as outlined herein. Attachment #1 is an outline of a required control team organization.

b. The briefing team portion of the Control Team, who are carried as operations assistants in the organization shown in Attachment #1, should be formed into a mock crew and complete the mission planning performed by all crew prior to departure.

c. Each team member will maintain a log of his activities which will be used in the preparation of a final report upon completion of the exercise. This report should cover command coordination, navigation aids, communications, weather, operations, maintenance, base functions, and recommendations.

d. Each Senior Controller or Control Team Liaison Officer will be furnished the following:

(1) Operations Order under which missing is being conducted.

(2) Complete flimsies.

(3) Copies of appropriate SAC directives.

(4) Copies of ARTC clearances and agreements.

(5) Necessary message forms.

4. RESPONSIBILITY. The following control team members are responsible for carrying out the duties assigned.

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a. SENIOR CONTROLLER: The Senior Controller is responsible for performing necessary protocol with the Commander and Staff of the base being utilized. He is responsible for submission of required reports and carrying out the desires and directives of the Wing Commander.

b. SENIOR MAINTENANCE ASSISTANT: The Senior Maintenance Assistant is responsible for the following:

(1) De-brief crews for maintenance requirements of the aircraft on arrival.

(2) Prepare and maintain a current parking plan in coordination with the operations members of the team.

(3) Designate a command structure for the Maintenance Task Force.

(4) Coordinate, as required, with Base Maintenance.

(5) Keep a current status board on the condition of the aircraft.

(6) Maintain necessary coordination with POL Personnel, for refueling requirements.

c. SENIOR OPERATIONS ASSISTANT: The Senior Operations Assistant is reponsible for the following:

(1) Obtained required ATC clearances for each crew.

(2) Placing a fire truck adjacent to the runway to mark REFUELING LINE.

(3) Briefing GCA Operators for the required $2\frac{1}{2}^{\circ}$ Glide Path.

(4) Briefing Tower Operators and alert crews on peculiar handling characteristics of the aircraft.

(5) Brief Fire Fighter on Crash and Rescue procedures of the specific type aircraft. (If possible, have cutaway drawings of the aircraft.)

(6) Arrange for briefing space, for crews, for late weather briefings.

(7) Prepare Tower Officer Logs and Emergency diversion data.

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SOP NUMBER 29
MAINTENANCE PLAN

TO BE SUBMITTED AT A
LATER DATE

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SOP NUMBER 30

Director of Materiel Procedures for Mobility and EWP

1. PURPOSE: This SOP establishes operating procedures to be followed by the Directorate of Materiel during an alert at Lincoln Air Force Base.

2. SCOPE: The details of this SOP are applicable to all personnel in the Directorate of Materiel and all maintenance organizations in the 307th Bombardment Wing, Medium.

3. RESPONSIBILITY: The Wing Director of Materiel is responsible for preparing for deployment aircraft, materiel and personnel required for compliance with 818th Air Division Operations Plan 40-57, 55-57, and 10-57.

4. PROCEDURES:

a. General:

(1) All branches and sections will prepare in advance and keep current a schedule of activities for assigned personnel during an alert.

(2) Alert During Duty Hours: All personnel not otherwise directed will continue with the job they are doing until relieved or reassigned by proper authority.

(3) Alert During Non-Duty Hours: Personnel will report to duty as directed by squadron SOP's.

b. The Director of Materiel:

(1) Report immediately upon receiving notification of an alert to the 307th Bombardment Wing Control Room for special instructions from the Wing Commander.

(2) Uses the office, Directorate of Materiel, as a Command Post. Telephone No. - 309.

(3) Informs materiel representatives in control room of destination and estimated time of return when departing Command Post.

(4) Report to personnel processing center when notified. (When applicable.)

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c. Chief of Maintenance:

(1) Report to the 307th Bomb Wing control room for general briefing as soon as soon as alert has sounded.

(2) Disseminate special instructions received at Wing control room to maintenance organization staff.

(3) Responsible for preparing tactical aircraft for deployment.

(4) Direct all maintenance operations so as to insure expeditious preparation of aircraft to be deployed.

d. Maintenance Control Branch:

(1) In the event the Chief of Maintenance is absent, the Maintenance Control Officer will assume the Chief of Maintenance's duties.

(2) The Maintenance Control Officer will be directly responsible for the systematic preparation of the aircraft to be deployed.

e. Maintenance Supply Section:

(1) Maintenance Supply will immediately determine the supply status of those aircraft selected for deployment.

(2) Expedite supply of parts and equipment required by the various maintenance activities.

(3) Assist in the determination of one or more aircraft necessary to be used as a source of parts and equipment for cannibalization.

f. Job Control Section:

(1) Immediately determine the complete status of all aircraft from the tactical and periodic squadron maintenance sections.

(2) Prepare a recommended list of aircraft for deployment.

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(3) Upon final determination by the senior Maintenance Controller in the 307th Bomb Wing control center as to the firm order of preparation, advise tactical, support squadron maintenance supervisors and munitions section of the 818th Supply Squadron of the preparation order to include slot numbers.

(4) Direct maintenance operation in conformance with pre-determined Flow Chart.

(5) Direct the dispatch of MD-3 or C-21B power units to each aircraft in accordance with priority.

(6) Direct dispatch of two hi-pressure air compressors to each tactical squadron.

g. A&E Expediter of Job Control:

(1) Maintain current specialist availability for dispatch. Relay priority aircraft listing and location of aircraft to the A&E Dispatcher.

(2) Request ammunition, chaff, film to be delivered to each aircraft in accordance with priority listing.

(3) Process and monitor work orders to effect FCT and weapons loadings in accordance with priority listing and maintenance Flow Chart.

(4) Notify munitions control thirty (30) minutes prior to the time weapons loading can commence on each aircraft.

h. Field Maintenance Expediter:

(1) Maintain current specialist availability for dispatch.

(2) Relay priority aircraft listing and location of aircraft to the Field Maintenance dispatcher.

i. Quality Control Branch:

(1) Sufficient inspectors will be dispatched to Periodic Maintenance for coverage of backline and dock aircraft.

(2) Four (4) inspectors will be assigned to Job Control to assist in the formation of two 12-hour shifts.

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(3) The remaining inspectors will be utilized on the flight line to assist in any way possible in the preparation of mission aircraft. All A&E inspectors will report to A&E Maintenance Supervisor for duty during the alert.

(4) The OIC will assume the duties as assistant to the Chief of Maintenance and will use the Yellow Vehicle in these duties.

j. Aircraft Maintenance Standardization Branch:

(1) One maintenance supervisor will assist the Ground Power Section of Field Maintenance Squadron.

(2) One maintenance supervisor will assist the Chief of Maintenance with all commercial power and facilities.

(3) The OIC will assume the duties as assistant to the Chief of Maintenance and will use the Yellow Vehicle in these duties, working with OIC of the Quality Control Branch.

(4) The NCOIC will monitor refueling for the Chief of Maintenance.

k. Analysis, Records and Reports Branch:

(1) The Production Analysis Section will prepare a special RCS: SAC V-1 report immediately upon notification of the alert. Special SAC V-1 reports will then be prepared twice daily during the alert as of 1200 hours and 2400 hours. These reports will be prepared in accordance with SAC Reg 55-1C, 11 Jan 55.

(2) The Aircraft Records Section will assure that all records are current on all aircraft involved in the deployment, by serial number. One man will assist Job Control Section during the EWP alert.

(3) The OIC Reports and Administration Section when designated as Headquarters Squadron Mobility Officer will advise the Headquarters Squadron Section Commander on the status of mobility personnel hourly, and will insure that the EWP cargo is ready for shipment.

l. Flight Line Maintenance Sections:

(1) Immediately upon reporting to duty each flight line maintenance officer or line chief will review the status of assigned aircraft. The current status and ETIC of each aircraft will be called

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to Job Control. Radio vehicles will be the primary means of communication but telephones or runners will be used if necessary.

(2) All changes in status will be forwarded to Job Control immediately.

(3) The ETIC of each aircraft must be kept current and Job Control notified of changes as they occur.

(4) Request specialist assistance through Job Control.

(5) Utilize the automatically dispatched compressors to ready aircraft for special weapons loading.

(6) Service and position aircraft in accordance with maintenance Flow Chart as directed by Job Control.

m. A&E Squadron:

(1) For an alert called during duty hours, all A&E specialists working on aircraft will remain on the job until relieved or reassigned to a higher priority aircraft by Job Control through the A&E dispatcher.

(2) Maintenance supervisor will be stationed at flight line section of A&E to have access to the hot line between Job Control and A&E dispatcher.

(3) Prepare A&E systems for special weapons loading as directed by Job Control.

(4) Supply specialists to cover work orders on priority established by Job Control.

(5) Immediately forward information on work order completion to Job Control.

n. Field Maintenance Squadron:

(1) If alert occurs during Duty Hours, all Field Maintenance specialists on dispatch will remain on the job until relieved or reassigned to a higher priority aircraft by Job Control through Field Maintenance dispatcher.

(2) Supply specialists to cover work orders on priority established by Job Control.

(3) Immediately forward information on work order completion to Job Control.

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(4) Set up procedures for refueling all Ground Powered Equipment throughout the alert.

o. Periodic Maintenance Squadron:

(1) Immediately forward current status and ETIC of all periodic aircraft to Job Control.

(2) Prepare back line aircraft for test flight or deployment as determined by the Wing Commander.

(3) Proceed with work on dock aircraft as directed by Job Control.

(4) Personnel not required for the above duty will be made available to the Maintenance Controller for use on the flight line as needed to support deployment aircraft.

p. Logistics Section:

(1) Upon receiving notification of an alert, 307th Wing Logistics Section will accomplish the following actions:

(a) Wing Logistics Officer and Materiel Liaison Officer will report to the Bomb Wing control room.

(b) Check phone extension 8003 to see that it is connected to the control room phone.

(c) Insure that the Logistics NCO is on duty at control center, hangar 998.

(d) Insure that six (6) runners from A&E Squadron and three (3) runners from the Field Maintenance Squadron have reported for duty. These runners will be used between the control room and the runners' organization in case electrical communications go out; or as assigned by the Logistics Officer.

(e) Arrange shift schedule for Logistics personnel.

(f) Insure that the 818th Air Base Group vehicle dispatcher and Commercial Transportation NCO are on duty at the mobility control center, hangar 998.

(g) Keep control room chart currently posted on logistical matters.

(h) As sections call in data on deliveries, etc., post same on chart board.

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(i) Maintain phone log of persons called, organization, time, and resume of conservation.

(j) Send classified messages on daily aircraft to SAC and 8th Air Force.

(k) Send messages on shortage of materiel (FAK, power pack sets) to Commander, 8th Air Force.

(l) Resolve problems of logistical matters as they come up.

(2) Notify Air Base Group Personnel Mobility Officer:

(a) As MATS trip numbers, KC-97 tail numbers, and parking locations are resolved. If possible, at this time, give passenger at station times at each KC-97. Post request on chart.

(b) Of reporting time for support aircraft passengers and cargo custodians.

(3) Notify BASO of delivery time for flyaway kit to KC-97 aircraft, or load build-up terminal.

(4) Notify Units of time for delivery of small arms ammunition to hangar 998.

(5) Notify Headquarters Squadron, 370th, 371st, and 372nd Squadrons, Armament-Electronics Squadron, Field Maintenance Squadron and Air Base Group Mobility Officers as soon as tactical trip numbers, KC-97 tail numbers and parking locations are resolved. Notify of time of delivery of cargo to hangar 998.

(6) Notify Base Commercial Transportation Officer as to time cargo and personnel will arrive for support airlift loading.

(7) Insure that NCO cargo expediter (NCO from Quality Control) will report for duty at hangar 998.

q. Wing Staff Supply Section:

(1) Upon receiving notification of alerts, the 307th Bomb Wing Staff Supply Section will accomplish the following actions:

(a) Wing Staff Supply Officer will report to the Wing Logistics Officer in the 307th Bomb Wing control room for duty as Materiel Liaison Officer.

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(b) Remainder of Wing Staff Supply section will report to duty section to coordinate any matters pertaining to Wing Supply. Twenty-four hour schedule will be arranged with one person on duty 12 hours and off 12 hours, alternating with each other, as required.

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SOP NUMBER 31

Flyaway Kit Spare Engines

1. PURPOSE: The purpose of this SOP is to provide an expeditious and proper method of preparing and assembling reciprocating or jet engines for air shipment.

2. SCOPE: This SOP is applicable to personnel assigned to the Engine Build-Up Section, 307th Field Maintenance Squadron, who will be responsible for the preparation of power pack spares.

3. PROCEDURES:

a. Upon receipt of notice of phased or staging type deployment, the Wing Mobility Officer will inform the Commander, 307th Field Maintenance Squadron, of the number of FAK engine spares required for deployment as established by operations order and SAC Regulation 400-6, dated March 1954.

b. Reparable reciprocating and/or Jet FAK spare engines (as required) will be prepared for air shipment as follows:

(1) The reparable engine will be washed thoroughly with gunk compound to remove all external oil and grease.

(2) The engine stand drip pan, if applicable, will have all accumulated oil and grease removed.

(3) The open ends of all fuel and oil lines will be taped with heavy masking tape to prevent further leakage during loading operations and airlift.

c. Organizational and support cargo aircraft tail numbers will be transmitted to the Commander, 307th Field Maintenance Squadron, as well as Hardstand numbers or location of wing assembly area to receive spare engines. The Commander, 307th Field Maintenance, will request sufficient transportation of the sub motor pool to effect movement of the engine spare to the assigned cargo aircraft.

d. Manifests for engines and cradles will be prepared by engine build-up personnel as outlined in SOP #4.

e. Engines will be tagged with the appropriate mobility identification code. Pertinent records will be attached to the engine.

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PROCEEDINGS OF THE FLYAWAY KIT REVIEW BOARD

307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

Proceedings of the Flyaway Kit Review Board which convened at Lincoln Air Force Base, Nebraksa, persuant to paragraph 5 b, 8th Air Force Regulation 65-6 as amended, are presented.

The Board met persuant to paragraph 2, Special Order Number 110, dated 2 Dec 56, Headquarters 307th Bombardment Wing, Lincoln Air Force Base, Nebraska, at 1430 hours 18 February 1957.

Members Present:

Col. Ralph G. Vaughan	Hq. 307th BW	Dir of Mat	Pres
Major John C. Mealka	372nd BOMRON	TAC Sqd	MBR
Major Denzal T. Harvey	Hq. 307th BW	Logistics	MBR
Major William A. Lindsey Jr.	370th BOMRON	TAC Sqd	MBR
Capt. Linwood E. Libby	Hq. 307th BW	Sup. Liaison	MBR
Capt. Joseph M. Abshire	371st BOMRON	TAC Sqd	MBR
Capt. James W. Sweesy	818th SUPRON	Base Supply	MBR
1st Lt. James J. Humphrey	818th SUPRON	FAK	MBR
Tech. Sgt. David H. Hunter	Hq. 307th BW	Logistics	RCDR

Alternates Present:

Master Sgt. Wilber C. Kepley 307th A & E

Members Absent:

Lt. Col. Everett B. Thurlow	307th AREFS
Lt. Col. Raleigh D. Smith	307th A & E
Major James E. Maraist	Hq. 307th BW

Published minutes of previous meeting were distributed and reviewed by each board member present.

A review of all Technical Order Compliances for KC-97 and B-47 type aircraft was accomplished. The T.O.C. status of FAK spares is 100% complete.

Captain Linwood E. Libby, Wing Supply Officer, will pick up FAK Master Listings from publications for Wing review.

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Captain Linwood E. Libby, Wing Supply Officer, returned FLyaway Kit changes submitted by the 307th ARMELECT MAINTRON for review due to recent changes in the Master Listing.

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The board reviewed a proposed Wing Regulation to establish the issue and maintenance of individual aircraft Flyaway Kit spares. The proposed regulation was approved by all members of the board present and forwarded to Squadron Commanders for comment. It was recommended that individual aircraft FAK be issued immediately.

The critical shortage list for the 307th R/B-47 Flyaway Kit was reviewed. The Base Supply Officer stated that sufficient time has not elapsed on some critical items for follow-up action. Upon receipt of coded action, Base Supply will initiate follow-up action as outlined in AFM 67-1. Following is a list of shortages for the 307th R/B-47 FAK which are considered critical and action taken to obtain them:

370th Bomb Squadron

S/N	Reun No.	Coded Action
1660-039519969	63535120	Follow up 18 Feb 57
1660-039519970	70495005	No coded action received
1660-039519971	70495006	" " " "
1660-035100032	63475002	Follow up 18 Feb 57
1670-031310	70495007	No coded action received
1670-033500	70495008	" " " "
2232-RG7032A1	70035049	" " " "
1670-639800	70495009	" " " "
2232-JG7005A16	70490510	" " " "
8400-419475	70225001	" " " "
1670-308800	70495011	" " " "
1670-530476	70495012	" " " "
1280-092-7618	70495013	" " " "
1280-092-7622	70495014	" " " "
1280-211-9127	70445047	" " " "
1280-212-0200	70495015	" " " "
1280-487-8258	70445039	" " " "
1280-487-8264	70495016	" " " "
1280-487-8268	70495025	" " " "
1280-488-0678	70425044	X-AFD 2060 V# 478797
9478-D7#	70115040	No coded action received

371st Bomb Squadron

5200-719888	63535060	Follow up 18 Feb 57
1600-10022041	70025079	B/O V# 208070
1600-010022101	70025081	B/O V# 208072
1600-010024511	70025074	B/O V# 208068
1600-011270030	63625014	B/O EDD 1 Mar 57 V#164259
		Follow up 18 Feb 57

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371 Bomb Squadron (Cont'd.)

S/N	Reun No.	Coded Action
1600-013323015	63625016	B/O V# 205803 Follow up 18 Feb
1600-01306609	70025078	Shpd V# 4244263
1600-01363041	70025080	B/O V# 208071
1600-2119444406	63625018	B/O V# 207634 Follow up 18 Feb
4302-14250B2	7011044	B/O 4210006
6040-652191	70495003	No coded action received
1670-031310	70255097	No coded action received
1670-033200	7022504h	B/O V#3169667
1670-033500	7022504 3	Item deleted from FAK listing
1670-368-6886-4	70495004	No coded action received

372nd Bomb Squadron

1670-885800	70355156	No coded action received.
1600-010022016	70375061	No coded action received.
1600-0100220h1	70375062	" " " "
1600-010024511	70385082	" " " "
1600-010039101	70385083	" " " "
1600-011270030	70375059	" " " "
1600-010060060	70495001	" " " "
1600-011526965	70495002	" " " "

Flyaway Kit percentages as of 21 February 1957 are as follows:

Squadron	PRE	POST	BASE	IND
370th BOMRON	92.15	96.56	90.47	100.00
371st BOMRON	86.24	89.29	87.63	100.00
372nd BOMRON	91.98	95.71	95.21	100.00
307th AREFS	94.94			91.00

The Board adjourned at 1600 hours.

Ralph G. Vaughan

RALPH G. VAUGHAN
Colonel, USAF
President of Board

David H. Hunter

David H. Hunter
T/Sgt, USAF
Recorder

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307th Bombardment Wing

OPERATION PLAN

FEBRUARY

1957

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OPERATION PLAN

Serial No. 201-57

HEADQUARTERS
307TH BOMBARDMENT WING (A)
Lincoln AFB, Nebraska
1 February 1957

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

(1)	370th Bombardment Squadron	Lt Col George J. Iannacito
(2)	371st Bombardment Squadron	Lt Col Delos E. Richard
(3)	372nd Bombardment Squadron	Lt Col K. Y. Benson
(4)	307th Air Refueling Squadron	Lt Col Everett B. Thurlow
(5)	307th Headquarters Squadron	Captain Robert W. Gottlieb
(6)	307th Armament & Electronics	Lt Col Raleigh D. Smith
(7)	307th Field Maintenance Sqdn	Major Ruddelle B. Webb
(8)	307th Periodic Maintenance	Captain Norman G. Zester
(9)	307th TAC Hospital Squadron	Captain Kent K. Scholl

1. GENERAL SITUATION:

February is the second month of the training quarter under SAC Regulations 50-8 and 50-24. The general pattern of flying will be approximately twelve (12) B-47 aircraft and six (6) KC-97 aircraft per day. Flying training will be conducted Monday through Friday, except for 22 February and any necessary maintenance standdowns. This operations plan is based on data available as of 20 January. Information received subsequent to that data may necessitate changes in attached schedules and programs. Such changes will be published as amendments to this plan.

a. Enemy Forces: None.

b. Friendly Forces:

(1) 818th Air Division.

(2) 818th Air Base Group.

(3) 98th Bombardment Wing (M).

2. MISSION:

a. To provide the necessary aircraft and crews to accomplish the requirements of AFR 60-2, SAC Regulations 50-8, 50-24, 51-19, 51-4 and Eighth Air Force Regulation 50-9 for persons assigned to this wing.

b. To prepare for, or to implement, the following current operations plans/orders as directed:

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(1) 10-57

(2) 40-57

(3) 50-57

(4) 55-57

(5) 56-1

(6) 202-56 (Weather Evacuation)

(7) 222-56

(8) 400-57 (Show Down)

(9) 500-57

c. To provide air refueling sorties, as directed by Headquarters Eighth Air Force, to the 98th Bombardment Wing (M).

3. TASKS FOR SUBORDINATE UNITS:

a. All units will provide personnel and aircraft to accomplish the training required in the schedules contained in Annexes A through E.

b. All units will monitor the scheduling, progress, and training accomplishments of assigned personnel.

c. Squadrons will prepare weekly crew schedules (SAC Form 34) as required by SAC Regulation 50-32. These schedules will specifically include briefing, target study (if applicable), and critique for each scheduled sortie.

4. LOGISTICAL MATTERS: See Annex E.

5. COMMAND AND SIGNAL MATTERS:

a. Communications: Communications will be in accordance with current established procedures and command CEI's.

(1) The operations Communication Center will be the Wing Control Room.

(2) The Logistics Communications Center will be the Wing Maintenance Control.

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(3) Central Standard Time will be used.

b. Command:

(1) 307th Bombardment Wing CP - Headquarters, 307th Bombardment Wing.

(2) Commander, 307th Bombardment Wing; Colonel Louis G. Thorup, Deputy Commander, 307th Bombardment Wing; Colonel Felix J. Hardison.

THORUP
Colonel
Commander

ANNEXES:

A - Intelligence - Omitted
B - Operations
C - Ground Training
D - Rosters and Meetings
E - Maintenance

DISTRIBUTION:

307BWG HQS	30 cys (25 copies less Annex E)
370BSC	25 cys (22 copies less Annex E)
371BSC	25 cys (22 copies less Annex E)
372BSC	25 cys (22 copies less Annex E)
307AREFSC	28 cys (28 copies less Annex E)
307A&ESC	2 cys
307FMSC	2 cys
307HQ SEC Comdr	2 cys
307PMSC	2 cys
307TAC Hospital	1 copy

INFORMATION COPIES:

Eighth Air Force	5 cys
818ADIV	3 cys
818ABG	11 cys
98BWGC	2 cys
Historian	4 cys
34th ADS	2 cys

ANNEX E:

As indicated above plus	
307BWG Chief of Maintenance	20 cys
8AF Director of Materiel	3 cys

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OPERATION PLAN No. 201-57, this page for Authentication only:

OFFICIAL:

A. E. AENCHBACHER
Lt. Colonel, USAF
Director of Operations

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

ANNEX "B" (OPERATIONS) TO OPERATION PLAN NO. 201-57

1. PRIORITIES OF FLYING TRAINING: The priorities of flying training for February are as follows:

PRIORITY	ITEM	PROGRAMMED HOURS
a.	B-47:	
(1)	Requirements of AFR 60-2	90
(2)	Strategic Evaluation	100
(3)	Non-ready crew training	982
(a)	Qualifying instructor pilots and Observers	(294)
(b)	Upgrading replacement co-pilots	(231)
(c)	Non-ready crew upgrading	(268)
(d)	ECM crew training	(189)
(4)	Ready crew training	471
(a)	Mass night refuelings	(288)
(b)	Other SAC Reg 50-8 training	(183)
(5)	Compliance with SAC Reg 51-26	Concurrent with priority 4
(6)	Other training:	
(a)	ECM modification	50
	TOTAL B-47	1603
b.	KC-97	
(1)	Requirements of AFR 60-2	Concurrent with other flying

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(2)	Support higher headquarters directives	80
(3)	Non-ready crew training	144
(4)	Ready crew training	418

2. GENERAL: February is the second month of the SAC Reg 50-8 training quarter. This wing will complete two-thirds of the requirements of SAC Regs 50-8 and 51-26.

a. The success of the future upgrading program of the wing is largely dependent on qualifying a minimum of four (4) instructor pilots and a minimum of four (4) instructor observers per squadron. (See Appendix). For this reason, this program has been given the highest possible priority.

b. It is also important to complete the upgrading of individual co-pilot replacements for present ready crews as rapidly as possible. This program has a 2 priority.

c. The general pattern of flying will be three (3) sorties per ready and five (5) to six (6) per non-ready crew.

d. Crews will be scheduled for a full day of mission preparation. This will include briefing, mission planning, target study and preflight. Crew debriefing and critique will be conducted in accordance with SAC Manual 50-12 on the first workday following the day of takeoff. Target study schedules are contained in Inclosure "I" to Annex B.

e. Take-off times will normally be scheduled, compatible with training requirements, according to the following schedule:

DAY OF TAKE-OFF	TAKE-OFF BETWEEN
Monday	1100 - 2400
Tuesday	2400 - 1200
Wednesday	0800 - 1600
Thursday	1200 - 2400
Friday	0001 - 1200

f. Each squadron will prepare weekly crew schedules in accordance with Annex VI, dated 20 September 1956, to SAC Regulation 50-32. SAC Form 534 will be used. One (1) copy will be delivered to the Wing Training Division by 1200 hours Friday for the following week.

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g. No crew or individual will fly over eighty (80) hours during the calendar month.

h. Test Flight Crews: Test flight crews are designated as follows: (Reference 307BWG Sup I, to 8AF Reg 66-1).

	1 - 15 FEB	16 - 28 FEB
Primary	R-06	R-49
Secondary	R-75	R-06

5 Inclosures

1. Crew Schedule 370BS
2. Crew Schedule 371BS
3. Crew Schedule 372BS
4. Crew Schedule 307AREFS
5. Target Study Schedule
6. RBS and Range Schedules

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RBS AND RANGE

SCHEDULE FOR MONTH OF FEBRUARY

370, 371, 372 SQUADRON S

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21		25	26	27	28			
DENVER	18-20	20-22	18-20		20-22		21-23			16-18	16-18		22-00				23-01						
ST LOUIS	20-22 01-02	20-22		18-20	00-02				04-06	22-00		00-02		17-19	20-22				04-06	21-23			
KANSAS CITY	01-03	20-22		00-02		19-21		15-17	03-05	21-23	15-16	20-22		00-02	16-19		20-22		03-05	20-22			
SPR							00-02											20-22					
CAMP PHILLIPS		21-23	14-16	19-21	18-19	21-23	21-23	14-16	19-21	21-23	18-19	18-19	21-23	14-16	19-21		19-21	19-21	21-23	14-16			

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Inclosure 6 to Annex B

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

REQUIREMENTS OF AFR 60-2

Requirements of AFR 60-2 will normally be met concurrent with other flying. Particular attention will be placed on completing a proportionate share of requirements for non-ready and non-aircrew rated personnel. Thirteen (13) sorties (90 hours) of B-47 time and two (2) sorties (8 hours) of KC-97 time have been allocated for staff 60-2 requirements.

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

SPECIAL MISSIONS

MISSION	ITEM	DATE
1. WET WHISTLE	MASS A.R.	13 FEB 1957
	B-47	KC-97
Aircraft	4/Sqdn plus spare	12 plus spare
Crews	4/Sqdn plus spare	12 plus spare
General Briefing	0900/12 February	0900/12 February
Training Items:	Formation Takeoff Assembly Cell Tactics Rendezvous (Leader) Nite Mass Refuel (Heavyweight) Controlled ETA 2 RBS Night Celestial Leg Jet Penetration GCA or ILS	Landing ARTC Communications Formation Take-off Assembly Cell Tactics Orbit Rendezvous (Leader) Cell Tactics Mission GCA or ILS Landing

2. MASS AIR REFUELING (98th Bomb Wing)		20 Feb 1957
Aircraft:	12 plus spares	
Crews:	12 plus spares	
General Briefing:	To Be Specified	
Training Items:	Support 98th Bomb Wing	

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3. WET WHISTLE — MASS AIR REFUELING — 27 FEB 1957

	B-47	KC-97
Aircraft	4/Sqdn plus Spares	12 plus Spares
Crews	4/Sqdn plus Spares	12 plus Spares
General Briefing	0900/26 February	0900/26 February

Training Items: *See No. 1, this Appendix.

4. B-52 JET FAMILIARIZATION: A B-47 indoctrination for B-36 crews entering the B-52 program, under the provision of Letter, Hqs 8AF, subject as above, dated 19 Dec 1956 will conducted 11 - 21 February 57. 371st Bomb Squadron will provide an IP and highly qualified crew AC and CP for conduct of this program. These persons will report to the Training Division not later than 6 February for briefing and instruction. This squadron will provide sorties on 13, 15, 19, and 21 February, with a tanker for 13, 15, and 19 February. An alternate mission will be planned for the tanker on 19 Feb and B-47 on 21 February in case these sorties are not needed.

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebr
1 February 1957

HIGHER HEADQUARTERS DIRECTED ACTIVITIES

1. Strategic Evaluation: The following crews will attend evaluation at the 3908th Strategic Evaluation Squadron, Davis-Monthan AFB. Crews will report prior to 1400 the date indicated.

CREW	ACFT	DATE
Primary L01	901	4 - 15 February
Primary L05	241	7 - 15 February
Primary L36	226	4 - 15 February
Primary L66	917	4 - 15 February
Primary L71	128	4 - 15 February
Alternate L37	228	4 - 15 February
Spare Aircraft	240	
Spare Aircraft	223	

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

NON-READY CREW TRAINING

1. INSTRUCTOR QUALIFICATION: The success of the future crew upgrading program will be largely dependent on the number of instructors available. Squadrons will require a minimum of four (4) each instructor pilots and navigator-bombardiers. The following instructor trainees have been selected to be upgraded in February if possible:

	370	371	372
IP	Koudsi Crook Ecelbarger	Guy Behan	Morrison Terry Kohlscheen
INB	Mattioli Evans	Samuels Fliger	Roseling Withrow

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2. CO-PILOT REPLACEMENTS:

Those co-pilots selected to replace presently assigned co-pilots on Ready crews will be given precedence in completing their 51-19 training. These co-pilots may be flown as supernumeraries with ready crews for experience and to observer procedures. They should be qualified for solo flight by 1 March wherever possible:

NAME	FUTURE CREW	NAME	FUTURE CREW
Lowell	370BOMRON -03	Paller	11
Burnelle	-10		
	371BOMRON		
Cox	31	Titzer	45
Sawyer	39	Coffen	49
Hamel	40		
	372BOMRON		
Tayler	62	Sund	70
Forgas	65	Thompson	74
Barnicoat	69		

3. NON-READY CREWS:

The following non-ready crews will be available for flight training during February. Other assigned non-ready crews are scheduled to be reorganized and hence training will be on an individual basis. Non-Ready crews cleared for solo flight will fly 35 hours, others will fly to the maximum extent instructor resources permit.

CREW	51-19 CHECK COMPLETED AC	P	NB	PROJECTED READY	REMARKS
N-09	X	X		1 Mar 1957	CP to be changed
N-18	X	X	X	20 Mar 1957	
N-47	X	X	X	31 Mar 1957	CP to be changed

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CREW	51-19 CHECK COMPLETED AC	P	NB	PROJECTED READY	REMARKS
N-51				1 Jun 1957	NB to be changed
N-76	X	X		1 Apr 1957	CP & NB to be changed

a. The supplemental 51-19 ground training program for those crew members who have completed ATC school at Wichita will be held 11-22 February. A detailed class schedule is being published by the 818th Air Division. Individuals to attend are listed below:

b. Attendance rosters will be forwarded to the Wing Ground Training Branch by each instructor.

c. An individual who has written record of having completed training to be accomplished may be excused by prior arrangements with the Wing Ground Training Officer. (Extension 8089).

51-19 COMMENCING 11 FEB

370TH BOMBARDMENT SQUADRON

AC	P	OBS
Chappelle	Brunbaugh	Biaett
Howard	Burnelle	Jones
Pauza	Rogers	Raftery
Knight	Finch	Cameron
Kminek	Ward	Polson
Smith		Kirshner
Hesler		Boggess
Burkett		
Pierson		

COMMENCING 4 MAR

Matyas	Lowell
Crook	Rhodes
	Prude
	Hoecker

51-19 COMMENCING 11 FEB

371ST BOMBARDMENT SQUADRON

AC	P	OBS

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371ST BOMBARDMENT SQUADRON

AC	P	OBS
Dostelek	Sawyer	Richert
Miller	Hamel	Handel
Ferrara	Coffin	Smallwood
Coley	Clark	Peak
Houghtby	Gayer	Merrell
Pearce	Sutton	Carrier
Masserini	Varten	Roberts
Howell	Fischer	Powell
Mitchel	Daniels	Kinyon
Domino		Simcoe

COMMENCING 4 MAR

Putnam

372ND BOMBARDMENT SQUADRON

51-19 COMMENCING 11 FEB

AC	P	OBS
Merner	Taylor	Roelle
McKenzie	Forgas	King
Germundson	Barnicoat	Braeden
Pumford	Sund	Philbrook
Meeks	Sullivan	
Parks	Ohrvall	
Tarpley	Martin	
	Johnson	
	Drum	

COMMENCING 4 MAR

Martin	Peters	Wilson
	Parker	Whitehurst
	Maloney	Tefft
	Ohstrom	

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HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln AFB, Nebraska
1 February 1957

READY CREW TRAINING

1. CREW MISSIONS: Ready crews will be scheduled for three (3) missions, or as necessary to complete 2/3 of SAC Reg 50-8 requirements.

a. Night Mass Refuelings are scheduled on 13 and 27 February (See Appendix I). Crews scheduled for these missions should schedule their other training accordingly.

2. STANDARDIZATION: The crews listed in Inclosure I are scheduled for standardization. Period of TDY with the Wing Standardization Section is indicated by parenthesis:

2 Incls
1. B-47 Standardization Schedule
2. KC-97 Standardization Schedule

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B-47 Standardization SCHEDULE FOR MONTH OF February 1957 370, 371, 372, 307-AR SQUADRON

AIRCRAFT AND/OR CREW	1	3	4	5	6	7	8	11	12	13	14	15	18	19	20	21		25	26	27	28		
06																				R			
08													R										
10					R																		
11			P			O				R													
13				O			P																
16			R																				
31																				R			
33																				R			
34					P					R													
40																		R					
45			R				O					P											
66																P		R					
68				O			P						R										
73	P																						
74							P																
77	O																						
79																		R					

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Incl 1, Appendix V, Annex B, Ops Plan 201-57

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P-Pilots Mission
O-Observer Mission
R-Air Refueling

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KC-97
Standardization SCHEDULE FOR MONTH OF February 1957

307AREFS SQUADRON

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28			
T05	F																						
T07			F		F																		
T18				F		F																	
T24								F		F													
T25																	F			F			
M26									F		F												
M28																	F			F			

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TANKER UTILIZATION SCHEDULE FOR MONTH OF FEBRUARY 1957 — 307AREFS SQUADRON

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	TOT
370BS	0	1	1	1	2	1	2	-	4	-	1	-	1	-	-	-	1	-	4	-	20
371BS	1	1	1	1	2	1	2	-	4	-	2	-	1	-	-	-	-	-	4	-	21
372BS	1	1	1	1	1	2	1	-	4	-	1	1	1	-	-	-	-	-	4	-	20
B-47 STBD	1	2	-	-	-	-	-	-	(3)	-	-	1	-	-	-	-	2	-	(3)	-	7
KC-97 STBD	N	-	1	1	N	N	1	-	(1)	-	2N	-	-	-	-	-	2	1	2N	N	6
Wg TOTAL	3	5	4	5	5	4	6	-	12	-	4	2	3	-	-	-	5	1	12	-	71
98BWG TOTAL	1	1	1	1	0	1	-	-	-	1	-	1	-	12	-	-	-	-	-	1	20
															-	-					
TOTAL AR	4	6	5	6	5	5	6	-	12	1	4	3	3	12	-	-	5	1	12	1	91
NON AREF	3	1	-	1	1	1	1	-	-	3	3	-	-	-	2	-	-	-	1	2	19
TOTAL SORTIES	7	7	5	7	6	6	7	-	12	4	7	3	3	12	2	-	5	1	13	3	110

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APPENDIX VII
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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

STAFF CHECKOUT PROGRAM

1. The following staff SAC Reg 51-19 checkout sorties will be scheduled during the week indicated. The squadron concerned will provide an instructor and a tanker sortie where required.

STUDENT TEAM	WEEK				SQUADRON
	4-8	11-15	18-22	25-1 Mar	
Capts Messer-Webb	X				370
Capts Messer-Husband		X		X	370
L/Col Thompson	X				370
Col Conlan	X		X		371
Majs Dorothy-Lally		X		X	371
Capts Berkovitz-Nowlin	X		X		371
Majs Tisdale-Herridge		X		X	372
Maj Griffin-L/Col Smith	X		X		372
Maj Rotter-Capt Biaett	X		X		372

2. The staff member concerned will report to the Operations Officer by not later than 0830 hours the day before the flight for briefing. The staff team will complete necessary mission planning and preflight on the day before the flight.

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ANNEX "C"
In 11 Pages

ANNEX "C"
TO

OPERATION PLAN

GROUND TRAINING

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APPENDIX I
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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

GROUND TRAINING PRIORITIES

1. GROUND TRAINING PRIORITIES:

Ground Training will be given an equal priority with flying training. (Reference SAC Reg 50-8) specific ground training priorities for January are listed by priority as follows:

a. B-47 Aircrews:

(1) TN Delivery course, McConnell AFB.

(2) Combat Crew Survival courses, Stead AFB.

(3) Chuckwagon IV.

(4) SAC Regulation 50-24, Phase I, Annex I and II.

(5) OQ Gunnery Range, Smoky Hill AFB.

(6) Altitude Indoctrination, Smoky Hill AFB.

b. KC-97 Aircrew:

(1) SAC Regulation 50-24, Annex I and IV.

(2) Altitude Indoctrination Training.

c. Non-Aircrew Training:

(1) SAC Regulation 50-24, Annex I.

(2) Altitude Indoctrination, Smoky Hill AFB.

2. February is the second month of the Phase I Ground Training Period. Positive emphasis will be placed on the requirements of SAC Regulation 50-24.

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3. RECORDS:

Training accomplishments will be recorded on SAC Form 293, Individual Ground Training Record, dated 15 Oct 1956, in accordance with SAC Reg 50-24.

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

ASSOCIATED TRAINING

1. INSTRUMENT GROUND SCHOOL (PILOTS):

The Base Instrument Ground School will be conducted in Room 26, Base Ground Training Building, on 4 and 5 February and again on 18 and 19 February. Classes will commence at 0730 hours. All pilots in need of instrument card renewals will have: Completed a class II physical examination; reviewed individual Form 5's; and attended Instrument Ground School prior to the flight check. Pilots who have instrument cards expire in February are:

NAME	EXPIRATION DATE OF CARD
370BOMRON	
Hanger	8 Feb 1957
Dance	2 Feb 1957
Garrett	22 Feb 1957
Howard	27 Feb 1957
Rogers	7 Feb 1957
371BOMRON	
Hibdon	28 Feb 1957
Titzer	18 Feb 1957
Williams	17 Feb 1957
Clark	6 Feb 1957

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372BOMRON

Benson	24 Feb 1957
Holden	4 Feb 1957
Mann	27 Feb 1957

STAFF

Dorothy	9 Feb 1957 (Attached Base Ops)

2. INSTRUMENT TRAINER (PILOTS):

Link Trainer time allocated to organizations as follows:

a. C-11 Link Trainer:

	FEBRUARY				
	1 FEB	4-8	11-15	18-22	25-1 MAR
0830	371	372	370	371	372
1030	372	370	371	372	370
1230	370	371	372	370	371

b. P-3 Link Trainer:

This trainer will be available to the 307th Air Refueling Squadron on Mondays, Wednesdays and Fridays from 0830 to 1630 hours. The trainers are located in Room 22, building 1230. If additional time is required, it may be obtained by making arrangements through the Wing Ground Trainin Officer.

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3. PHYSIOLOGICAL TRAINING:

Spaces for the Basic and Refresher courses are allocated as follows:

a. Refresher Course (2 days):

13 February 1957		25 February 1957	
Major Burford	372BOMRON	Capt Heller	372BOMRON
Capt Mann	372BOMRON	Lt Lucas	307AREFS
Lt. Craft	307AREFS	Lt. Michels	307AREFS
		Lt. Nystrom	307AREFS
		Lt. Schweisinger	307AREFS
		Lt. Grammes	307AREFS

b. Basic Course (3 days):

6 February 1957		18 February 1957	
A/1c Leagon	307PM	S/Sgt McElroy	307PM
A/1c Fuque	307PM	A/3c McIntire	307PM
S/Sgt Howard	307PM	S/Sgt Irwin	307A&E
A/1c Brekken	307PM	A/2c Vochringer	307A&E
A/1c Thomas	307A&E	A/1c Lewis	307PM

All personnel attending this training will have accomplished a current flight physical examination within the previous twelve (12) months. Air Force Form 702, "Physiological Training Record" and a certificate of the flight physical examination will be in the possession of each individual. Personnel will report to Lieutentant Gleason, OIC, 9th Altitude Chamber Indoctrination Flight, Smoky Hill AFB, Kansas, NLT 0800 hours on training day indicated. Individual oxygen equipment may accompany individual, if possessed.

4. MONTHLY MEETINGS:

a. Airmen: 11 February 1957

(1)	Character Guidance	0800	Base Theater
	Commanders Call	0830	Base Theater

b. Non-Commissioned Officers: 11 February 1957

(1)	Character Guidance	0800	Base Theater
	Commanders Call	0830	Base Theater

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c. Officers: 11 February 1957

(1) Character Guidance	1015	Base Theater
(2) Commanders Call	1045	Base Theater

d. Flying Safety: Every rated officer within the Wing must attend one of the two flying safety lectures scheduled as follows:

4 February 1957	1530	Base Theater
5 February 1957	1530	Base Theater

e. Squadron Hour: Unit commanders will be responsible for accomplishing this phases of associated training.

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APPENDIX III
TO

ANNEX C
TO

OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln AFB, Nebraska
1 February 1957

B-47 AIRCREW TRAINING (SAC REG 50-24)

1. B-47 PHASE I BLOCK TRAINING:

A minimum of one (1) B-47 Ready or Lead crew will be scheduled from each squadron weekly to accomplish phase I of Block Training during the month of February. Crews designated for this training will be placed on Division Special Orders TDY to the Base Training Flight for the period of training. Crews or crew members will not be withdrawn from trainingwithout the approval of the Division Director of Operations. This training will commence at 0830 hours on the dates indicated and continue for five (5) training days.

4 February through 8 February - Crews:

11 February through 15 February - Crews:

18 February through 22 February - Crews:

25 February through 1 March - Crews:

2. INFLIGHT-MAINTENANCE TRAINING:

Each B-47 observer must accomplish two (2) hours of this training during each month as specified by SAC Reg 50-24, and another two (2) hours as required by Wing Letter 50-2, total of four (4) hours. Classes will be conducted 1400 to 1600 hours daily at the A&E bldg. A maximum of three (3) observers per day will be scheduled from each squadron for this training.

3. SPECIAL WEAPONS TRAINING:

a. Special Weapons Academic:

This training will be conducted in building 1472, at 0810 hours, Wednesday, Thursday and Friday of each week. The total annual academic requirement as specified in SAC Regulation 50-24, is 60 hours. However, only twenty (20) hours can be credited for any four month period. Each squadron will be required to schedule one (1) crew per week for this training.

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b. Flight Line Exercise: All ready and lead crews are required one (1) exercise per training phase. A minimum of one (1) crew per squadron per day will be scheduled for this training. Arrangements for this training exercise must be made by coordinating with the Special Weapons Officer at the weekly 60-9 meeting.

c. Simulator Training: (UDT) Each combat ready crew will be required to receive three (3) hours of simulator training each phase. Squadrons will schedule one (1) crew each day. Crews will report to building 1472 at 0830 or 1300 hours, daily.

4. SYNTHETIC TRAINERS:

a. T-2A Ultrasonic Trainer: This trainer will be available to the squadrons at times and dates indicated below. Crews with EWP assignments will utilize these periods to accomplish the minimum requirements of five (5) runs per month for both primary and alternate target assignments (Ref para 5c (2) 8AF Reg 50-2). EWP target plates will be available at the Target Intelligence Section, located in bldg 968. EWP ultrasonic training will be supervised by the target intelligence personnel. It is desired that complete crews participate in EWP ultrasonic training.

FEBRUARY

	1 FEB	4 - 8	11-15	18-22	25-1 MAR
1230	371	370	371	372	372
1330	372	371	372	370	370
1430	370	372	370	371	371
1530	371	370	371	372	372

b. T-1A Gunnery Trainer: Periods for month of February are as follows:

	4,5,6,7,8* FEB	11,12,13,14,15* FEB
1230	372	370
1330	372	370
1430	370	371
1530	371	372
	18,19,20,21,22 FEB	25,26,27,28 FEB
1230	371	372

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	18,19,20,21,22 FEB	25,26,27,28 FEB
1330	371	372
1430	372	370
1530	370	371

*NOTE: T-1A Trainer Time on the first two (2) Fridays of the month is allotted to Wing Standboard. Wing Standboard will be held accountable for any "No Shows" during this scheduled time. Squadrons are reminded that combat-ready co-pilots are required to accomplish twelve (12) hours of T-1A Trainer time annually (SAC Reg 50-24). Since no more than two (2) hours trainer time a month may be credited to this annual twelve (12) hour requirement, it is strongly suggested that each combat ready co-pilot be programmed to accomplish at least one (1) hour of trainer time each month in order to fulfill the annual twelve (12) hour requirement.

5. CAMP PHILLIPS OQ GUNNERY RANGE:

Personnel scheduled for this training will report to Lt. Simmons, Base Training Flight at Smoky Hill AFB, Kansas, not later than 0730 hours on reporting date. Instruction on OQ Range will start at 0800 hours and terminate at 1700 hours the day following.

11 February

370 Lowell
Rhodes

371 Meeks
Coffin

372 Martin
Ohrvall

6. EWP TRAINING AND SCHEDULE:

All combat ready and lead crews will require one (1) four hour period for EWP study during the month of February. Training will be conducted daily in the Wing Plans Office, starting at 0830 and 1300 hours daily.

7. ELECTRONIC COUNTERMEASURES:

a. All crew members who are deficient in ECM ground training as required by SAC Reg 51-19 will complete their requirement during the month. The following periods of instruction are available for ECM ground training in building 1422 from 1 February thru 28 February 1957.

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WEDNESDAYS:	0830-1130 & 1300-1600	Basic Indoctrination
THURSDAYS:	0830-1130 & 1300-1700	Co-Pilots Course
	1300-1500	AOB Anti-Jamming
FRIDAYS:	0930-1130	ECM Operators

NOTE: Co-pilots should have completed the basic six (6) hours of ECM Indoctrination prior to being scheduled for the Co-pilots Course on equipment and operation.

b. All Phase V Operators should be scheduled to receive a minimum of two (2) hours on Capsule Mock-up per week. This is required to enable operators to remain current in their specialty. Training on Mock-Up will be available Mondays thru Fridays from 1300-1500, 1 February through 28 February 1957.

8. TN TRAINING: (February 1957 120005 - 5 Days)

The following crews and crew members will attend TN Training at McDonnell AFB, Wichita, Kansas, starting on dates indicated. Classes will be of duration indicated.

4 February - Brooks, Struempler, Mattioli
11 February - Terry, Middleton, Roseling
18 February - Minnick, Philips, Bardnell

9. ADVANCED SURVIVAL TRAINING:

The following crew members will attend advanced survival training (refresher) at Stead AFB, Nevada on dates indicated. Arrangements for attending this course are handled by the Directorate of Personnel. Length of the course is ten (10) days.

5 February

Captain Guy	371BS
Captain Beers	372BS
Captain Phillips	372BS
Lt Whitehurst	372BS
Lt Wilson	372BS

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APPENDIX IV
TO

ANNEX C
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OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (A)
Lincoln AFB, Nebraska
1 February 1957

TRAINING

1. KC-97 PHASE III BLOCK TRAINING:

A minimum of one (1) KC-97 Ready Crew will be scheduled each week for training. Crews designated for this training will be placed on Division Special Orders TDY to the Base Training Flight for the period of training. Crews or crew members will not be withdrawn from training, without the approval of the Division Director of Operations. The KC-97 Block Training course lasts for four (4) days (Monday through Thursday). Crews will report in Class A uniforms to building #1230, room #33 on Monday at 0830. Schedule for February is as follows:

4 Feb through 8 Feb - Crews:

11 Feb through 15 Feb - Crews:

18 Feb through 22 Feb - Crews:

25 Feb through 1 Mar - Crews:

2. EWP, TRAINING AND STUDY:

This training will be conducted by the Air Refueling Squadron under the supervision of the Wing Plans Office.

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ANNEX "D"
In 6 Pages

ANNEX "D"
TO

OPERATION PLAN

DUTY ROSTERS

AND

MEETINGS

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APPENDIX I
TO

ANNEX D
TO

OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

DUTY ROSTERS

1. DUTY ROSTERS:

a. Airdrome Officers: 3 through 28 February 1957 - 307AREFS

b. Flight Planning & Briefing: 12 through 28 February 1957 - 307AREFS

c. Jet Tower Officer: 370th BOMRON: 4, 7, 10, 13, 16 FEB

371st BOMRON: 5, 8, 11, 14, 17 FEB

372nd BOMRON: 6, 9, 12, 15 FEB

NOTE: Tactical Tower Officers will be selected from Aircraft Commanders qualified in B-47 aircraft. The tour of duty for each officer will not exceed twelve (12) hours. Therefore indicated tower officer assignment dates will demand a minimum of two (2) qualified officers on each date of assignment. Shifts will change at 0830 and 2030 each day. Assignment dates to individual squadrons are for twenty-four (24) hours effective at 0831 hours on date assigned.

d. Senior Flying Supervisor: The officers listed below will serve on dates indicated or arrange a suitable substitute. The officer scheduled for this duty will also serve as Phase I alert officer. Duty hours will be from 1645 to 0800 Monday through Friday. Officer will be on duty in the Wing Control Room during periods of flying and/or Phase I weather alerts. He will be on thirty (30) minutes call at all times.

	FEBRUARY
Major Burford	3, 14, 25
Major Dorothy	4, 15, 26

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	FEBRUARY
Major Griffin	5, 16, 27
Major Herridge	6, 17, 28
Major Mattick	7, 18
Major Minor	8, 19
Major Ouderkirk	9, 20
Major Tisdale	10, 21
Major Webber	11, 22
Standboard	1, 12, 23
Standboard	2, 13, 24

e. Phase I Weather Alert Officers: The officers listed below will serve on dates indicated or arrange a suitable substitute. Subject officers will be on duty in the Control Room during Phase I weather alerts and on 30 minute call at all other times. Officers assigned this duty will advise the controller on duty in the control room of his whereabouts at all times. Tour of duty as indicated:

Captain Newman	02/0600 - 02/1800
Captain Messer	02/1800 - 03/0600
Major Jenkins	03/0600 - 03/1800
Captain Elliot	03/1800 - 04/0600
Major Morris	09/0600 - 09/1800
Captain McDonald	09/1800 - 10/0600
Captain Francis	10/0600 -10/1800
Captain Scott	10/1800 - 11/0600
Captain Jolly	16/0600 - 16/1800
Captain Bilek	16/1800 - 17/0600
Captain Van Houten	17/0600 - 17/1800

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Captain Biaett	17/1800 - 18/0600	
Major Kutscher	23/0600 - 23/1800	
Captain Beightol	23/1800 - 24/0600	
Capt Berkovitz	24/0600 - 24/1800	
Captain Newman	24/1800 - 25/0600	
Major Hyman		
Major Jenkins		

f. Officer of the Day:

1/Lt Paul D. Carter	10 February 1957	Hq Sqdn
Capt Clifford R. Bilek	11 February 1957	Hq Sqdn
Capt James M. Harvey	12 February 1957	307FM
Capt Robert C. Elliott	13 February 1957	Hq Sqdn
Capt Charles S. Ness	14 February 1957	371BS
Capt Linwood E. Libby	15 February 1957	Hq Sqdn
1/Lt Francis L. Dunn	16 February 1957	372BS
1/Lt Schuyler C. Mowrer Jr.	17 February 1957	307A&E
Capt Donald R. Reiter	18 February 1957	307A&E
1/Lt Fentriss N. Armmer	19 February 1957	307ARBFS
W/O Charles Patterson	1st Alternate	307A&E
Capt Clayton P. Scott	2nd Alternate	Hq Sqdn
Capt Patrick D. Pedracine	3rd Alternate	Hq Sqdn
Capt Lawrence B. Robinson	4th Alternate	307A&E
Capt Martin Berkovitz	5th Alternate	Hq Sqdn
Capt Stanley M. Newman	6th Alternate	Hq Sqdn

APPENDIX I
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g. Town Alert Officers: The following officers and non-commissioned officers are scheduled for duty as DO-TAO on dates indicated. Tour of duty is from 1645 to 0800 the day following except Saturdays and Sundays, when the tour of duty is from 1645 to 1645 the day following. Individuals will proceed directly to their quarters after receiving instructions at Wing Control Room and will remain at their place of residence at all times during the duty period. Officers and non-commissioned officers scheduled for this duty will report to the Wing Control Room at 1645 hours on the first day of his tour of duty receive instructions and town alert officers folder.

DATE	NAME	RANK	PHONE
1	Tisdale, P. A.	Major	3-8766
2-3	Troutman, C.W.	1/Lt	6-1142
4	Bilek, C.R.	Capt	4-7783
5	Francis, B.F.	Capt	6-6012
6	Herridge, L.M.	Major	4-5568
7	Reeve, H.	1/Lt	7-4873
8-10	Beightol, W.W.	Capt	3-3347
11	Thompson, B.P.	Lt/Col	4-7157
12	Barnes. W.M.	S/Sgt	2-5422
13	Bibo, J.J.	1/Lt	3-6213
14	Goetz, F.M.	Major	4-7640
15-17	Kutscher. L.H.	Major	6-9035
18	Kimberlin, W.T.	Capt	3-9185
19	Mattick, S.P.	Major	3-8742
20	McDonald, A.	Capt	3-3948
21-22	Hyman, R.E.	Major	4-7614
23-24	Jenkins, E.C.	Major	4-1110
25	Minor, W.T.	Major	3-6661

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DATE	NAME	RANK	PHONE
26	Morris, J. C.	Major	6-9795
27	Newman, S.M.	Capt	3-5778
28	Romero, A.J.	S/Sgt	5-6847
March			
1-3	Jolly, G.E.	Capt	6-0654

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APPENDIX II
TO
ANNEX D
TO
OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base, Nebr
1 February 1957

MEETINGS

1. PLANNING MEETINGS:

The following meetings are scheduled for the month of February.

a. Meeting: Monthly 60-9

Time and Place: 1500, 13 February - Current Operations Briefing Room.

To Be Present: Commander, Director of Operations, Director of Material, Special Weapons Officer, Chief of Standboard Section, Base Munitions Officer, and Operations Officer of each Tactical Squadron.

Prupose: Plan March Flying Schedule.

b. Meeting: Weekly 60-9

Time and Place: 1500, 1, 8, 15, 22, February - Current Operations Briefing Room.

To Be Present: Same as above (Monthly 60-9)

Purpose: Plan succeeding week's flying schedule.

c. Meetings: Weekly Operations Officer.

Time and Place: 1330, 6, 13, 20, 27, February - Director of Ops Office.

To Be Present: Director of Operations, Chief, Training Division, Air Training Officer, Special Weapons Officer, Squadron Operations Officers, Standboard Representative.

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ANNEX "E"
TO
OPERATIONS PLAN
MAINTENANCE

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ANNEX "E"
TO

OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

ANNEX "E" (MAINTENANCE) TO OPERATION PLAN NO. 201-57

1. GENERAL:

a. This Maintenance Plan presents the flying schedule for February 1957 and reflects all known requirements.

b. The sortie schedule contained in Appendix's I,II,III, & VI, implement the flying requirements approved at the monthly scheduling meeting as directed by SAC Manual 60-3 and SAC Regulation 60-9. The total B-47 sorties will be two hundred and fortyseven(247) for a total of one thousand, seven hundred and twenty nine (1729)hours. The KC-97 aircraft will fly one hundred and seventeen (117) sorties for a total of seven hundred and two (702) hours.

c. All sorties are scheduled on a two (2) day turn around time.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday. Work accomplished on weekends and during periods other than normal duty hours will be on an overtime basis and on individual aircraft.

e. Sorties programmed for Mondays or a day following a holiday will not be scheduled for take off prior to 1100 hours.

f. Daily meetings of all Maintenance Officers will be held at 0930 hours Monday through Friday, to confirm aircraft tail numbers and requirements.

g. Flight line security measures will be in effect and personnel will exercise vigilance to insure that only those personnel having a "Right & Need" will be allowed access to aircraft, offices and/or shops.

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APPENDIX I
TO

ANNEX "E"
TO

OPERATIONS PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

370TH BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide eighty three (83) sorties for a total of five hundred and eighty one (581) hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces eighty three (83) pre-flight and twenty two (22) post flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s), as needed, submitted and the prescheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of February.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
208	29 Jan	21	30 Jan/4 Feb	6/7 Feb	8 Feb
214	15 Feb	22	18/21 Feb	22/25 Feb	22 Feb
224	21 Feb	22	22/27 Feb	28 Feb-1 Mar	4 Mar

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Section for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft will be prepared by 0800 hours on the date as indicated for weight & balance. Job Control will schedule hangar space one (1) day prior to the scheduled date.

916 - 15 Feb. 1957

j. The following listed aircraft are scheduled for compass swings on the dates as indicated.

140 - 5 Feb 1957
222 - 14 Feb 1957
224 - 4 Feb 1957
232 - 12 Feb 1957
241 - 19 Feb 1957

k. Two (2) aircraft will depart for S.E.S. at Davis Monthan AFB, Tuscon Arizona on the 4th & 8th of February. This requirement is also reflected in inclosure 1 this appendix.

l. Two (2) turn around sorties are scheduled on the 11th & 15th of February. This requirement is also reflected in inclosure 1 this appendix.

m. Aircraft #241 will enter the hangar for a three (3) day technical order compliance program on 15th of February. During this period a 50 hour post flight inspection will be accomplished & the forward strut lubricated in accordance with existing directives. The following technical orders will be complied with:

1. 1-1-647
2. 1B-47-816
3. 1B-47-900
4. 1B-47-906
5. 11F46-14-501
6. 12P5-2APN-510
7. 12R5-2ARA26-501
8. 2J-J47-364
9. 2J-J47-534
10. 2J-J47-545
11. 11B28-2-2-506
12. 11B12-7-5-501

This requirement is reflected in appendix IX this annex & reflects the various shops & the number of man hours that will be utilized.

n. The detailed technical order program for the month is reflected by Squadron, tail number & dates in appendix IX this annex.

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APPENDIX II
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TO

OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

371ST BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide seventy two (72) sorties for a total of five hundred & four (504) flying hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces seventy two (72) pre-flight and eighteen (18) post flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s), as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of February.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
138	6 Feb	22	7/12 Feb	13/14 Feb	15 Feb
220	25 Feb	21	26 Feb-1 Mar	4/5 Mar	6 Mar

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft will be prepared by 0800 hours on the date as indicated for Weight & Balance. Job Control will schedule hangar space one (1) day prior to the scheduled date.

243 - 18 Feb 1957.

j. The following listed aircraft are scheduled for compass swings on the dates as indicated:

220 - 1 Feb 1957
226 - 21 Feb 1957
227 - 15 Feb 1957
911 - 20 Feb 1957

k. Two (2) aircraft will depart for S.E.S. at Davis Monthan AFB, Tuscon Arizona on 4 Feb 1957. This requirement is also reflected in inclosure 1 this appendix.

l. Two (2) turn around sorties are scheduled on the 6th & 7th of February. This requirement is also reflected in inclosure 1 this appendix.

m. Aircraft #219 will enter the hangar for a three (3) day technical order compliance program on 21 February. During this period of time, a 50 hour post flight inspection will be accomplished and the forward strut lubricated in accordance with existing directives. The following technical orders will be complied with:

1. 1-1-647
2. 1B-47-816
3. 11B28-2-2-506
4. 11B-12-7-5-501
5. 2J-J47-364

This requirement is reflected in appendix IX this annex and reflects the various shops and the number of man hours that will be utilized.

n. The detailed technical order program for the month is reflected Squadron, tail numbers and dates in appendix IX this annex.

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APPENDIX III
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TO

OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

372ND BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide ninety two (92) sorties for a total of six hundred and forty four (644) flying hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces ninety two (92)pre-flight and twenty three (23) post flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s), as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 hours to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of February.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
225	30 Jan	22	31 Jan/5 Feb	6/7 Feb	8 Feb
217	5 Feb	21	6/11 Feb	12/13 Feb	14 Feb
413	13 Feb	21	14/19 Feb	20/21 Feb	22 Feb

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft will be prepared by 0800 hours on the date as indicated for weight & Balance. Job Control will schedule hangar space one (1) day prior to the shceduled dates.

910 - 15 Feb 1957.

j. The following listed aircraft are scheduled for compass swings on the dates as indicated.

906 - 22 Feb 1957
128 - 20 Feb 1957
217 - 26 Feb 1957

k. Two (2) aircraft will depart for S.E.S. at Davis Monthan AFB, Tuscon Arizona on 4 Feb 1957. This requirement is also reflected in inclosure 1 this appendix.

l. Two (2) turn around sorties are scheduled on the 8th & 14th of February. This requirement is also reflected in inclosure 1-this appendix.

m. Aircraft #413 will enter the hangar for a three (3) day technical order compliance program on the 1st of February & aircraft #900 on the 7th of February. During this period of time a 50 hour post flight inspection will be accomplished and the forward main gear lubricated in accordance with existing directives. The following technical orders will be complied with:

ACFT # 413	ACFT # 900
1. 1-1-647	1. 1-1-647
2. 1-1-651	2. 1B-47-816
3. 1B-47-765	3. 1B-47-827
4. 1B-47-816	4. 1B-47-857
5. 1B-47-900	5. 1B-47-906
6. 1B-47-906	6. 1B-47E-554
7. 11F46-14-501	7. 11F46-14-501
8. 12P5-2APN-510	8. 12P5-2APN-510
9. 12R5-2ARA26-501	9. 12R5-2ARA26-501
10. 2J-J47-364 #5 ENG.	10. 2J-J47-364
11. 2J-J47-534	11. 2J-J47-534
12. 2J-J47-545	12. 2J-J47-545
13. 11B28-2-2-506	13. 11B28-2-2-506
14. 11B12-7-5-501	14. 11B12-7-5-501

This requirement is also reflected in appendix IX this annex & reflects the various shops & the number of man hours that will be utilized.

n. The detail technical order program for the month is reflected by Squadron, tail number & dates in appendix IX this annex.

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APPENDIX IV
TO
ANNEX "E"
TO
OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

307TH AIR REFUELING SQUADRON

1. GENERAL:

a. This unit will provide one hundred and seventeen (117) sorties for a total of seven hundred and two (702) flying hours (see inclosure to this appendix.

b. The flying schedule (see inclosure) produces one hundred and seventeen (117) pre-flight and thirty one (31) post flight inspections.

c. Aircraft landing after duty hours will be met by night crew and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s), as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of February.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
801	6 Feb	20	7/12 Feb	13/14 Feb	15 Feb
375	15 Feb	20	18/21 Feb	22/25 Feb	26 Feb
802	22 Feb	20	25/28 Feb	1/ 4 Mar	5 Mar

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft will be prepared by 0800 hours on the dates indicated for Weight & Balance. The aircraft will be defueled and a 780 check made. Job Control will schedule hangar space one (1) day prior to the scheduled dates.

1. 383 8 Feb 1957
2. 795 14 Feb 1957
3. 384 20 Feb 1957

j. Compass swings installed on KC-97 will be accomplished on each periodic inspection and engine change flight test.

k. Two (2) aircraft will depart for I.R.A.N. at Tinker AFB Oklahoma.

1. 799 11 Feb 1957
2. 800 28 Feb 1957

One (1) aircraft will return from I.R.A.N. 798 on the 25th of February 1957. This requirement is also reflected in inclosure 1 this appendix.

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APPENDIX V
TO

ANNEX "E"
TO

OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

307TH PERIODIC MAINTENANCE SQUADRON

1. GENERAL:

a. Provide personnel, tools, and equipment to process the following B-47 and KC-97 aircraft through periodic inspection.

B-47

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
208	29 Jan	21	30 Jan-4 Feb	5/6 Feb	7 Feb
225	30 Jan	22	31 Jan-5 Feb	6/7 Feb	8 Feb
217	5 Feb	21	6/11 Feb	12/13 Feb	14 Feb
138	6 Feb	22	7/12 Feb	13/14 Feb	15 Feb
213	13 Feb	21	14/19 Feb	20/21 Feb	22 Feb
214	15 Feb	22	18/21 Feb	22/25 Feb	26 Feb
224	21 Feb	21	22/27 Feb	28 Feb 1 Mar	4 Mar
220	25 Feb	22	26 Feb-1 Mar	4/5 Mar	6 Mar

KC-97

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
381	25 Jan	20	28/31 Jan	1/4 Feb	5 Feb
801	6 Feb	20	7/12 Feb	13/14 Feb	15 Feb
375	15 Feb	20	18/21 Feb	22/25 Feb	26 Feb
802	22 Feb	20	25/28 Feb	1/4 Mar	5 Mar

b. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

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APPENDIX VI
TO

ANNEX "E"
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OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

307TH FIELD MAINTENANCE SQUADRON

1. GENERAL:

a. This unit will provide tools, equipment and personnel to support two hundred and forty seven (247) pre-flight and sixty three (63) post flight inspections for B-47 aircraft. In addition support one hundred and seventeen (117) pre-flight and thirty one (31) post flight inspections for KC-97 Aircraft.

b. Provide personnel, tools & equipment to process the B-47 & KC-97 aircraft through periodic inspection as outlined in appendix V para. 3 and 4 this annex.

c. Specialists to accomplish technical orders will be furnished in accordance with the schedule as established in appendix IX.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. Ground power will be provided to support the maintenance schedule as reflected in inclosure to appendix I,II,III, and IV.

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APPENDIX VII
TO

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OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

307TH ARMAMENT & ELECTRONICS SQUADRON

1. GENERAL

a. Provide necessary personnel, tools and equipment to accomplish two hundred and forty seven (247) pre-flight and sixty three (63) post flight inspections for B-47 aircraft. In addition support one hundred and seventeen (117) pre-flight and thirty one (31) post flight inspections for KC-97 aircraft.

b. Provide personnel, tools and equipment to process the B-47 and KC-97 aircraft through periodic inspection as outlined as appendix V para. 3 and 4, this annex.

c. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

d. Special Weapons Loading requirements will be reflected in the weekly 60-9 publication.

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APPENDIX VIII
TO

ANNEX "E"
TO

OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

MAINTENANCE QUALITY CONTROL

1. GENERAL:

a. This inspection plan will include all aircraft undergoing periodic inspection which will be inspected upon completion of the inspection and prior to flight test.

b. A minimum of sixteen (16) flight line inspections will be accomplished averaging four (4) per squadron.

c. The following activity inspections will be accomplished.

ORGANIZATION	DATE
Maintenance Control	11 Feb 1957
307th AREFS	18 Feb 1957

d. A list of all discrepancies will be left at each section at the time of inspection. A formal report will be forwarded to the respective Squadron Commander at the end of the month in a statement of the corrective action by indorsement thereto.

e. Special inspections will be accomplished as required.

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APPENDIX IX
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ANNEX "E"
TO

OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 February 1957

T.O.C. SCHEDULE

1. The inclosed six (6) pages reflect the T.O.C. program for February for the B-47 and KC-97 aircraft.

2. Coordination between each Squadron is a must in order that the schedule can be met.

3. It is requested that each individual concerned familiarize himself this this schedule and additional information as needed may be obtained by calling Job Control on extention 911. (Maintenance Expediter).

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B-47 PARIODIC INSPECTION TOC SCHED. FOR FEB 1957

ACFT SER. NO.	ORG	PRE DOCK DATE	TOC SCHEDULED	
53-4225	372nd	29 Jan 57	1-1-647	11B28-2-2-506
			1B-47-906	11F46-14-501
			2J-J47-534	12P5-2APN-510
			2J-J47-545	12R5-2ARA26-501
			11B12-7-5-501	
53-2217	372nd	5 Feb 57	1-1-647	11B12-7-5-501
			1B-47-899	11B28-2-2-506
			1B-47-906	11F46-14-501
			2J-J47-534	12P5-2APN-510
			2J-J47-545	12R5-2ARA26-501
53-2138	371st	6 Feb 57	1-1-647	11B28-2-2-506
			1B-47-906	11F46-14-501
			2J-J47-534	12P5-2APN-510
			2J-J47-545	12R5-2ARA26-501
			11B12-7-5-501	
53-2413	372nd	13 Feb 57	Accompl. all TOC not P.C.W. on 60-9 Hgr. TOC Hgr. Program	
53-4214	370th	15 Feb 57	1-1-647	2J-J47-545
			1B-47-532	11B12-7-5-501
			1B-47-765	11B28-2-2-506
			1B-47-900	11F46-14-501
			1B-47-906	12P5-2APN-510
			2J-J47-534	12R5-2ARA26-501
53-4224	370th	21 Feb 57	1-1-647	11B28-2-2-506
			2J-J47-534	12P5-2APN-510
			2J-J47-545	12R5-ARA26-501
			11B12-7-5-501	
53-4220	371st	25 Feb 57	1-1-647	11B28-2-2-506
			1B-47-906	11F46-14-501
			2J-J47-534	12P5-2APN-510
			2J-J47-545	12R5-2ARA26-501
			11B12-7-5-501	
53-2417	372nd	28 Feb 57	1-1-647	11B12-7-5-501
			1B-47-857	11B28-2-2-506
			1B-47-906	11F46-14-501
			2J-J47-534	12P5-2APN-510
			2J-J47-545	12R5-2ARA26-501

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B-47 MAJOR TOC's PROGRAMED FOR FEB 1957

ACFT. NO.	ORG	DATE, ACFT. SCHED. IN T/S SIDE OF SO/HOR	TOI's SCHEDULED
53-2413	372nd	1,4&5 Feb 57	
53-1900	372nd	7,8&11 Feb 57	
53-4241	370th	15,18&19 Feb 57	
53-4219	371st	21,22&25 Feb 57	

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TOC # & KIT STATUS	SHOP & M/Hr. Requirement	Brief Title	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28
12R5-2ARA26-501 (Radio Shop Req	1 Radio Man 30 Min.	Mod of Keyer KY65/ ARA26-AN/ARA26			140 906	134		909	223 240	232 915	912	144 218 222	143 910	227 916	234 416 901 902	236 917				128 139		
2J-J47-364 (C/C Reqn)	1 C/C of PO/Flt Man 3:30 Per Eng.	Removal of the Air Inlet Screen System	220 3&6 ENG 224 1&6 ENG 909 #6 ENG	140 2&6 ENG 906 1,2 3,4 &5 ENG	134 1,23 4&5 ENG			210 All 6 ENGS 223 4&5 ENG 240 2,3 &4 ENG	915 All 6 ENGS	912 1,2 3,4, & 6 ENG	144 All 6 ENG	218 All 6 ENG 910 All 6 ENG	225 1,4 5&6 ENG 227 All 6 ENG	234 All 6 ENG 236 2&4 ENG 416 1,4 & 5 ENG	917 All 6 ENG		138 1,3 4,5 & 6 ENG		128 All 6 ENG 139 1,2 3&4 ENG			
2 J-J47-534 (All Engs) (No Kit Req)	1 Inst. 30 Min/Eng.	Mod of Thermocouple Assy.		140 906	134		909	223 240	232 915	912	144 222	143 218 910	227	234 416 901 902	236 917				128 139			
11B28-2-2-506 (No kit req)	1-K-Man 30 Min.	Remove DC-4 Compound from Ampl. in Nav Sys. (Add Work to Prev TOC)			134 140 224 906		909		210 240 223	232 915	912	144 222	143 218 910	227	234 416 901 902	236 917				128 139		
11B12-7-5-501 (Radar Shop Reqn).	1 Radar Man 30 Min.	Mod to provide high grain option in radar control unit.			134 140 906		909		210 223 240	232 915	912	144 222	143 218 910	227	234 416 901 902	236 917				128 139		

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KC-97 PERIODIC INSPECTION TOC SCHED. FOR FEB 1957

ACFT. SER. NO.	ORG	PRE DOCK DATE	TOC SCHEDULED	
52-2801	ARS	6 Feb 57	1C-97-530	12P6-2APS42-507
			1C-97-531	12R2-2AIC10-502
			1C-97-555	12R5-2ARA26-501
			3H1-11-509(#1,3&4 Engs.)	
			1C-97(K)513	
52-375	ARS	15 Feb 57	1C-97-292B	1C-97(K)-529
			1C-97-513	1C-97(K)-506
			1C-97-530	3H1-11-509(#3 Eng.)
			1C-97-531	12P6-2APS42-507
			1C-97-555	12R2-2AIC10-502
			1C-97(K)-512	12R5-2ARA26-501
			1C-97(K)-513	
52-2802	ARS	22 Feb 57	1C-97-292B	1-97(K)-529
			1C-97-530	3H1-11-509(#1&4 Engs)
			1C-97-531	12P6-2APS42-507
			1C-97-555	12R2-2AIC10-502
			1C-97(K)-513	12R5-2ARA26-501

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KC-97 PO/FLT TOC SCHEDULE FOR FEB. 1957

TOC # & KIT STATUS	SHOP & M/HR REQUIREMENT	BRIEF TITLE	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21
1-1-647 (No kit Req)		Insp, test & Repl as needed, All vibration Isolators on Instld Equip												796			
1C-97-513 (C/O Req'd)	2 Elect,2 hours	Instl of Magnetic Ampl. type Exciter Reg	380	384		377		383		376						382	
1C-97-525B (No kit req)	1 Painter 30 Min.	Emerg Pwr. Prov for Pilot Heater	380	384			800	383						795 796		382	
1C-97-530 (Radar Shop Req)	2 Radar Men 8 Hours	Repl of AN/APS 42 Ind Shock Mounts	380	384		377	800	383		376		794	803	795 796		382	
1C-97-531 (Elect shop Req)	1 Elect 2 Hrs	Repl of Prop RPM Mas Control Cit, Exr.	380	384		377	800	383		376		794		795 796		382	
1C-97-555 Inst Shop Req)	1 Inst 30 Min.	Mod of Drift meter Dome on KC-97	380	384		377	800	383		376		794	803	795 796		382	
1C-97(K) 513 (Inst Shop Req)	1Inst. 1 Hr.	Inst of type K 3 Airspeed Indicators	380	384		377	800	383		376		794	803	795 796		382	
1C-97(K) 529 (No Kit Req)	2 Elect. 2 hrs.	Rev. of Wing Flap Warn. Horn Sw.	380	384			800	383		376		794	803	796		382	
12P6-2APS42-507 (Radar Shop Req)	1 Radar Man 1:30 Min.	Mod of External Blower Assy	380	384		377	800	383		376		794	803	795 796		382	
12R5-2ARA26-501 (Radio Shop Req)	1 Radio 30 Min	Mod of Keyer KY65/ ARA26 AN/ARA26	380	384		377	800	383		376		794	803	796		382	
12R2-2AIC10-502 (Radio Shop Req)	1 Radio Man 30 Min.	Mod of Dyna DY76/ AIC AN/AIC10	380	384		377	800	383		376		794	803	795 796		382	

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SQDN 370th Bomb Sqdn MONTH: FEBRUARY PROJECTED AIRCRAFT SCHEDULE

A/C NO.	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28
916	F			F			F			F	PO	PO	PO	F			F			F
901	PO	- - "K" TEST - -			F			FF			F	PO	PO	PO	F			F		
236	PO	PO	F			F			F			F	PO	PO	PO	F			F	
224	PO	F	S . E . S . - -			F		F			F			F	PD	- - -	D O C K -	- - -		BL
140	F	PO	PO	PO	F			F			F			F	PO	PO	PO	F		
214	E C M		F	PO	PO	PO	FF			F	PD	- - -	- D O C K -	- -		BL	BL	FT		
139			F	PO	PO	PO	F			F			F			F	PO	PO	PO	F
909	E C M - -	- - -	F	PO	PO	PO	F			F				F			F	PO	PO	PO
210	FT				FF	PO	PO	PO	F			F			F			F	PO	PO
232			F			F	PO	PO	PO	F			F			F			F	PO
* 208	D O C K -	- - -	BL	BL	FT				F					F			F			F
222	PO	F			F			F	PO	PO	PO	F			F			F		
143	PO	PO	F			F			F	PO	PO	PO	F			F			F	
241	PO	PO	PO		F	S E S		F		F	PO	PO	PO	F			F			F
242	F	PO	PO	PO	F			F			FF	PO	PO	PO	F			F		

* ACFT SCHEDULED INTO HANGAR. FWD MAIN GEAR LUBRICATION

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SQDN 371st Bomb Sqdn MONTH: FEBRUARY PROJECTED AIRCRAFT SCHEDULE

A/C NO.	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28
227	F			FF					F		PO	PO	PO	F			F			F
234	PO	F			F			F			F	PO	PO	PO	F			F		
918	PO	PO			F	- - -	- - -	- - -	- - -	- - -	- - -	E C M	- - -	- - -	- - -	- - -	F			
219	FT		F		- - -	- - -	- - -	- - -	- - -	- E C M -	- - -	- - -	- - -	F	PO	PO	PO			F
138	F			PD	- - -	D O C K	- - -		BL	BL	FT			F	PO	PO	PO	F		
911		F	PO	PO	PO	F			F			F			F	- - -	- - -	E C M	- - -	- - -
220	PO	PO	PO	F	- - -	- - -	- - -	- - -	- - -	E C M	- - -	- - -	- - -	- - -	F		PD	- - -	D O C K	- - -
228	PO	F	S E	S		F		F			F		*PO	PO	PO	F			F	
240		F			F	PO	PO	PO	F			F			F			F	PO	PO
915			F			F	PO	PO	PO	F			F			F			F	PO
912	F			F			FF	PO	PO	PO	F			F			F		- E C M - -	
218	- - -	- - -	E C M	- - -	F			F	*PO	PO	PO	F			F			F		
902	PO	PO	FF			F			F	PO	PO	PO	F			F			F	
226	PO	F	S E	S		F		F			F	*PO	PO	PO			F			F
243	F	PO	PO	PO	FF				F			*PO	PO	PO	F			F		

* AIRCRAFT SCHEDULED INTO HANGAR. FWD MAIN GEAR LUBRICATION

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SQDN 372nd Bomb Sqdn MONTH: FEBRUARY PROJECTED AIRCRAFT SCHEDULE

A/C NO.	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28
142	PO	F		S&S		F		F			F	PO	PO	PO			F			F
416	PO	F			F			F			F	*PO	PO	PO	F			F		
917	PO	PO	F			F					F		PO	PO	PO	F			F	
413	PO	PO	PO	F			FF		PO	- - - -	- -D	O C K	- - -	BL	BL	FT				F
906	F	PO	PO	F				F			F			F	*PO	PO	PO	F		
134		F	PO	PO	PO	F			F			F			F	*PO	PO	PO	F	
128	PO	F	S	E	S	F		F			F					F	*PO	PO	PO	F
900	F			F	PO	PO	PO	F			F			F			F	*PO	PO	PO
223		F			F	PO	PO	PO	F			F			F			F	*PO	PO
417			F			FF	PO	PO	PO	F			F			F			F	FD
217	F		FD	- - - -	- D O	C K	- - -	BL	BL	FT				F			F			F
144	PO	F			F			F	*PO	PO	PO	F			F			F		
910	PO	PO	F			F			FF	*PO	PO	PO		F	- - -	- - -	E	C	M -	- - -	- -
225	DOCK	- - -	- - -	BL	BL	FT				FF	PO	PO	PO	F			F			F
141	F	*PO	PO	PO	F			F			F	PO	PO	PO	F			F		
244		F	*PO	PC	PO	F			F			F	PO	PO	PO	F			F	

* AIRCRAFT SCHEDULE INTO HANGAR. FWD MAIN GEAR LUBRICATION

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SQDN 307th Air Refueling Squadron MONTH: FEBRUARY PROJECTED AIRCRAFT SCHEDULE

A/C NO.	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28
795	PO	FF			F				F			PO	PO	F			F			F
380	PO	PO	F			F			F			F	PO	PO	FF				F	
384	FF	PO	PO	F			F			F			F	PO	PO	F			F	
801		F		PD	- - - -	- D O C K	- - -		BL	BL	FT			F					F	
377			FF	PO	PO	F			F			F			F	PO	PO		F	
800	F			F	PO	PO	FF				F			F			PO	PO		F
802		F			FF	PO	PO		F					F		PD	- - - -	- D O C K	- - -	
381	BL	BL	FT			FF	PO	PO	F			F			F			F	PO	PO
376	F			FF			F	PO	PO	F			F			F			F	PO
375		F			F				F		PD	- - - -	- D O C K	- - -		BL	BL	FT		
797			F			F			F	PO	PO			F					F	

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SQDN 307th Air Refueling Squadron MONTH: FEBRUARY PROJECTED AIRCRAFT SCHEDULE

A/C NO.	1	4	5	6	7	8	11	12	13	14	15	18	19	20	22	22	25	26	27	28
803	F			F			F			F	PO	PO		F					F	
796	PO	F			F			F				PO	PO	F					F	
798	- - -	- - -	- - -I	R A N	- - -	- - -	- - -	- - -	- - -	- I	R A N	- - -	- - -	- - -	- - -	- - -	F	ACCPT		
382	F	PO	PO	F			F			F			F	PO	PO	F F			F	
794		F	PO	PO	F				F					F	PO	PO			F	
379			F	PO	PO	F			F					F		PO	PO		F	
378	F			F	PO	PO	F				FF			F			PO	PO	F	
383		F			F	PO	PO		F					F			FF	PO	PO	F
793			F			F	PO	PO	F					F					F	PO
799	F			F			F	- -	- - -	- - -	- - -	- - -	- - I	R A N	- - -	- - -	- - -	- - -	- - -	- - -

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HISTORY

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RDB: AU-D5

307TH BOMBARDMENT WING (H)

1-31 MARCH 1957
(Unclassified Title)

This document was prepared
by T/Sgt Kenneth W. Stevens
under the supervision of
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RM-57 ~~1960~~

Robert B. Morrell Col, USAF
FOR AND IN THE ABSENCE OF

LOUIS G. THORUP
Colonel, USAF
Commander

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COLONEL LOUIS G THORP

COMMANDER, 307TH BOMBARDMENT WING (M)

LINCOLN AIR FORCE BASE, NEBRASKA

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HISTORY OF THE

307TH BOMBARDMENT WING (H)

1 - 31 MARCH 1957

CHAPTER I - ORGANIZATION AND MISSION

SECTION I - Mission Developments

Activated by President Roosevelt in April 1942, the 307th Bombardment Group was formed at Geiger Field, Washington and furnished with B-17 Aircraft. In May 1942 it was assigned to Spokane, Washington with the mission of defending the coast of Alaska against the enemy forces of Japan. (U)

In December of 1942, the 307th Bomb Group was assigned to Hawaii, and participated in all Central Pacific Campaigns until the end of the war in 1945. Flying a total of 573 missions during the war, the 307th Bomb Group picked up the nickname, "Long Rangers", and received two Presidential Unit Citations for its accomplishments. (U)

The 307th Bomb Group was deactivated in November of 1945 and re-activated as the 307th Bombardment Wing, in August of 1946, at MacDill Air Force Base, Florida, and was assigned B-29 aircraft, taking part in all Strategic Air Command Operations until the outbreak of the Korean conflict in 1950. (U)

After a successful campaign in Korea, receiving another Presidential Unit Citation and a citation from President Syngman Rhee, of South Korea, the 307th Bomb Wing was returned to the United States and assigned to

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Lincoln Air Force Base, Nebraska, in October 1954. In a period of 15 months the 307th Bomb Wing was converted to B-47 aircraft and on 1 April 1956 had reached combat readiness. (C)

After a temporary additional duty movement to the United Kingdom during July, August, and September 1956, the Wing settled down to the work of increasing their combat effectiveness. (U)

Beginning with the month of March 1957, the 307th Bomb Wing engaged in a stand down period designed to advance non-ready crews to a combat ready status. More on this phase of training will be covered in Chapter III, Operations and Training. (U)

MISSION: The mission of the 307th Bombardment Wing (M) is to:

Organize and train a force capable of immediate and sustained long range offensive bombardment and air to air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced weapons.

Be prepared to perform those tasks assigned in current emergency plans and related Operations Orders.

Train and administer assigned reserve personnel and units.

Participate in disaster relief and other domestic emergencies when required.

Perform such special missions and assignments as may be directed by higher headquarters.

SECTION II - Command

On 9 March 1957, the Wing was in receipt of a letter from the Commander 818th Air Division, regarding "Shake Down" Inspections. This

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was prompted by the upswing of airmen found possessing concealed weapons, narcotics and other contriband which have tended to discredit the Air Force in the eyes of the public. To reduce incidents such as these, the Air Division Commander recommended an unannounced "Shake Down" inspection of possessions and vehicles at least once each quarter.[1]

Prior to the above date, the 307th Bomb Wing Commander, on 4 March 1957, issued a similiar directive to the squadrons on possession of concealed weapons. He also recommended inspections of this type be held primarily to eliminate possession of unauthorized weapons.[2] In indorsing the Division Commanders letter he concurred entirely with the intent, and stated that action would be effected immediately to remove violators from the service.[3]

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1. Letter from 818th Air Division, subj: Shakedown Inspections, dated 9 March 1957. Appendix # 1.

2. Letter from Commander 307th Bomb Wing, subj: Possession of Concealed Weapons, dated 4 March 1957. Appendix # 2.

3. 1st Indorsement to 818th Air Division letter, subj: Shakedown Inspections, dated 22 March 1957. Appendix # 3.

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CHAPTER II - PERSONNEL

SECTION I - Military Personnel

STATUS: During the month of March 1957, the average authorized strength of the 307th Bomb Wing was 2,003. This was an aggregate total formed by combining the authorization for 432 officers, and 1,570 airmen. To form the assigned aggregate total of 2,060, totals of 450 officers and 1,610 airmen were combined. This was a respective increase, over the preceding month of five and 46 assigned, while the authorization for officers and airmen were decreased one each. [1] (U)

The average authorized and assigned strengths for the individual squadrons of the 307th Bomb Wing during the month of March were as follows: [2] (U)

ORGANIZATION	OFFICERS AUTH	OFFICERS ASSIGNED	AIRMEN AUTH	AIRMEN ASSIGNED
Hq, 307th Bomb Wing	64	58	141	153
370th Bomb Squadron	74	83	96	81
371st Bomb Squadron	74	81	96	82
372nd Bomb Squadron	74	80	96	84
307th Air Reflg Sq	59	114	220	217
307th Fld Maint Sq	8	7	417	430
307th Per Maint Sq	3	3	106	96
307th A&E Maint Sq	11	8	316	387
307th TAC Hospital	25	16	82	80
TOTAL	432	450	1570	1610

1. Report, "Lincoln Air Force Base Strength Report", prepared by Statistical Services for the month of March 1957. Appendix # 4.

2. Ibid.

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SECTION II - Crews

The availability of combat crews for the 307th Bomb Wing is reflected with a total of 72 B-47 crews, and 25 KC-97 crews. The organizational breakdown of these crews during March were as follows: [3]

370th Bomb Squadron		371st Bomb Squadron	
Lead Crews	2	Lead Crews	2
Combat Ready	11	Combat Ready	11
Select Crews	1	Non-Combat Ready	11
Non-Combat Ready	11		

372nd Bomb Squadron		307th Air Refueling Squadron	
Lead Crews	3	Combat Ready	22
Combat Ready	11	Non-Combat Ready	4
Non-Combat Ready	9		

There were three new B-47 crews formed during March; IN-27, IN-56, and IN-86. The following represented a complete list of all "N" and "IN" crews in the 307th Bomb Wing for the month of March: [4]

N19	IN24	N18	N54	N51	IN83
N20	IN25	N48	N55	N76	IN84
N22	IN27	N50	N56	N80	IN86
N21	IN26V	N52	N57	N81	N85
N23	N03	N53	N58	N82	

3. Combat Crew Roster, dated 1 April 1957, filed in 307th Director of Personnels Combat Crew Section.

4. Report "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 5.

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There were four non-ready KC-97 crews in the Wing. The projected ready date for these crews was as follows:[5] (C)

CREW	READY DATE
K-28	1 May 1957
K-29, K-31, K-33	1 November 1957

SECTION III - Manning

The over-all effective manning continued to climb on its' upward swing. The Wing enjoyed 104 percent body manning and 94.9 percent effective manning for officers, along with 108.5 percent body manning and 78.5 percent effective manning for airmen. The percent of airmen in direct support skills was increased to 83.1, with 1,068 airmen authorized and 888 in required specialties. Airmen in indirect support skills climbed to 74.9 percent with 502 authorized and 376 assigned in required specialties.[6] (C)

SECTION IV - Shortages

OFFICER: Shortages in officer personnel continued at about the same pace during March. Supply Officers were still the most critical with only 59.3 percent assigned. Three shortages existed in the 32 Career Field. The Maintenance Career Field (43) improved when two more officers were assigned, making 16 of 20 slots filled for an 80 percent assigned figure. There were also some critical listings for the 70, 73, 93, and 97 Career Fields.[7] (U)

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5. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 6.
6. Report "SAC Mgt Control Stmt" for March 1957. Appendix # 7.
7. Disposition Form from 307 Director of Personnel to 307th Comptroller subj: Officer Manning as of 31 March 1957. Appendix # 8.

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AIRMEN: The shortage of Flight Engineers remained critical through the month of March. One combat ready flight engineer was discharged, one reenlisted overseas, and one was pending discharge for hardship reasons. An estimate at the end of the month suggested that the Wing would have a total of 20 combat ready flight engineers by 1 July 1957.[8] (C)

During the briefing on "Stand Down" in February, it was brought out that the Wing could not provide 30 combat ready KC-97 crews because of a shortage of five flight engineers. Reassurance was provided by the staff that five qualified flight engineers had been projected for the 307th and that they would arrive in March. This failed to materialize however, when on 22 March, three flight engineers reported who had never been checked out as flight engineers on any aircraft. Utilizing these engineers with their limited experience, and not knowing what higher headquarters commitments would have to be supported, it was estimated that up-grading for these crews would be approximately 1 November 1957. A request for the five trained and qualified flight engineers referred to by the Eighth Air Force Staff was forwarded to Eighth Air Force on 22 March.[9] Eighth Air Force replied that they were unaware of the qualifications of the men that were sent in-as-much as they came from outside the Strategic Air Command. Further, that it would be impractical to program additional flight engineers since crew regression would result

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8. Report, "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 6.

9. Message, 307C 3-2690, to 8AF. Subj: KC-97 Flight Engineers. Dated 22 March 1957. Appendix # 9.

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where ever they were with drawn from, and the only thing they could do was to provide training spaces for the men provided.[10] (C)

With all this in mind, it was determined to be impossible to form additional crews, and to meet the present upgrading goal.[11] (C)

In addition to the above soft spot, specific soft spots were carried in the Photomapping (32), Production Control (45), Munitions and Weapons (46), Motorized and Miscellaneous (47), Construction (55), Transportation (60), Food Service (62), Finance, Accounting and Auditing (67), Statistical Services (68), Administration (70), and Dental (93) Career Fields.[12] (S)

SECTION V - Reenlistment and AWOL

REENLISTMENT: The reenlistment rate for the 307th Bomb Wing was up two percentage points to a high 50 percent. This resulted from 21 airmen reenlisting out of 42 that were eligible.[13] This also raised the Wing level to approximately 14 percentage points above the latest (January) Strategic Air Command average of 36 percent.

AWOL: The Absent Without Leave rate for the 307th Bomb Wing returned to a more "normal" level during March, climbing from the low 0.5 percent per thousand to 2.9 percent per thousand. Six men went AWOL in March.[14] (C)

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10. Msg SAF DC 11185, to 818th ADIV, subj: KC-97 Flt Engrs, Dated 2 Apr 57 Appendix # 10.

11. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 6.

12. DF, 307DPA to 307DOP, subj: Airman Manning as of 31 Mar 57, dated 2 April 1957. Appendix # 11.

13. Report "Separation & Reenlistment Rate for March 1957", prepared by Base Reenlistment Officer. Appendix # 12.

14. Report "SAC Management Control Statement" prepared by the 307th Bomb Wing for March 1957. Appendix # 7.

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SECTION VI - Key Personnel

There were no changes made in the key personnel ranks during the month of March 1957.

SECTION VII - Awards

The following awards were presented by the Wing Commander for the month of March.[15]

Outstanding Non-Commissioned Officer:

S/Sgt Joseph D. Simon, 307th Periodic Maintenance Squadron

Outstanding Airmen:

A/1C Delmar C. Sagert, 307th Periodic Maintenance Squadron

Outstanding Maintenance Man:

A/1C Theodore J. Melton, Jr., 307th Periodic Maintenance Squadron

Outstanding Combat Crew:

Crew B-08 370th Bombardment Squadron	Captain Harold A. Brooks, A/C 1/Lt Harold P. Struempler, Co-Plt Captain John D. Mattioli, ACB

Outstanding Tactical Squadron:

No scores were made due to the "Stand Down" training period.

Troop Management Award:

370th Bombardment Squadron	Lt. Colonel George J. Iannacito, Commander.

SECTION VIII - Safety

The accident rate during March provided the following figures:

The Military injury rate was 6.29 for each 100,000 man days exposure;

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15. Letter, 307th Comdr to All Squadrons, Subj: Comdr's Call for April, dated 4 April 1957. Filed in 307th Bomb Wing Comdr's Office.

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the military vehicle accident rate was 0.0 per 100,000 miles operated;[16] and the private vehicle injury rate was 0.0 per 1.0,000 man days exposure.[17] A brief summary of the military injury rate accidents included one day lost due to assault (drinking in a bar and being attacked by a civilian), seven days lost when a man standing guard duty suffered from frost bite, three days were lost due to a football incident, and thirty days were lost by an airmen who was run over by a vehicle when he tried to jump aboard.[18] (U)

While the vehicle accident rate was good in March, the Commander expressed his concern over the trend in 1956 and the Wing's performance during January and February 1957. Several policies have been established by higher headquarters to compete with the growing accident rate, and too these he has recommended that Squadrons, through their Safety Officers and Councils, take necessary measures to insure compliance with safety directives and too see that personnel are furnished with a more thorough knowledge of these directives. Airmen below the grade of Staff Sergeant should be carefully evaluated and written permission be granted prior to being allowed to drive on Lincoln Air Force Base. The Commander also set up restrictions for various offenses committed by personnel of the 307th Bomb Wing that were designed to discourage any traffic violations.[19] (U)

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16. Summary of Ground Accident Experiences, SAC Form 516, filed in Base Ground Safety Office, for March 1957.

17. Report, "Operation Life Saver", RCS: SAC K-14, prepared for March 1957, filed in Base Ground Safety Office.

18. Supervisors Safety Bulletin for month of March 1957. filed in Base Ground Safety Office.

19. Ltr, 307 Comdr to All Squadrons, subj: Prevention of Vehicle Accidents, dated 25 March 1957. Appendix # 13.

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CHAPTER III - OPERATIONS AND TRAINING

SECTION I - General

STAND DOWN: Operation "Stand Down" officially got under way on 1 March 1957, placing the 307th Bomb Wing in a four month special upgrade training period. According to original plans the Wing was to have been relieved of the requirements of SAC Regulation 50-3 and all other commitments, special projects, etc.[1] The main purpose of Stand Down was to put emphasis on upgrading non combat ready crews to ready status, and to maintain the capability of present combat ready crews.[2] (U)

The flying training priorities that were required under this program ran like this: Requirements of Air Force Regulation 60-2 and Strategic Air Command Supplements; upgrading of non combat ready crews; proficiency of combat ready crews; and the requirements of Strategic Air Command Regulation 51-26.[3]

Ground training included such items as Emergency War Plan training, Special Weapons, Strategic Air Command Regulation 51-19, target study, and Strategic Air Command Regulation 50-43 requirements.[4]

During the Stand Down period the Wing's requirements were to be that of maintaining a state of combat readiness which would support its'

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1. Ltr, Hq SAC, SAF, subj: Tng Responsibilities During Sp Upgrading Pd, 818 ADiv, dated 2 Jan 57. Appendix # 11, 307th BW History for month of February 1957.

2. Operations Plan 9-56, "Stand Down", prepared by 307th Bomb Wing. Appendix # 14.

3. Ibid.

4. Ibid.

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assigned mission while upgrading enough non combat ready crews to provide 66 ready B-47 crews and 30 ready KC-97 crews by 1 July 1957.[5] (U)

Training Requirements: The 372nd Bombardment Squadron was designated as the training squadron, with control over all non ready crews in the Wing. All instructors were also attached to the 370th Bomb Squadron with the exception of the standardization crews.[6] (U)

Training consisted of non ready crews being scheduled to fly twice a week, Monday and Thursday or Tuesday and Friday, with Wednesday being left for ready and staff crews utilizing B-47 aircraft.[7] (U)

Two receivers were scheduled for each tanker on SAC Regulation 51-19 B-47 missions, with each receiver rendezvousing and flying one hour and 30 minutes of pattern time. The tanker schedule provided a daily back up for earlier tankers like the following example:

Tanker "A" supports	B-47 # 1 and # 2
Tanker "B" supports	B-47 # 3 and # 4
Tanker "C" supports	B-47 # 5
Tanker "D" supports	B-47 # 6

If tanker "B" were to abort, tanker "D" would take off and support B-47 # 3 and # 4. B-47 # 5 and # 6 would then be supported by tanker "C". Like the B-47's, Wednesday was also scheduled for ready and higher KC-97 crews.[8] (U)

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5. Ibid.
6. Ibid.
7. Ibid.
8. Ibid.

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Bomber crews were scheduled for eight 51-19 sorties, averaging five hours each, with the last sortie being a pre-solo check for the Aircraft Commander and Co-pilot. After the solo the missions were then to average seven hours for B-47's and six hours for KC-97's. Double Aircraft Commander teams were also to fly on all 51-19 sorties.[9] (U)

For three sorties following the check out by Aircraft Commander's and Co-pilot's, an instructor navigator was scheduled to fly with the student navigator. The pre-solo check for the navigator was to be on the third mission.[10] (U)

Following the Aircraft Commander and Co-pilot check out under SAC Regulation 50-8 for non ready crews, 15 sorties were required to complete up grade requirements.[11] (U)

With the goal set at 75 percent, crews were only required to be at 50 percent reliable in proficiency items prior to upgrading. Crews that reach 75 percent in proficiency items could be recommended for ready status prior to completing the program activity. Items for up grading included the following:[12] (U)

ACTIVITY	MINIMUM	PROGRAM
Radar RBS	17	24
Visual RBS	5	6

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9. Ibid.
10. Ibid.
11. Ibid.
12. Ibid.

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Radar Camera Attack	2	4
Visual Camera Attack	2	4
Visual Release	4	4
R-19 (Annual Requirement)	0	1
Night Celestial	4	6
Day Celestial	2	4
Celestial Grid	2	4
Radar Grid	1	2
PLOP (with above)	1	2
Air Refueling	6	8
Dry Contacts	6	12
Radar Rendezvous	4	6
Gunnery	2	2
Fighter Attack	1	2
Formation	3	5
Pilot Proficiency	2	2

Instructors: The complete training program was based on the utilization of 13 instructor pilots. On 1 March 1957, two of the instructor pilots had not completed the required 100 hours in the last six months. A request for a waiver of these requirements was made verbally to Eighth Air Force, but was refused. They recommended the request be forwarded in letter form over the Commanders signature. This was not done in-as-much as the required time could have been completed before the letter could have been processed and returned. (C)[13]

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13. Report "Wing Commanders Remarks", RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 5.

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Operational Requirements: Operational requirements for March 1957 included 520 hours containing 104 sorties for B-47 non ready crews, 1,050 hours with 190 sorties for ready crews, totaling 254 B-47 sorties and 1,570 hours.[14] (U)

Weather caused the cancellation of 14 sorties and was the greatest deterent during March. It was estimated that approximately 40 percent of the B-47 sorties were denied traffic pattern type transition due to low ceilings and visiolility. This, in addition to denying the upgrading to the forth position for Co-pilots on double Aircraft Commander team sorties, also precluded Aircraft Commanders from accomplishing the desired low altitude transition. The Wing was still able to complete three sorties in excess of the 104 sorties for non ready crew members in spite of the weather. This was accomplished by day to day rescheduling of crew members in the upgrading program and close supervision. Ready and higher category crews' aircraft were used to back up non ready sorties even at the expense of denying ready crews. Available ready crews were still able to fly three times during the month with some ready crews flying as much as seven sorties.[15] (C)

KC-97 air refueling sorties were for 400 hours, 80 sorties; 51-19 sorties totaled 231 hours, 42 sorties; and standboard totaled 96 hours, 16 sorties. This made a grand total of 727 hours, 138 sorties.[16] (U)

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14. Operations Plan 9-56, "Stand Down", prepared by 307th Bomb Wing. Appendix # 14.

15. Report "Wing Commanders Remarks", RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 5.

16. Operations Plan 9-56, "Stand Down", prepared by 307th Bomb Wing. Appendix # 14.

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Two-hundred-fifteen hours of non combat ready training were completed for KC-97's in March. This is not a true picture however, because there was some training accomplished by non ready crews while flying with combat ready crews. This time was credited to combat ready crew training. The 215 hours does represent the total time that was spent for SAC Regulation 51-19 non ready training.[17] (C)

Recommendations: Three recommendations were made by the Wing Commander pertaining to Stand Down. The first was that the authorization should be delegated to the numbered air forces to waive the 100 hour requirement in the last six months on Instructor Pilots. Denial for two instructors during March hampered supervision of the program because two Flight Commanders and the Squadron Operations Officer were required to fly as instructors.[18] (C)

The second recommendation was that units should be released from the requirements of SAC Regulation 50-8 and all other commitments, special projects, etc., in accordance with SAC Programming Plan 6-56. Special Projects cannot contribute to the success of the up grading program. Reference here was made to the higher headquarters mission APG/SAS/973-A, "Black Duck", Operations Order 228-57. This mission, delayed nine times during March, disrupted the Wing Standardization schedule and denied some crews proficiency sorties.[19] (C)

The third recommendation delt with the input of experienced personnel. The level of experience should allow their up grading in the chronology

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17. Report "Wing Commanders Remarks", RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 6.

18. Report "Wing Commanders Remarks", RCS: 5-SAC-T12, prepared by the

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established by Higher Headquarters. As an alternate, it was recommended that a realistic up grading date be established for lesser qualified personnel. For example, if the five Flight Engineers required to up grade to 30 crews are not available within the Strategic Air Command, the requirement to upgrade 30 tanker crews by 1 July should be reduced to 25.[20] (U)

Policies: Over-all, the Commander 307th Bomb Wing, in a letter to the Staff and Squadron Commanders, stated that he was encouraged by the resourcefulness in the implementation of the program so far.[21] (U)

Some of the policies adopted for the Stand Down period included the Squadron Scoring Systems, which, due to the temporary organization of tactical squadrons, was suspended for the duration. The Crew Scoring System was retained for its' spirit of competition. A few variations were added to provide for a means of scoring Instructor Crews. During the Stand Down they will be treated as Stand Board Crews and will be awarded a rating equivalent to the average rating of the top ten crews established resulting from the competition required by 50-8. Bonus points for Instructor rides were dropped and rendezvous and refueling items will not be evaluated due to the critical availability of tanker sorties.[22] (U)

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18. (Contd) 307th Bomb Wing for March 1957. Appendix # 5.

19. Ibid.

20. Report "Wing Commanders Remarks", RCS: 9-SAC-M12, prepared by the 307th Bomb Wing for March 1957. Appendix # 6.

21. Ltr, 307 Comdr to Sq Comdr's, Stf Directors, Scty Off, Chief of Maint, subj: Stand Down Period, dated 19 March 1957. Appendix # 15.

22. Ibid.

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No changes were made in the Troop Management System in-as-much as crews or crew members assigned to another squadron will still be under the administration control of the squadron to which they were permanently assigned.[23] (U)

There were no changes in the ratings for Squadron Flying Safety, Disciplinary Action, and Administration, Alerts, etc. The Commander did however emphasize that during Emergency War Plan Alerts, rigid control of personell was vital to the accomplishment of a successful exercise. He also stated that all combat ready personnel would report immediately to their squadron of permanent assignment.[24] (U)

It was the desire of the Commander that all responsible personnel be completely familiar with the above procedures in that this information was of extreme importance to personnel actively engaged in the crew upgrading program.[25] (U)

BLACK DUCK: Operations Order 228-57, "Black Duck", was a requirement by the Air Force Ordnance Test Center, Eglin Air Force Base, Florida, to conduct an evaluation and suitability test of Mark 36, Mod 1, weapons. Four B-47 sorties, two on 7 March and two on 14 March, with air refueling, were originally scheduled. Due to bad weather "Black Duck" was delayed nine times during the month. This also changed the sorties flown to five instead of the four originally scheduled. Flown on 27 March 1957, the results which were to have been prepared by Eglin Air Force Base, Florida,

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23. Ibid.

24. Ibid.

25. Ibid.

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have not as yet been forwarded to the 307th Bomb Wing and will therefore be included with the Historical report for April 1957.[26] (S)

A message, received from Headquarters SAC, indicated that on the alternate for the second refueling, the 307th Bomb Wing Operations Order planned 9,600 pounds of fuel aboard. Because of the critical center of gravity approximately 10,000 pounds should differentiate the aft main tanks and the forward and center main tanks to compensate for bomb weight. In view of these limitations, it was pointed out that aircraft aborting in the Eglin Air Force Base, Florida, area, prior to release, would have to land there and refuel.[27] (C)

A minimum of seven hours was to be flown prior to target, with a minimum of one pre target refueling. Optimum breakaway maneuvers were to be accomplished for training purposes and in accordance with tactical doctrine after each weapon release. Prior to each live drop a dummy run was to be accomplished.[28] (S)

SECTION II - Flying Training

B-47: There was only one higher headquarters commitment during March, Project APG/SAS/978-A "Black Duck", Operations Order 228-57. The original programming for this mission was for four sorties of 11 hours each. Due to bad weather and delays, five sorties were flown accomplishing 61:20 hours.[29] (S)

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26. Report "Wing Commanders Remarks", RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 5, and Crew Flimsy for Operations Order 228-57, "Black Duck". Appendix # 16.

27. Msg, Hq SAC DOOPW 4657, subj: Proj No. APG/SAS/978-A, dtd 4 Mar 57. Appendix # 17.

28. Crew Flimsy for Operations Order 228-57, "Black Duck". Appendix # 16.

29. Report "Wing Commanders Remarks", RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 5.

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Ready crew training, which included training for non ready Electronic Counter Measures operators, was programmed for 1,068 hours, and the non ready crew training was programmed for 520 hours. To coincide with the priorities established by the Eighth Air Force, ready crew training sorties were used to support non ready crew sorties. These sorties also averaged more hours per sortie than originally planned due to bad weather which precluded the low altitude work on non-ready sorties. This then accounts for the 713:05 hours accomplished for non ready crew training and the 823:35 hours for ready crew training.[30] (C)

Air Force Regulation 60-2 requirements were programmed and accomplished concurrent with the ready and non ready crew training.[31] (C)

All training totaled together gave us 1,632 hours programmed, and 1,604 hours accomplished.[32] (C)

CANCELLED SORTIES: Weather accounted for a total of 14 sorties, 84 hours being cancelled.[33] (C)

KC-97: The only higher headquarters directed mission for March was "Black Duck", and it was received too late for programming into the March Training Schedule. The 307th Air Refueling Squadron accomplished a total of 20 hours on this project.[34] (C)

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30. Ibid.

31. Ibid.

32. Ibid.

33. Ibid.

34. Report "Wing Commanders Remarks", RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 6.

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Non combat ready training was programmed for 200 hours during March, with 215:05 hours being accomplished. Actually, the 215:05 hours were for SAC Regulation 51-19 training. A large amount of time was accomplished while flying with combat ready crews and was therefore credited to them.[35] (C)

The combat ready training was programmed for 527 hours, of which only 492:35 hours were accomplished.[36] (C)

The programmed hours given above totaled out to 727 hours. This was reduced to 715 hours. The hours accomplished totaled 722:30 hours. This also included Air Force Regulation 60-2 requirements which were programmed and accomplished concurrent with the other flying.[37] (C)

CANCELLED MONTHS: There were 02:45 hours lost due to the low ceilings and visibility during March.[38] (C)

SECTION III - Ground Training

B-47: There were a total number of 33 crews responsible for Phase I, SAC Regulation 50-24 training in March. It was impossible for the Wing to conduct ground training during March, maintain the proficiency of ready and higher category crews, and fly the up grading program with instructor resources that were required. Only five combat ready crews completed SAC Regulation 50-24 training. Special emphasis is to be placed on 50-24 training during April, May and June. The schedule in

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35. Ibid.

36. Ibid.

37. Ibid.

38. Ibid.

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March required that 18 combat ready crews complete SAC Regulation 50-24 training during the month of April 1957.[39] (U)

KG-97: Twenty-two combat ready crews were responsible for Phase I, SAC Regulation 50-24 requirements during March, and 14 combat ready crews completed these requirements. Four combat ready crews were scheduled to attend this training during the month of April.[40] (U)

SECTION IV - Special Training

The results of the special training in Sea Survival, reported in the February 1957 history were submitted to Eighth Air Force on 19 March 1957. The first day of this training included a general briefing on survival equipment, the local area and available fish and plant life. The second day was spent on techniques of water survival which included the students participation. The third day (Wednesday) was utilized as a hypothetical ditching exercise where students were left adrift in 20 man rubber life rafts. It was this exercise that demonstrated how important the will to survive can be. Captain Bill Francis, 307th Bomb Wing's representative to the school, stated in effect that although he has stressed this fact in his lectures, he had under rated it and had to experience it himself to realize how much more emphasis should be applied to this one thing. Thursday and Friday were spent on an island where experience was gained in landing in coral infested water, hunting, and fishing.[41] (U)

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39. Report "Wing Commanders Remarks", RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 5.

40. Report "Wing Commanders Remarks", RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 6.

41. Ltr, 307th SW to 8AF, subj: Sea Survival Crse, Ramey AFB, dated 19 Mar 57. Appendix # 18.

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Recommendations made by Captain Francis were to effect: Eighth Air Force should set up a survival school such as this at Newfoundland which could be used as Artic and Sea Ice Survival during the winter months and Sea Survival during the summer. Another possibility suggested was to supply instructors etc., to a school being set up by the Second Air Force at MacDill Air Force Base or Homestead Air Force Base. He also suggested that the Eighth Air Force Survival Training and Personal Equipment Officer meet with base level survival Non-Co Missioned Officers and set up a more stringent standard of survival training to be used at Eighth Air Force Bases.[42] (U)

Recommendations that should be forwarded to Headquarters SAC were: That spear fishing equipment be provided for all multi place rafts, along with stainless steel knives. Present knives rust within 24 hours. Survival Instructors should be placed on base Chemical, Biological, and Radiological Teams. Due to the changes in concept of survival required by the fall out problem, a more rigid concept of survival training under fall out conditions should be given. None of the men questioned by Captain Francis were familiar with SAC Regulation 100-3, SAC Manual 200-1, or the Survival Intelligence Bulletin # 12. These should also be brought to the attention of applicable personnel.[43] (U)

SECTION V - Refueling Data

B-47: B-47 aircraft logged up a total of 103 refueling sorties that were scheduled and confirmed during March. From this total we produced 91

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42. Ibid.

43. Ibid.

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airborne sorties, 64 sorties effecting complete electronic rendezvous, and had 80 sorties involving transferring of required fuel.[44] (C)

There were 23 aborts in March: ten due to adverse weather, nine due to aircraft (B-47) malfunctions, and four tanker cancellations and aborts.[45] (C)

There were no mass night cell refuelings during the month of March.

KC-97: Tanker utilization in the past has been admittedly lower than desired. However, it was increased during March to a total of 144 sorties scheduled and confirmed. This was also in keeping with the desires of the Eighth Air Force who reiterated SAC's policy requiring 100 air refueling sorties from each Air Refueling Squadron each month, in order to provide each Wing with the minimum requirement of 80 sorties.[46] (C)

From the total of 144 sorties, 106 were airborne, 97 effected a complete electronic rendezvous, and 94 sorties were made whereby the transfer of required fuel was made.[47] (C)

There were 50 aborts from eight different causes. The largest amount was from maintenance cancellations which netted 20. This number was swelled by the many postponements involved with Project "Black Duck". Other aborts included nine due to weather, six from aircraft malfunctions, two for refueling equipment malfunction, six from receiver cancellations, six air

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44. Report "Wing Commanders Remarks", RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 5.

45. Ibid.

46. Report "Wing Commanders Remarks", RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for March 1957. Appendix # 6.

47. Ibid.

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aborts, and one operations abort.[48] (C)

The number of made night cell refuelings dropped in March to 16 confirmed and airborne sorties. There were also 16 sorties in which all aircraft in the cell formation effected a complete rendezvous.[49] (C)

Sixteen sorties were also made whereby 1,699,733 pounds, or 283,288 gallons of fuel were transferred.[50] (C)

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48. Ibid.

49. Ibid.

50. Ibid.

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CHAPTER IV - MAINTENANCE

SECTION I - General

STAND DOWN: The Maintenance Plan for Operation Stand Down included a requirement for 1,022 B-47 sorties for 7,276 flying hours for the four month period, March through June 1957. For the month of March, 254 sorties totaling 1,570 flying hours were scheduled. The flying schedule for the Stand Down was based on a 13 day cycle, utilizing the 25 hour post flight inspection time, based on 46 aircraft.[1] A double sortie was programmed for the "Fly" day between post flights. An example of this schedule, provided by Eighth Air Force, was as follows: On the first day, fly; second and third days, turnaround maintenance; fourth day, fly double sortie; fifth and sixth days, turnaround maintenance; seventh day, fly; eighth and ninth days, turnaround maintenance; tenth day, fly; eleventh, twelfth and thirteenth days, post flight inspection. The double sorties could be flown on any fly day, providing they were scheduled at the weekly 60-9 meeting.[2] (S)

The requirement for KC-97 aircraft for the entire Stand Down period was for 435 sorties, 2,820 flying hours. The requirement for the month of March was for 138 sorties for 727 flying hours. The flying schedule was based on a 12 day flying cycle utilizing the 25 hours post flight inspection period.[3] (U)

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1. Operations Plan 9-56, "Stand Down", prepared by 307th Bomb Wing. Appendix # 14.

2. Message, 8A[4] to 818 ADiv, subj: Maint Plan for Sptg Crew Up-Grading Program, dated 18 Feb 57. Appendix # 19.

3. Operations Plan 9-56, "Stand Down, prepared by 307th Bomb Wing. Appendix # 14.

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an example of the 12 day cycle was the same as that for B-47 aircraft, with the exception of one less day of post flight inspection.[4] (S)

These cycles were set up to take advantage of the provisions that could be made for needed short sorties, minimum changes in cycles that were being used, and also, at the end of the up grading period the double sorties may be discontinued which would leave approximately 309 B-47 sorties and 158 KC-97 sorties to utilize in keeping crews combat ready.[5] (S)

SECTION II - Maintenance

INSPECTION: Considerable concern was expressed by the Commander 307th Bomb Wing, over the large amount of discrepancies noted in aircraft maintenance records of the 371st and 372nd Bomb Squadrons. It was the Commanders opinion that the flight chief, line chief and the engineering officers have been neglecting an important part of their jobs, and that periodic checks required by the Squadron Commanders are ineffectual or not being made at all. Squadron Commanders were directed to take positive steps to preclude the recurrence of this type discrepancy.[6] (U)

MATERIEL: The mission capability of the 307th Bomb Wing has been seriously hampered by the lack of MD-3 Starter Generators. The bomb squadrons are short a total of eight starters. These starters have all been placed on order.[7] (C)

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4. Message, SAF to 818 ADiv, subj: Maint Plan for Sptg Crew Up-Grading Program, dated 18 Feb 57. Appendix # 19.

5. Ibid.

6. DF, 307C to 371 and 372 Bomb Sqs, subj: Inspection Rept, dtd 8 Mar 57. Appendix # 20.

7. Report, "Wing Commanders Remarks", RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for March. Appendix # 5.

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For the past several months, the monthly supply of A360-59B engines for KC-97 aircraft has been insufficient. This has resulted in aircraft being placed out of commission for parts, and several days delay on most engine changes.[8] (C)

Another condition causing difficulty in supporting the KC-97 flying schedule was the delay in this Wing's receiving quick engine change kit modifications. At present, we have six configurations of power packs installed in the KC-97 aircraft and have only five quick engine change kits over the fly away kit authorization. Since enough built up engines cannot be maintained for each configuration, to accomplish engine changes it requires the tearing down and building up of power packs.[9] (C)

GAIN AND LOSS: Six C-97A aircraft, tail numbers 53-4223, 53-4222, 53-1912, 53-1910, 53-1911, and 53-4220 were gained from the Lockheed Aircraft Corporation, Marietta, Georgia, and four, tail numbers 53-2142, 53-2141, 53-2140 and 53-4223 were lost to Lockheed.[10] (U)

QUALITY CONTROL: During the month of March 1957, the Quality Control Section accomplished a total of 14 engine changes and 49 special inspections. This section also coordinated and monitored 28 test flights.[11] (U)

SCHEDULING: The following aircraft were scheduled for periodic inspections

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8. Report, "Wing Commanders Remarks", RCS: C-SAC-T12, prepared by the 307th Bomb Wing for March. Appendix # 6.

9. Ibid.

10. Report, RCS: 2-AF-A1, for month of March. Filed in 307th Maintenance Report and Administration Office.

11. Inspectors Dispatch Log, and Test Flight Log, filed in 307th Quality Control Office.

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during the month of March 1957.[12]

Squadron	Tail No	Pre Dock	Post Dock	Flt Test
370th Bomb Sq	214	4 March	11/12 March	13 March
370th Bomb Sq	282	7 March	14/15 March	18 March
370th Bomb Sq	901	15 March	22/25 March	26 March
370th Bomb Sq	241	22 March	29 Mar/1 Apr	2 April
371st Bomb Sq	220	1 March	9/11 March	12 March
371st Bomb Sq	218	11 March	18/19 March	20 March
371st Bomb Sq	911	13 March	20/21 March	22 March
371st Bomb Sq	243	25 March	1/2 April	3 April
372nd Bomb Sq	413	26 Feb	5/6 March	7 March
372nd Bomb Sq	223	28 March	4/5 April	8 April
307th AMSFLD Sq	302	26 Feb	5/6 March	7 March
307th AMSFLD Sq	793	4 March	11/12 March	13 March
307th AMSFLD Sq	803	12 March	19/20 March	20 March
307th AMSFLD Sq	384	25 March	1/2 April	3 April

12. 307th Bomb Wing Operations Plan for March 1957. Appendix # 21.

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ROSTER OF KEY PERSONNEL

Commander	Colonel Louis G. Thorup
Deputy Commander	Colonel Felix A. Hardison
Adjutant	Captain Harlan L. Seawards
Director of Operations	Lt. Colonel Arthur S. Aeschbacher
Director of Materiel	Colonel Ralph G. Vaughan
Director of Personnel	Lt. Colonel Edward E. Lundak
Director of Safety	Major Leman M. Merringe
Comptroller	Major Bruno J. Antoinetti

SQUADRON COMMANDERS

307th Air Refueling Squadron	Lt. Colonel Everett E. Thurlow
370th Bomb Squadron	Lt. Colonel George J. Iannecito
371st Bomb Squadron	Lt. Colonel Delos E. Richard
372nd Bomb Squadron	Lt. Colonel Karl Y. Benson Jr.
307th A & E Squadron	Lt. Colonel Raleigh D. Smith
307th Field Maintenance Sq	Lt. Colonel Herbert A. Tillapaugh Jr.
307th Periodic Maintenance Sq	Captain Norman G. Lester
307th Headquarters Squadron	Captain Robert M. Gottlieb

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ANNEX II

ADiv	Air Division
A & E	Armament and Electronics
AREFLG	Air Refueling
Auth	Authorized
AWOL	Absent Without Leave
Bomb	Bombardment
EWP	Emergency War Plan
Ibid	In the Same Place
Maint	Maintenance
Msg	Message
Nav	Navigation
RCS	Reports Control Symbol
SAC	Strategic Air Command
Stmt	Statement
Sq	Squadron

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APPENDIX

APPENDIX

Number	Nomenclature
1.	Letter from 818th ADiv, subj: Shakedown Inspection, dated 9 March 1957.
2.	Letter from 307th Bomb Wing Comdr, subj: Possession of Concealed Weapons, dated 4 March 1957.
3.	1st Indorsement to 818th ADiv ltr, subj: Shakedown Inspection, dated 22 March 1957.
4.	Lincoln Air Force Base Strength Report for March 1957.
5.	Wing Commanders Remarks, RCS: 5-SAC-712, for March 1957.
6.	Wing Commanders Remarks, RCS: 5-SAC-712, for March 1957.
7.	SAC Management Control Statement, 1-SAC-735, for March 1957.
8.	DF from 307th D/Pers to 307th Comptroller, subj: Officer Manning as of 31 March 1957.
9.	Msg 818 ADiv to SAF, subj: KC-97 Flt Engineers, dated 22 March 1957.
10.	Msg SAF to 818 ADiv, subj: KC-97 Flt Engineers, dated 2 April 1957.
11.	DF from 307th D/Pers, subj: Airman Manning as of 31 March 1957, dated 2 April 1957.
12.	Separation & Reenlistment Rate for March 1957.
13.	Ltr, 307th Comdr, subj: Prevention of Vehicle Accidents, dated 25 March 1957.
14.	Operation Plan 9-56, "Stand Down".
15.	Ltr, 307th Comdr, subj: Stand Down Period, dated 19 March 1957.
16.	Crew Flimsy, Ops Order 228-57, "Black Duck".
17.	Msg, Hq SAC, subj: Proj No APG/SAS/978-A, dated 4 March 1957.
18.	Ltr, 307 BW, subj: Sea Survival Course, dated 19 March 1957.
19.	Msg, SAF, subj: Maint Plan for Supporting Crew Up-Grading Program, dated 18 February 1957.

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20. DF, 307th Comdr, subj: Inspection Report, dated 8 March 1957.

21. 307th Bomb Wing Operations Plan for March 1957.

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Headquarters
818TH AIR DIVISION
United States Air Force
Lincoln Air Force Base, Nebraska

C

9 MAR 1957

SUBJECT: Shakedown Inspections

TO: Commander, 307th Bombardment Wing (M), Lincoln Air Force Base, Nebraska
Commander, 98th Bombardment Wing (M), Lincoln Air Force Base, Nebraska
Commander, 818th Air Base Group, Lincoln Air Force Base, Nebraska

1. The number of airmen found in possession of concealed weapons, narcotics, and other contraband has reached an unacceptable rate. In this regard, I have been receiving an increasing number of reports of violence and breaches of discipline which have discredited the Air Force in public esteem.

2. I will not tolerate any action by a member of this command which brings public disgrace to the Air Force and I intend to effect the removal of such persons from the service as rapidly as possible in addition to inflicting severe disciplinary action.

3. One effective method which I believe will reduce the opportunity for our personnel to harbor contraband in their personal possessions and their vehicles is to conduct periodic unannounced shakedown inspections. I shall expect all unit commanders to perform a shakedown inspection of all airmen, their possessions, and their vehicles on Lincoln Air Force Base at least once each quarter. Unit Commanders may delegate authority to officers and key NCO's to assist them. Care must be taken to issue receipts for each article that is confiscated in order to comply with the provisions of the Uniform Code of Military Justice. It is further requested that the addressees present to me an informal report of the results of such inspections and action taken against offenders.

PERRY M. HOISINGTON, II
Colonel, USAF
Commander

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

307ADJ

4 March 1957

SUBJECT: Possession of Concealed Weapons

TO: Assigned Squadron Commanders
307th Bombardment Wing, Medium
Lincoln Air Force Base, Nebraska

1. It has come to my attention that a member of this Command was prosecuted recently by local authorities for carrying a concealed weapon.

2. This is a matter of grave concern for statistics have proven that in the majority of cases of this nature the violation usually results in personal injury. In may instances a completely innocent bystander has suffered.

3. The possession and use of both government and privately owned weapons and the manner in which they should be safeguarded are adequately covered by AF Regulation 125-16, 12 August 1955, and Eighth Air Force Regulation 125-2, 16 March 1954, as amended.

4. I suggest that you review with all personnel of your squadron the aforementioned regulations. You are further encouraged to personally complete an unaccounced "Show-down" inspection for unauthorized weapons within your squadron.

5. I will expect you to comply with all aspects of this letter and to reply by indorsement no later then 15 March 1957, to reflect specific action taken in response to thisletter.

LOUIS G. THORUP
Colonel, USAF
Commander

THIS IS A CERTIFIED TRUE COPY:

JOHN T HALBERT
1st Lt., USAF

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C, 818AD, 9 March 1957, Subject: Shakedown Inspections

307C 1st Ind

Hq 307th Bombardment Wing, Medium, Lincoln Air Force Base, Nebraska

TO:

1. The basic letter is forwarded for your information and compliance.

2. It is my earnest desire that our personnel not be implicated in any serious incidents involving concealed weapons, narcotics, or any other contraband that would bring discredit or public disgrace to the Air Force. It is a commander's duty to take the necessary precautions to prevent such breaches of good discipline.

3. The harboring and possession of concealed weapons and narcotics by Air Force personnel is strictly unlawful. Violators will be dealt with severely and action will be effected without delay to remove these people from the service.

4. I desire that an unannounced shakedown inspection be made by you on a quarterly basis. This should include an inspection of both on-base billets and private vehicles. Unauthorized articles found will be confiscated and receipts issued. This office should be furnished a report within three working days following inspection to indicate findings and any contemplated corrective action should such be required.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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LINCOLN AIR FORCE BASE STRENGTH REPORT

	OFFICERS			AIRMEN			AGGREGATE	
	Auth	Asgd	PFD	Auth	Asgd	PFD	Auth	Asgd
[illegible] ADIV.....	12	4	8	10	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] 44th Bomb Wg...	64	58	51	101	[illegible]	35	[illegible]	20
[illegible] Bomb Sq.....	77	81	65	94	[illegible]	63	[illegible]	[illegible]
[illegible] Bomb Sq.....	76	81	68	94	[illegible]	63	[illegible]	[illegible]
[illegible] Bomb Sq.....	71	80	68	94	[illegible]	63	[illegible]	[illegible]
[illegible] Air Ref Sq...	99	114	100	220	[illegible]	119	[illegible]	[illegible]
[illegible] Fld Mnt Sq...	8	8	8	412	[illegible]	120	[illegible]	[illegible]
[illegible] Per Mnt Sq...	3	3	3	100	[illegible]	36	[illegible]	[illegible]
[illegible] A-E Mnt Sq...	11	10	9	135	[illegible]	92	[illegible]	[illegible]
[illegible] TAC Hosp.....	8	6	6	30	[illegible]	12	[illegible]	[illegible]
TOTAL	[illegible]	[illegible]	337	1518	[illegible]	1276	[illegible]	[illegible]
[illegible] 307th Bomb Wg...	64	58	50	101	[illegible]	141	[illegible]	[illegible]
[illegible] 370th Bomb Sq.....	74	81	65	96	[illegible]	63	[illegible]	[illegible]
[illegible] 371st Bomb Sq.....	74	81	68	96	[illegible]	63	[illegible]	[illegible]
[illegible] 372nd Bomb Sq.....	74	80	68	96	[illegible]	63	[illegible]	[illegible]
307th Air Ref Sq..	99	114	100	220	[illegible]	120	319	314
307th Fld Mnt Sq..	8	7	8	412	[illegible]	120	420	417
307th Per Mnt Sq..	3	3	3	100	[illegible]	36	103	99
307th A-E Mnt Sq..	11	8	7	316	[illegible]	92	[illegible]	[illegible]
307th TAC Hosp....	[illegible]	16	14	82	[illegible]	76	107	96
TOTAL	432	450	387	1570	1610	1490	2002	2046
[illegible] 308th Supply Sq...	9	7	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] 313th Trans Sq....	5	1	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Avn Dep Sq...	8	9	8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] 310th AEGP.....	62	51	45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] 15th Air Pol Sq..	14	8	8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] 18th Instl Sq....	7	7	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] 18th Food Svs Sq.	2	2	2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] 18th Cpttns Sq....	16	13	11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] 1169 USAF Hosp....	13	9	9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTAL	137	109	100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTAL 818 ADIV	987	1008	834	5031	5074	4498	6021	6082
Auditor Gen'l.....	1	1	1	0	0	0	1	1
Det 21, 5th Wea...	9	5	5	20	17	15	29	22
Det 2, 1911 AACS..	2	2	2	40	[illegible]	[illegible]	[illegible]	[illegible]
B-47E-6MTD	0	0	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTAL	12	8	8	67	64	62	79	72
TOTAL LINCOLN AFB	999	1016	842	5098	5138	4560	6097	6154

Source: Morning Reports

Prepared by: Statistical Services

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LINCOLN AIR FORCE BASE STRENGTH REPORT

AS OF 31 MARCH 1957

	OFFICERS			AIRMEN			AGGREGATE	
	Auth	Asgd	PFD	Auth	Asgd	PFD	Auth	Asgd
Hq 818th ADIV.....	12	9	8	10	7	5	22	16
Hq 818th Bomb Wg...	64	59	45	141	145	137	205	204
818rd Bomb Sq.....	71	85	57	93	78	71	164	163
818th Bomb Sq.....	71	84	79	93	74	71	164	158
818th Bomb Sq.....	74	80	66	93	75	72	164	155
818th Air Ref Sq...	99	110	95	220	216	191	319	326
818th Fld Mnt Sq...	8	8	4	417	426	401	425	434
818th Per Mnt Sq...	3	3	3	106	109	95	109	112
818th A-E Mnt Sq...	11	11	8	325	380	345	336	391
818th TAC Hosp.....	8	6	6	30	32	30	38	38
TOTAL	406	446	354	1518	1535	1413	1924	198
Hq 307th Bomb Wg..	64	58	50	141	154	143	205	212
370th Bomb Sq.....	74	84	66	96	81	76	170	165
371st Bomb Sq.....	74	82	75	96	82	75	170	164
372nd Bomb Sq.....	74	79	68	96	81	80	170	160
307th Air Ref Sq..	99	113	108	220	219	208	319	332
307th Fld Mnt Sq..	8	7	7	417	422	378	425	429
307th Per Mnt Sq..	3	3	3	106	97	84	109	100
307th A-E Mnt Sq..	11	8	8	316	358	368	327	366
307th TAC Hosp....	25	16	14	82	82	81	107	98
TOTAL	432	450	399	1570	1609	1493	2002	2058
818th Supply Sq...	9	7	7	257	276	248	216	283
818th Trans Sq....	5	3	3	179	181	166	184	184
818th Avn Dep Sq...	9	9	9	127	133	128	136	140
Hq 818th AEGP.....	62	50	43	317	343	321	379	39
818th Air Pol Sq..	14	9	7	431	365	346	445	374
818th Instl Sq....	7	7	6	265	235	220	272	242
818th Food Svs Sq.	2	2	2	186	167	156	188	169
818th Oprns Sq....	16	13	11	163	198	183	179	211
1168 USAF Hosp....	13	9	8	8	4	4	41	13
TOTAL	137	109	96	1933	1902	1772	2070	2011
TOTAL 818 ADIV	987	1014	849	5031	5053	4683	6018	6066
Auditor Gen'l.....	1	1	1	0	0	0	1	1
Det 21, 5th Wea...	9	5	5	20	17	15	29	22
Det 2, 1911 AACS..	2	2	2	40	41	41	42	43
B-47-E6	0	0	0	7	6	6	7	6
TOTAL	12	8	8	67	64	62	79	72
TOTAL LINCOLN AFB	999	1022	857	5098	5117	4745	6100	6138

Source: Morning Reports

Prepared by: Statistical Services

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV. Wing Commander's Remarks (5-SAC-T12) March 1957

1. Hours Flown Performing Missions Ordered by:

a. Higher Headquarters

	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(1)	8AF Pace Setter VI	240:00	214:20
(2)	Strategic Evaluation	100:00	92:30
(3)	Familiarization for B-36 Pilots	00:00	19:50
(4)	Loring Ferry	00:00	16:15
(5)	Project APG/SAS/978-A (Black Duck)	44:00	61:20
	TOTAL	384:00	404:15

(a) Reference Commitment (1): Total hours programmed was originally committed for January. Due to weather, 50:40 was subsequently flown in February and not programmed.

(b) Reference Commitment (3): This commitment was for February and was received too late for programming.

(c) Reference Commitment (4): This commitment was for one (1) flight in January and one (1) flight in February which was received too late for programming.

(d) Reference Commitment (5): This commitment was based upon four (4) sorties for eleven (11:00) hours each. Due to weather, it was necessary to fly five (5) sorties.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	Requirements AFR 60-2	Concurrent with 2 and 3	
2	Non-ready crew training	520:00	719:05
3	Ready crew training (Includes training for non-ready ECM operators)	1068:00	823:35
X	Project APG/SAS/978-A	44:00	61:20
	TOTAL	1632:00	1604:00

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(a) Reference Priorities 2 and 3: Ready crew training sorties were used to back up non-ready crew sorties in consonance with the priorities established by Eighth Air Force headquarters. Also, primarily because of bad weather conditions which precluded low altitude work on non-ready sorties, these sorties averaged more hours per sortie than originally planned. Therefore, the hours projected in Priority 2 were exceeded and the hours projected in Priority 3 were not reached.

(2) Flying time programmed for the following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	Requirements of AFR 60-2	Concurrent with 2 and 4
2	NCR Crew Training	1106:00
3	Pace Setter VII	220:00
4	Ready Crew Training	444:00
	TOTAL	1770:00

2. Weather or Local Conditions: Fifty-five (55) sorties for 357:00 hours were cancelled due to weather. Nineteen (19) sorties for 133:00 hours were lost due to Eighth Air Force alert.

3. Air Traffic Control Delay Information:

TYPE	TOTAL NUMBER	TOTAL TIME
Departure	25	11:30

DELAYS OVER 30 MINUTES

DATE	TYPE	TIME LOST	REASON FOR DELAY
4 Mar	Departure	:37	Awaiting ATC Clearance
4 Mar	Departure	:33	Awaiting ATC Clearance
4 Mar	Departure	:44	Awaiting ATC Clearance
4 Mar	Departure	:48	Awaiting ATC Clearance
4 Mar	Departure	:43	Awaiting ATC Clearance
12 Mar	Departure	:46	Awaiting ATC Clearance
12 Mar	Departure	1:16	Awaiting ATC Clearance
18 Mar	Departure	:49	Awaiting ATC Clearance
20 Mar	Departure	:30	Awaiting ATC Clearance

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4. Restrictive Directives: None.

5. Combat Crew Member Gains and Losses:

a. Crew Members Gained:

(1) Three (3) Aircraft Commanders.

(2) Four (4) Co-pilots.

(3) Ten (10) Navigators.

(4) One (1) ECM Observer.

b. Crew Members Lost:

(1) One (1) ECM Observer. Discharged.

(2) One (1) Navigator. POS to Pilot School.

6. Crew Member Changes:

a. One (1) Aircraft Commander.

b. Seven (7) Co-pilots.

7. New Crews:

a. Dates as previously reported in the SAC T-12 Reports, although accurate, did not comprise present crew configuration. As per verbal conversation between Lt Colonel Roberts and Captain Harris, SAC Headquarters, and Lt Carter, this headquarters, the following constitutes a complete list of all "N" and "IN" crews assigned this unit (except three (3) crews TDY to B-52 Transition) and formed in its present configuration on 11 March 1957, as reflected in the SAC P-53 Report:

N19	IN24	N18	N54	N51	IN83
N20	IN25	N48	N55	N76	IN84
N22	IN27	N50	N56	N80	IN86
N21	IN26V	N52	N57	N81	N85
N23	N03	N53	N58	N82	

8. Crew Status Changes:

a. N-03 upgraded to R-03, 30 Mar 57.

b. N-47 upgraded to R-47, 11 Mar 57.

c. N-09 upgraded to R-09, 8 Mar 57.

d. R-61 upgraded to L-61, 14 Jan 57.

e. R-37 upgraded to L-37, 14 Jan 57.

f. L-04 downgraded to IN-04, 4 Jan 57 (TDY to Castle AFB for B-52 Transition).

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g. L-05 upgraded to S-05, 1 Mar 57.

9. Standardization Crews:

a.	L-02	Wing	1 February 1956
b.	L-05	370BOMRON	18 February 1957
c.	R-34	371BOMRON	11 May 1955
d.	L-36	Additional	14 May 1956
e.	L-61	Additional	14 May 1956
f.	L-66	372BOMRON	10 December 1956

10. Additional Materiel and Personnel Problems:

a. Materiel:

(1) Item: Starter Generator MD-3, Stock Number 6115-635-5595. Authorized 46, on hand 38, required 8. The 370th BOMRON is short two (2) each which were requisitioned from Gadsden AFD on requisition number 70090726, 9 January 1957. The 371st BOMRON is short two (2) each which were requisitioned from Gadsden AFD on requisition number 62980121. The 372nd BOMRON is short four (4) each. Two (2) were requisitioned on requisition number 62960027 and two (2) on requisition number 70090725. The shortage of these starter generators seriously affects the mission capability of this Wing.

b. Personnel:

(1) This unit is still experiencing shortage of qualified and well experienced maintenance personnel in the 43 career field. This continuing shortage affects our maintenance capability as well as hampering our OJT program. Present authorization (seven level) is 208 as against 144 assigned.

11. Refueling Data:

a. Number of refueling sorties scheduled and confirmed: 214

b. Number of sorties:

(1)	Airborne	189
(2)	Effecting complete electronic rendezvous	111
(3)	Transferring required fuel	149

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c. Number of aborts due to:

(1)	Adverse weather	26
(2)	Aircraft malfunction - B-47	17
(3)	Tanker cancellation and aborts	18
(4)	Operations requirement change	4

d. Mass Night Cell Refueling:

(1)	Confirmed sorties	36
(2)	Airborne sorties	35
(3)	Effecting complete electronic rendezvous (Includes all aircraft in all formations)	28
(4)	Transferring required fuel	28

12. Comments or Recommendations of Wing Commander:

a. Percentage of SAC Regulation 50-8 completed: 71.2%.

b. Recent clarification of SAC Regulation 60-8 contained in Eighth Air Force message DO 59966 dated 9 March which requires carrying of multiplace life rafts each time B-47 aircraft are airborne, whether or not over water flight is contemplated, poses difficulty on this Wing. Life rafts presently on hand are types A3B (thirty-seven (37) each) and MA-1 (nine (9) each). None of the proper type (Mark IV) rafts are available. Squadrons have had these latter on requisition since 20 November 1956 (V.O. 223228), 26 November 1956 (V.O. 223278) and 27 November 1956 (V.O. 229377). None of the substitute rafts available are of the desired design prescribed for our assigned aircraft. These rafts will not fit in the designed stowage space, and as a result, one (1) was lost in flight. (Incident report submitted). As a result, these rafts must be carried in the pressurized compartment since Flight Safety Supplement TO 1B-47E-1EF forbids stowage in the crawlway. Stowage in the pressurized compartment exposes them to excessive wear, chafing, accidental inflation and introduces cumbersome obstacle to safe emergency egress of extra crew members, particularly in the case of pod aircraft. It is also highly unlikely that rafts of this bulk stowed in this area could be effectively launched. In the case of pod aircraft, the above listed substitute rafts are inadequate, being of four (4) man type, while crew aboard is five (5) or six (6).

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c. As a result of high winds on 11 and 12 March, it was necessary to use the secondary runway which has a load limitation below the normal operating weight of our aircraft. This necessitated defueling of aircraft, flying shorter less effective sorties on those missions which could be flown and the cancellation of one (1) sortie.

d. As a result of a severe blizzard on 24 and 25 March, flying was cancelled on 25 March. This blizzard closed all roads to the base and for a forty-eight (48) hour period our EWP capability was seriously handicapped.

e. Upgrading Progress:

(1) Number of combat ready crews assigned: 41.

(2) Number of non-combat ready crews assigned: 20.

(3) Number of IN crews assigned: 11.

(Includes three (3) crews TDY to B-52 Program)

(4) Projected combat ready date of each non-combat ready and IN crew:

CREW NUMBER	PROJECTED DATE	CREW NUMBER	PROJECTED DATE
N-18	1 May 57	N-53	1 Jul 57
N-19	1 Jul 57	N-54	1 Jul 57
N-20	1 Jul 57	N-55	1 Jul 57
N-21	1 Aug 57	N-56	1 Jul 57
N-22	1 Jul 57	N-57	1 Jul 57
N-23	1 Jul 57	IN-58	1 Sep 57
IN-24	1 Jul 57	N-76	1 Jul 57
IN-25	1 Aug 57	N-80	1 Jul 57
IN-26V	1 Sep 57	N-81	1 Jul 57
IN-27	1 Oct 57	N-82	1 Jul 57
N-48	1 Jul 57	IN-83	1 Jul 57
N-50	1 Jul 57	IN-84	1 Jul 57
N-51	1 Jul 57	N-85	1 Sep 57
N-52	1 Jul 57	IN-86	1 Sep 57

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(5) Difficulties encountered in the upgrading program and in maintaining proficiency of combat ready and higher category crews:

(a) The upgrade program is based on the utilization of thirteen (13) instructor pilots. We entered our upgrading period on 1 March with eleven (11) instructor pilots. Two (2) of our potential instructor pilots did not have the required 100 hours in the last six (6) months. They met the other requirements of SAC Regulation 60-7. Verbal request of Eighth Air Force headquarters to waive the 100 hour requirement was denied. Although Eighth Air Force suggested that this Wing put in the request in letter form over the Wing Commander's signature, this was not deemed feasible due to time required to process letter mail based on past experience, i.e., by the time the letter request could have been processed, the required time would have been obtained. Denial of these two (2) instructors during March has hampered supervision of our program because the two (2) Flight Commanders and the Squadron Operations Officers have been required to fly as instructors.

(b) Higher headquarters directed mission APG/SAS/978-A, "Black Duck", had a deterring effect upon the upgrade program. It also disrupted and confused the Wing Standardization schedule which had the residual effect of actually denying some crews proficiency sorties. Because of the directed requirement to fly the best qualified crews in the Wing on this mission, two (2) Standboard crews were used. Another crew was used which had an upgrading Aircraft Commander (flew "Black Duck" as Co-pilot) and an Aircraft Commander who was an instructor pilot in the upgrading program. "Black Duck" was delayed nine (9) times during the month of March. This meant maintenance produced ten (10) sorties that could have been used in training. "Black Duck" also complicated the refueling support direly needed during the month of March for the upgrading crews. Each "Black Duck" mission required the preparation of one (1) tanker sortie from this Wing and each "Black Duck" mission flown required an additional tanker sortie of the 340th each of which this Wing was required to repay. Other complications which denied upgrading missions were those related to

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Special Weapons, namely, the loading of spare aircraft to back up each "Black Duck" mission which resulted in the use of that aircraft being denied training activity.

(c) Weather was probably the greatest determent during the month of March. Although weather caused the cancellation of only fourteen (14) sorties, it is estimated that approximately forty percent (40%) of our sorties were denied traffic pattern type transition due to low ceilings and visibility. This has not only precluded the Aircraft Commanders from accomplishing the desired low altitude transition but has also denied the upgrading Co-pilots the fourth crew position on double Aircraft Commander team sorties. The reason here being that under bad weather conditions, for reasons of flying safety, we have scheduled Navigators to accompany the flight instead of Co-pilots. One (1) upgrading Aircraft Commander, Lt Kminek, Crew N-21, entered the hospital after flying his first upgrading sortie and has either been in the hospital or restricted to DNIF during the entire month of March.

(d) In spite of the difficulties listed above, we were able to fly non-ready crew members a total of 107 sorties against the scheduled 104 sorties. This was accomplished by very close supervision and day-to-day rescheduling of various crew members in the upgrading program. Ready and higher category crews' aircraft were used to back up non-ready sorties and even though sorties were denied ready crews at times to give the higher priority to non-ready training, all ready crews available for duty during the month of March flew a minimum of three (3) times and some ready crews flew as many as seven (7) sorties. This does not include crews with Instructor Pilots in the upgrade program. Most of the Instructor Pilot crews flew two (2) crew missions during March. Three (3) flew one (1) crew mission and two (2) flew no crew missions. One (1) of these was on convalescent leave for more than two (2) weeks and the other Instructor Pilots crew members were on leave during the month.

(6) Recommendations that will aid future units during the special upgrading program:

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(a) It is recommended that authority be delegated to the numbered Air Force to waive the 100 hour requirement in the last six (6) months on Instructor Pilots.

(b) It is recommended that that portion of SAC Programming Plan 9-56 which states "the units will be relieved from the requirements of SAC Regulation 50-8 and all other commitments, special projects, etc." be rigidly adhered to. Special projects cannot contribute to the success of an upgrading program.

13. Ground Training:

a. Total number of combat ready crews responsible for Phase I, SAC Regulation 50-24: 41.

b. Combat ready crews completing SAC Regulation 50-24: Five.

c. Combat ready crews scheduled to complete SAC Regulation 50-24 during April: 18.

d. Factors precluding crews from completing training requirements during March: In order to fly the upgrading program with the instructor resources required and maintain the proficiency of ready and higher category crews, it was impossible for this Wing to conduct Block Training during the month of March. Special emphasis will be placed on 50-24 training during April, May and June.

14. Hi Jinks Tactics:

a.	b.	c.	a.	b.	c.
R-03	No	No	N-82	No	No
R-09	Yes	No	R-47	Yes	A/C only
N-18	Yes	No	N-51	Yes	No
N-19	No	No	N-20	No	No
N-21	No	No	N-22	No	No
N-23	No	No	N-48	No	No
N-50	No	No	N-53	No	No
N-52	No	No	N-55	No	No
N-54	No	No	N-57	No	No
N-56	No	No	N-76	No	No
XXXX	XX	XX	N-81	No	No
N-80	No	No	N-82	No	No

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15. ICM Crews:

a. ICM 01 formed 25 November 1956

ICM 02 formed 25 November 1956

ICM 03 formed 25 November 1956

b. One (1) AC, 0066A (A&E Squadron Commander, no secondary maintenance AFSC), one (1) AC, 4344, and one (1) AC, 4316, two (2) Co-pilots, 4344 and one (1) co-pilot, 4334. One (1) navigator, 4334.

c. No ICM member has taken a B-47 Standardization Check.

d. ICM 01 AC 15:40 CP 14:45 OBS 00:00

ICM 02 AC 8:00 CP 00:00 OBS None assigned

ICM 03 AC 00:00 CP 19:25 OBS None assigned

16. Phase V ECM Capsule Support Crew Training, Letter DOTRPO, Headquarters SAC, 14 January 1957.

R-12-V	Simulator	10	Big Photo Record	4	Big Photo Spot	4
R-15-V	Simulator	14	Big Photo Record	5	Big Photo Spot	4
R-42-V	Simulator	14	Big Photo Record	6	Big Photo Spot	7
R-49-V	Simulator	14	Big Photo Record	5	Big Photo Spot	7
R-67-V	Simulator	10	Big Photo Record	5	Big Photo Spot	6
R-69-V	Simulator	9	Big Photo Record	3	Big Photo Spot	3

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MARCH | PAGE NR: 1 | NR OF PAGES: 7 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	M-19		TOTAL LEGS	CIRCULAR ERROR					TOTAL LEGS	CIRCULAR ERROR											
											NR OF REL.	CIRCULAR ERROR		1	2	3	4	NR OF LEGS		1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
L02	B-47E	10	71	--	--	02	01	01	--	--	01	--	02	02	09	--	--	01	02	05	08	01	--	04	04	01	01	01	01	03	03
L36	B-47E	08	51	--	02	02	--	--	--	--	--	--	02	10	25	--	--	--	02	03	05	--	--	--	--	--	--	--	--	--	--
																			02	14	34										
L61	B-47E	11	68	--	01	02	--	--	--	--	--	--	02	05	06	--	--	--	02	16	21	--	--	02	02	01	--	02	02	--	--
L66	B-47E	08	56	--	02	02	--	--	--	--	--	--	02	06	09	--	--	01	02	06	22	--	--	01	01	01	01	--	--	--	--
																			01	23											
R34	B-47E	07	46	--	01	01	--	--	--	--	--	--	02	08	28	--	--	--	02	07	20	--	--	01	01	01	01	01	01	--	--
S05	B-47E	03	25	--	--	--	--	--	--	--	01	--	--	--	--	--	--	01	--	--	--	--	--	02	02	--	--	--	--	02	02
L01	B-47E	10	62	--	02	02	--	01	--	--	--	--	02	04	12	--	--	01	02	03	14	--	--	01	01	01	01	--	--	--	--
																			01	15											
SUB TOTAL		57	379	--	08	11	01	02	--	--	02	--	12	--	--	--	--	04	16	--	--	01	--	11	11	05	04	04	04	05	05
L01	B-47E	02	13	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	01	21	--	--	--	01	01	--	--	--	--	01	01
S05	B-47E	08	50	--	02	01	01	01	--	--	--	--	02	09	20	--	--	--	02	04	16	--	--	01	01	01	01	--	--	--	--
L37	B-47E	06	48	--	01	02	01	--	--	--	--	--	01	04	--	--	--	--	02	05	06	--	01	01	01	01	--	01	01	--	--
																			02	11	12										
																			02	25	35										

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: MARCH | PAGE NR: 2 | NR OF PAGES: 7 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING						C. NAVIGATION											D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8	9	10			11					12	13		14	15		16	17		18		19		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PATTERN		TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRBA	FIXED ANGLE	VIS. ATTACKS CAMERA SCORED MACH .81	TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
L71	B-47E	06	34	--	--	--	00	01	--	--	01	--	--	--	--	--	--	01	--	--	--	--	--	02	02	--	--	--	--	02	02
SUB TOTAL		22	145	--	03	03	03	02	--	--	02	--	03	--	--	--	--	01	09	--	--	--	01	05	05	02	01	01	01	03	03
R06	B-47E	17	106	--	02	01	01	04	01	--	--	--	02	14	15	--	--	03	02	08	10	02	01	04	04	01	01	01	01	03	03
R08	B-47E	11	73	--	02	02	01	01	--	--	01	--	02	07	29	--	--	01	02	08	14	01	01	04	04	02	02	01	01	02	02
R10	B-47E	09	57	--	--	05	--	--	--	--	--	--	02	08	12	--	--	01	02	02	17	01	01	01	01	--	--	01	01	01	01
R11	B-47E	13	89	--	02	02	--	--	--	--	--	--	02	00	09	--	--	01	02	00	06	01	--	01	01	--	--	01	01	01	01
																			01	28											
R12V	B-47E	14	78	--	02	02	01	01	--	--	--	--	02	09	18	--	--	02	02	09	19	03	--	01	01	01	01	--	--	--	--
R13	B-47E	10	75	--	02	02	01	01	01	--	--	--	04	07	08	17	17	01	02	06	13	01	01	02	02	01	01	01	01	01	01
																			01	18											
R14	B-47E	10	66	--	--	01	--	01	--	--	--	--	--	--	--	--	--	01	02	05	06	01	--	--	--	--	--	--	--	--	--
																			02	17	21										
R15V	B-47E	14	96	--	01	02	--	--	--	--	--	--	02	14	26	--	--	02	02	07	11	01	01	01	01	01	01	01	01	--	--
R16	B-47E	12	69	--	01	01	01	01	--	--	--	--	02	09	19	--	--	01	02	13	23	--	--	02	02	01	01	01	01	--	--
R17	B-47E	15	90	--	--	03	01	01	01	--	--	--	02	11	18	--	--	01	02	00	04	01	01	02	02	01	01	01	01	01	01
																			01	18											

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MARCH	2	7	S-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION												D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15		16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	FIRE AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN		TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	9-19 NR OF REL.	9-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3	CIRCULAR ERROR 4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-56	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
R33	B-47E	08	63	--	--	03	--	--	--	--	--	--	02	13	18	--	--	01	02	10	11	01	01	03	02	01	--	02	02	--	--
																			01	12											
R39	B-47E	11	77	--	02	01	--	02	--	--	01	--	03	08	10	14	--	03	02	16	22	01	01	02	02	01	01	01	01	01	01	01
R40	B-47E	07	48	--	02	03	--	--	--	--	--	--	03	10	19	26	--	--	02	04	13	--	--	03	03	01	01	01	01	01	01
																			01	14											
R41	B-47E	16	94	--	02	03	01	01	--	--	--	--	02	08	09	--	--	01	02	09	11	02	01	01	01	01	01	--	--	--	--
																			01	18											
R42V	B-47E	12	84	--	01	01	01	02	01	--	01	--	02	11	27	--	--	02	02	06	24	02	01	02	02	01	--	02	02	--	--
R43	B-47E	24	121	--	01	03	01	01	01	--	01	--	04	04	09	09	25	02	02	05	05	03	--	02	02	01	01	01	01	01	01
																			02	14	18										
R45	B-47E	13	78	--	01	01	02	02	01	--	--	--	02	15	19	--	--	02	02	06	22	01	--	02	02	01	01	01	01	01	01
R49V	B-47E	10	60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	14	19	--	--	--	--	--	--	--	--	--	--
																			01	31											
R62	B-47E	01	06	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R65	B-47E	09	63	--	02	02	01	02	--	--	--	--	02	00	14	--	--	01	02	04	11	01	01	03	03	01	01	02	02	02	02
R67	B-47E	12	73	--	--	02	01	01	01	--	01	--	01	03	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--
R68	B-47E	15	98	--	02	01	01	01	--	--	--	--	02	21	29	--	--	01	02	07	10	01	--	02	02	01	01	01	01	01	01

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 305TH BOMBARDMENT WING, MH | MONTH: MARCH | PAGE NR: 1 | NR OF PAGES: 1 | REPORTS CONTROL SYMBOL: CSAFC-112

A. GENERAL						B. BOMBING							C. NAVIGATION											D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STRIKE	VISUAL AT MACH .81	RADAR ATTACKS CAMERA SCORES: MACH .81 WITH MRA	RADAR ATTACKS CAMERA SCORES: FIXED ANGLE	VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES: TOTAL	VISUAL RELEASES: 10-15 NR OF REL.	VISUAL RELEASES: 10-15 CIRCULAR ERROR	NIGHT CELESTIAL: TOTAL LEGS	NIGHT CELESTIAL: CIRCULAR ERROR 1	NIGHT CELESTIAL: CIRCULAR ERROR 2	NIGHT CELESTIAL: CIRCULAR ERROR 3	NIGHT CELESTIAL: CIRCULAR ERROR 4	NIGHT CELESTIAL: NR OF LEGS	DAY CEL. NR OF LEGS	CELESTIAL GRID: TOTAL LEGS	CELESTIAL GRID: CIRCULAR ERROR 1	CELESTIAL GRID: CIRCULAR ERROR 2	RADAR GRID NR OF LEGS	PRESS. PATTERN NR OF LEGS	TOTAL REFUELINGS ATT.	TOTAL REFUELINGS SUCC.	MASS HIGHT REFUELINGS ATT.	MASS HIGHT REFUELINGS SUCC.	MAX GROSS WEIGHT NIGHT ATT.	MAX GROSS WEIGHT NIGHT SUCC.	OPT. IN-FLT CROSS WT 20 MINUTES CONTACT ATT.	OPT. IN-FLT CROSS WT 20 MINUTES CONTACT SUCC.
8-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-36	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
																			02	16	17	--	--	--	--	--	--	--	--	--	--
R69W	B-47E	01	05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--	01	01
R70	B-47E	09	59	--	--	02	01	01	--	--	--	--	02	07	15	--	--	01	01	23	--	01	--	--	--	--	--	--	--	--	--
R73	B-47E	10	64	--	--	02	01	01	01	--	--	--	02	02	10	--	--	02	02	23	27	--	--	01	01	01	01	01	01	--	--
																			01	27											
R74	B-47E	13	91	--	01	04	02	02	--	--	01	--	02	19	23	--	--	04	02	15	18	01	01	01	01	01	01	--	--	--	--
																			02	21	22										
R75	B-47E	09	49	--	01	04	01	01	--	--	--	--	--	--	--	--	--	01	02	07	22	--	--	01	01	01	--	--	--	02	01
R77	B-47E	18	123	--	01	05	01	01	--	--	01	--	02	05	09	--	--	01	02	03	26	01	--	02	01	01	--	--	--	01	01
R79	B-47E	16	110	--	--	02	--	02	--	--	--	--	02	00	11	--	--	01	02	02	03	02	01	03	02	02	01	01	01	01	01
																			02	12	54										
R09	B-47E	04	28	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	02	03	14	--	--	--	--	--	--	--	--	--	--
R47	B-47E	02	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--
R03	Negative (No flight as a Combat Ready Crew this month)																														
SUB TOTAL		345	2205	--	28	60	20	30	08	--	07	--	53	--	--	--	--	39	71	--	--	30	13	47	44	23	18	21	21	20	20
N09	B-47E	15	105	--	--	--	--	--	--	06	--	--	02	09	21	--	--	02	02	00	04	02	--	--	--	--	--	--	--	--	--

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: [redacted] | MONTH: [illegible] | PAGE NR: 2 | NR OF PAGES: 7 | REPORTS CONTROL SYMBOL: 5-SAC-C-12

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING (Combat Ready not shown)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCN	BOMBER OPTIONAL	RELEASE MACH-IAS	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH-IAS	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS HIGHT REFUELINGS		MAX GROSS WEIGHT HIGHT		OPT. IN-FLT GROSS WT 30 MINUTES CONTACT	
							MACH-IAS WITH IRDA	FIXED ANGLE		TOTAL	NR OF REL	CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR					TOTAL LEGS	CIRCULAR ERROR					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
5-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	32-34	37-39	41-43	45-47	49-51	52-54	13-15	17-18	22-23	26-27	30-31	34-35	38-39	42-43
																			01	18										
N47	B-47E	17	122	--	--	--	02	01	--	--	--	--	03	07	08	35	--	01	02	21	23	02	--	--	--	--	--	--	--	--	--
																			01	36										
N03	B-47E	02	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N18	B-47E	13	87	--	--	--	01	--	--	04	--	--	05	05	11	27	--	02	01	17	--	--	--	--	--	--	--	--	--	--	--
N19	B-47E	02	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N20	B-47E	05	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--
N21	B-47E	03	19	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N22	B-47E	03	21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N23	B-47E	05	32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N48	B-47E	05	33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--
N50	B-47E	06	36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N51	B-47E	06	46	--	--	--	--	--	--	--	--	--	--	--	--	--	--	04	02	06	11	02	--	--	--	--	--	--	--	--	--
N52	B-47E	03	20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N 53	B-47E	05	31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
54	B-47E	06	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--
N55	B-47E	04	27	--	--	--	--		--	--	--	--	--	--		--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: MARCH | PAGE NR: 6 | NR OF PAGES: 7 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STRAIGHT	RDR AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH RDGA	FIXED ANGLE		TOTAL	IP TO REL.	IP TO CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	19-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
N56	B-47E	04	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N57	B-47E	04	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
N76	B-47E	07	51	-	-	-	-	-	-	-	-	-	01	24	-	-	-	03	02	21	38	-	-	-	-	-	-	-	-	-	-
N80	B-47E	04	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
N81	B-47E	03	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N82	B-47E	05	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N84	B-47E	06	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		133	909	-	-	-	03	01	-	10	-	-	09	-	-	-	-	19	11	-	-	06	-	-	-	-	-	-	-	-	-
WING TOTAL		557	3638	-	39	74	27	35	08	10	11	-	77	-	-	-	-	63	107	-	-	37	14	63	60	30	23	26	26	28	28
XXXXX		76	472	-	-	-	-	-	-	-	-	-	04	-	-	-	-	08	03	-	-	-	-	-	-	-	-	-	-	-	-
COMBAT R PRACT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NONR PRACT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		76	472	-	-	-	-	-	-	-	-	-	04	-	-	-	-	08	03	-	-	-	-	-	-	-	-	-	-	-	-
INOA		TDY	B-52	TRAINING																											

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MARCH	7	7	5-SAC-T12

A. GENERAL						B. BOMBING						C. NAVIGATION											D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10		11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES		NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	M-79	TOTAL LEGS	CIRCULAR ERROR				NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR		NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
											NR OF REL.		1	2	3	4			1	2										
											CIRCULAR ERROR																			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
IN24		AC & OBS GROUND TRAINING, CP TDY MCCONNELL																													
IN25		AC & CP GROUND TRAINING, OBS TDY MCCONNELL																													
IN26V		AC GROUND TRAINING, CP & OBS TDY MCCONNELL																													
IN27		AC, CP & OBS TDY WICHITA																													
IN35		TDY B-52 TRAINING																													
IN58		AC, CP & OBS TDY MCCONNELL																													
IN60		TDY B-52 TRAINING																													
IN83		AC & OBS GROUND TRAINING, CP TDY STEAD																													
IN85		AC & CP GROUND TRAINING, OBS TDY MCCONNELL																													
IN86		AC & CP GROUND TRAINING, OBS TDY MCCONNELL																													
NO RECORD WORK ACCOMPLISHED BY ECM CREWS. ALL WORK DONE WAS PRACTICE, AND IS REPORTED IN WING COMMANDER REMARKS PARAGRAPH 16																														
1. AVE NO. CR & HIGHER CATEGORY CREWS ASSIGNED: 38.4																														
2. AVE NO. CR & HIGHER CATEGORY CREWS AVAILABLE: 31.2																														
3. AVE NO. NCR CREWS ASSIGNED: 29.1																														
4. AVE NO. NCR CREWS AVAILABLE: 7.4																														
5. AVE NO. STANDBOARD CREWS BY CATEGORY: 1 SELECT, 4 LEAD AND 1 READY																														

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MARCH | PAGE NR: 1 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

E. GENERAL	F. REFUELING (Navy-combat ready crews)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 30,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
L02	--	--	--	--	--	03	03	--	--	--	--	01	100	--	--	--	--	--	--	--	--	--	--	--	--	05	04	01
L36	--	--	--	--	--	--	--	--	--	--	--	01	100	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--
L61	--	--	--	--	02	01	01	01	01	01	01	01	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L66	--	--	--	--	20	01	01	--	--	01	01	01	100	--	01	--	--	--	--	--	--	--	--	--	--	01	01	--
R34	--	--	--	--	--	01	01	01	01	--	--	01	100	--	--	--	--	--	--	--	--	--	--	--	--	02	02	--
S05	--	--	--	--	--	02	02	--	--	02	02	01	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L01	--	--	--	--	02	01	01	01	01	01	01	01	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	24	09	09	03	03	05	05	07	--	--	02	--	--	--	--	--	--	--	--	--	--	08	07	01
L01	--	--	--	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
S05	--	--	--	--	03	01	01	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L37	--	--	--	--	--	01	01	01	01	01	01	01	100	--	--	--	--	--	--	--	--	--	--	--	--	03	02	01
L71	--	--	--	--	08	01	01	--	--	01	01	01	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	11	04	04	02	02	03	03	02	--	--	--	--	--	--	--	--	--	--	--	--	--	03	02	01
R04	--	--	--	--	13	01	01	--	--	01	01	01	100	--	--	01	--	--	--	--	--	--	--	--	--	05	04	01
R08	--	--	--	--	08	02	02	01	01	02	02	02	62	100	--	02	--	--	--	--	--	--	--	--	--	02	02	--

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7c-0731

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MARCH	2	6	5-SAC-T12

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MANNED MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	49-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
R10	--	--	--	--	03	03	03	03	03	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R11	--	--	--	--	38	03	03	02	02	02	02	01	100	--	--	--	--	--	--	--	--	--	--	--	--	02	--	02
R12V	--	--	--	--	--	--	--	--	--	--	--	01	100	--	--	02	--	--	--	--	--	--	--	--	--	02	--	02
R13	--	--	--	--	07	01	01	--	--	01	01	02	100	100	--	--	--	--	--	--	--	--	--	--	--	02	02	--
R14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--
R15V	--	--	--	--	07	02	02	--	--	--	--	02	82	100	--	05	--	--	--	--	--	--	--	--	--	02	02	--
R16	--	--	--	--	14	01	01	01	01	01	01	02	25	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R31	--	--	--	--	03	01	01	01	01	01	01	02	100	100	--	05	--	--	--	--	--	--	--	--	--	02	02	--
R33	--	--	--	--	03	02	02	02	02	02	02	01	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R39	--	--	--	--	--	02	02	02	02	01	01	02	97	100	--	--	--	--	--	--	--	--	--	--	--	02	02	--
R40	--	--	--	--	07	02	02	02	02	02	02	01	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R41	--	--	--	--	--	01	01	01	01	01	01	01	100	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--
R42V	--	--	--	--	02	01	01	01	01	01	01	01	100	--	--	01	--	--	--	--	--	--	--	--	--	03	02	01
R43	--	--	--	--	08	01	01	--	--	01	01	02	75	100	--	01	--	--	--	--	--	--	--	--	--	02	02	--
R45	--	--	--	--	06	03	03	02	02	03	03	01	100	--	--	01	--	--	--	--	--	--	--	--	--	03	02	01
R47	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--
R62	--	--	--	--	--	01	01	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MARCH	3	6	5-SAC-T12

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING										K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35			
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX. LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPERSE OUT ACCOMP	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS				
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
R65	--	--	--	--	12	03	03	02	02	02	02	01	100	--	--	--	--	--	--	--	--	--	--	--	--	02	02	--
R67V	--	--	--	--	--	--	--	--	--	--	--	01	100	--	--	03	--	--	--	--	--	--	--	--	--	--	--	--
R68	--	--	--	--	--	--	--	--	--	--	--	01	100	--	--	01	--	--	--	--	--	--	--	--	--	02	01	01
R69V	--	--	--	--	06	01	01	--	--	01	01	02	55	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R70	--	--	--	--	61	01	01	--	--	--	--	01	100	--	--	--	--	--	--	--	--	--	--	--	--	01	--	01
R73	--	--	--	--	--	01	01	01	01	--	--	02	100	100	--	--	--	--	--	--	--	--	--	--	--	04	02	02
R74	--	--	--	--	--	01	01	01	01	01	01	01	100	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--
R75	--	--	--	--	--	01	01	01	01	01	01	01	100	--	--	02	--	--	--	--	--	--	--	--	--	04	02	02
R77	--	--	--	--	02	01	01	01	01	01	01	02	50	100	--	08	--	--	--	--	--	--	--	--	--	--	--	--
R79	--	--	--	--	09	03	03	02	02	03	03	02	05	75	--	02	--	--	--	--	--	--	--	--	--	06	04	02
R09	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R47	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R03	Negative (See Part I)																											
SUB TOTAL	--	--	--	--	209	39	39	26	26	31	31	36	--	--	--	36	--	--	--	--	--	--	--	--	--	48	33	15
R[illegible]	01	01	--	--	11	02	02	01	01	01	01	01	88	--	--	--	--	--	--	--	--	--	--	--	--	01	--	01
R47	02	02	02	02	02	01	01	--	--	01	01	02	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MARCH | PAGE NR: 2 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: CSAC-112

E. GENERAL	F. REFUELING (Non-combat crew)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/TB RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF BIG GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 30,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
N03	--	--	--	--	06	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N18	--	--	--	--	02	01	01	01	01	--	--	02	48	97	--	--	--	--	--	--	--	--	--	--	--	01	--	01
N19	02	02	--	--	28	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N20	--	--	--	--	28	04	04	--	--	04	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N21	--	--	--	--	23	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N22	--	--	--	--	21	02	02	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N23	02	02	--	--	41	02	02	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N48	--	--	--	--	42	02	02	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N50	--	--	--	--	14	02	02	--	--	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N51	01	01	--	--	--	01	01	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N52	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N53	--	--	--	--	40	02	02	--	--	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N54	01	01	--	--	33	04	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N55	01	01	--	--	29	03	03	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N56	--	--	--	--	43	03	03	01	01	03	03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N57	--	--	--	--	39	03	03	01	01	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N76	01	01	--	--	08	--	--		--	--	--	01	86	--		--	--	--	--	--	--	--	--	--	--	--	--	--

SAC FORM 1 OCT 66 1844 PREVIOUS EDITION IS OBSOLETE. PC: 2720.

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: [illegible] BOMBARDMENT WING, [illegible] | MONTH: [illegible] | PAGE NR: 5 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: DAC-[illegible]

E. GENERAL	F. REFUELING (November ready crews)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						L. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIREOUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	49-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
N30	--	--	--	--	40	02	02	--	--	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N31	--	--	--	--	15	02	02	--	--	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N32	--	--	--	--	29	04	04	01	01	04	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N34	--	--	--	--	23	02	02	--	--	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	11	11	02	02	549	45	45	08	08	28	28	06	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	02
WING TOTAL	11	11	02	02	793	97	97	39	39	67	67	51	--	--	02	36	--	--	--	--	--	--	--	--	--	62	42	39
XXXXX	38	38	--	--	537	20	20	03	03	15	15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
COMBAT R PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NON R PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	38	38	--	--	537	20	20	03	03	15	15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
IN04	SEE PART I																											
IN24	SEE PART I																											
IN25	SEE PART I																											
IN26	SEE PART I																											

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NO.	NR. OF PAGES	REPORTS CONTROL SYMBOL
	SCTB, HQ, 2ND AIR FORCE	MARCH	1	2	SAC-T-3

E. GENERAL	F. REFUELING (Show number contacts)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY				J. ECM JAMMING								K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX GUN MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E. IN GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SHOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM GUN RUNS DISPERSED OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	14-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	55-58
IN27	SEE PART I																											
IN35	SEE PART I																											
IN58	SEE PART I																											
IN60	SEE PART I																											
IN83	SEE PART I																											
IN85	SEE PART I																											
IN86	SEE PART I																											

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MARCH	1	6	5-SAC-P12

L. GENERAL	M. PILOT PROFICIENCY										N. ATO		O. RADAR APPR.	P. PRESS. FLT.	Q. EMERG DRILL	R. SIM. STR. REPT.	S. NIGHT CELL	T. AIR WEAPONS		U. STD BD CHECK	V. MISCELLANEOUS							
36	37	38		39		40		41		42		43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED FLIGHT REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRCRAFT)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																		
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27									
L-02	01	11	04	11	04	06	04	01	01	01	02	---	01	02	02	---	04	01	03	01	SEP	---	---	---	---	---	---	---	---
L-36	01	06	01	06	01	02	01	---	---	---	---	---	02	---	---	---	06	---	---	01	OCT	---	---	---	---	---	---	---	---
L-61	01	12	03	12	03	02	---	---	---	---	---	---	---	---	---	01	03	---	01	01	SEP	---	---	---	---	---	---	---	---
L-66	01	13	02	13	02	05	01	---	01	---	01	---	01	---	02	---	05	01	---	01	AUG	---	---	---	---	---	---	---	---
R-34	01	12	10	12	10	04	10	---	01	---	01	---	01	01	02	---	03	01	01	01	AUG	---	---	---	---	---	---	---	---
S-05	---	04	02	04	02	02	02	---	---	---	---	---	---	---	---	---	---	---	01	---	FEB	---	---	---	---	---	---	---	---
L-01	01	06	03	06	03	04	---	---	01	---	01	---	01	04	03	01	11	01	01	01	SEP	---	---	---	---	---	---	---	---
SUB TOTAL	06	64	25	64	25	25	18	01	04	01	05	---	06	07	09	02	32	04	07	06		---	---	---	---	---	---	---	---
L-01	---	01	01	01	01	---	---	---	---	01	---	---	01	---	---	---	---	---	01	---	SEP	---	---	---	---	---	---	---	---
S-05	01	06	02	06	02	01	01	---	01	---	01	---	---	05	02	01	05	01	---	01	FEB	---	---	---	---	---	---	---	---
L-37	01	09	---	09	---	04	01	---	---	---	---	---	01	01	03	01	03	01	---	01	NOV	---	---	---	---	---	---	---	---
L-71	01	08	02	08	02	05	03	---	---	---	---	---	---	01	01	01	---	---	---	01	JAN	---	---	---	---	---	---	---	---
SUB TOTAL	03	24	05	24	05	10	05	---	01	01	01	---	02	07	06	03	08	02	01	03		---	---	---	---	---	---	---	---
R-06	01	19	09	19	09	10	03	01	01	01	01	---	03	09	07	03	06	01	01	01	SEP	---	---	---	---	---	---	---	---
R-08	01	09	03	09	03	04	03	01	01	01	01	---	01	06	03	05	[illegible]	01	01	01	MAR	---	---	---	---	---	---	---	---

SAC FORM 1 OCT 54 184b PREVIOUS EDITION IS OBSOLETE. PC: 2725.

4-1374-C 7C-0731

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: MARCH	PAGE NR: 2	NR OF PAGES: 6	REPORTS CONTROL SYMBOL: 5-SAC-T12

L. GENERAL	M. PILOT PROFICIENCY										N. ATO		O. RADAR APPR	P. PRESS FLT	Q. EMERG DRILL	R. SIM.STR. REPT	S. NIGHT CELL	T. AIR WEAPONS	U. STD BD CHECK	V. MISCELLANEOUS							
36	37	38		39		40		41		42		43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED EMERG REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRCRAFT)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																		
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27									
R-10	01	11	---	11	---	11	04	---	01	---	01	---	---	03	03	03	03	---	01	01	NOV	---	---	---	---	---	---	---	---
R-11	01	26	03	26	03	12	02	01	02	---	---	---	01	08	08	07	08	---	---	01	FEB	---	---	---	---	---	---	---	---
R-12V	01	14	01	12	03	11	07	02	01	01	01	---	---	07	07	04	07	01	01	01	JAN	---	---	---	---	---	---	---	---
R-13	01	06	07	06	07	10	03	02	01	02	01	---	01	03	05	02	08	01	01	01	FEB	---	---	---	---	---	---	---	---
R-14	01	07	06	07	06	08	04	02	01	01	01	---	---	02	05	03	03	01	01	01	JAN	---	---	---	---	---	---	---	---
R-15V	01	07	06	07	06	08	06	01	02	01	02	---	---	04	09	07	06	01	01	01	NOV	---	---	---	---	---	---	---	---
R-16	01	20	05	20	05	07	02	---	---	---	---	---	---	02	03	02	04	01	01	01	JAN	---	---	---	---	---	---	---	---
R-31	01	14	04	15	03	10	05	---	02	---	01	---	01	06	05	02	09	02	01	01	MAR	---	---	---	---	---	---	---	---
R-33	01	08	06	08	06	04	07	01	01	01	01	---	01	01	03	01	05	01	01	01	AUG	---	---	---	---	---	---	---	---
R-39	---	11	---	11	---	02	01	01	---	---	---	---	02	03	06	02	04	01	03	01	NOV	---	---	---	---	---	---	---	---
R-40	---	08	---	08	---	05	---	---	---	---	---	---	---	---	01	02	05	01	01	01	MAR	---	---	---	---	---	---	---	---
R-41	01	12	08	12	08	06	04	01	01	---	01	---	01	04	03	01	08	01	01	01	JAN	---	---	---	---	---	---	---	---
R-42V	---	12	---	12	---	10	---	03	---	---	---	---	01	01	04	05	07	01	01	01	AUG	---	---	---	---	---	---	---	---
R-43	01	22	03	22	03	26	19	01	01	01	01	---	01	05	05	01	02	01	01	01	JAN	---	---	---	---	---	---	---	---
R-45	01	18	06	18	06	09	06	02	01	---	---	---	03	03	01	07	01	01	01	01	FEB	---	---	---	---	---	---	---	---
R-49V	01	10	01	10	01	02	04	---	---	---	---	---	---	02	03	04	04	---	01	01	JAN	---	---	---	---	---	---	---	---
R-62	01	03	04	03	04	---	01	---	---	---	---	---	01	---	---	---	---	---	---	---	DEC	---	---	---	---	---	---	---	---

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT: 305TH BOMBARDMENT WING (M)	MONTH: MARCH	PAGE NR: 3	NR OF PAGES: 6	REPORTS CONTROL SYMBOL: 3-SAC-T12

L. GENERAL	M. PILOT PROFICIENCY										N. ATO		O. RADAR APPR	P. PRESS FLT	Q. EMERG DRILL	R. SIM. STR. REPT	S. NIGHT CELL	T. AIR WEAPONS		U. STD BD CHECK	V. MISCELLANEOUS							
36	37	38		39		40		41		42		43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
CREW NUMBER	NUMBER OF COMBAT MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED							
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																	
6-10	13-15	18-19	23-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27								
R-65	01	08	05	07	06	03	01	---	01	---	01	---	---	03	05	03	04	01	01	01	OCT	---	---	---	---	---	---	---
R-67V	01	12	04	12	04	05	04	---	01	---	02	---	01	01	01	01	09	---	01	01	DEC	---	---	---	---	---	---	---
R-68	01	13	07	13	07	04	06	01	01	02	01	---	01	01	03	01	04	01	01	01	MAR	---	---	---	---	---	---	---
R-69V	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MAY	---	---	---	---	---	---	---
R-70	---	17	04	17	04	05	01	---	---	02	01	---	---	---	02	01	06	---	---	01	NOV	---	---	---	---	---	---	---
R-73	---	08	01	08	01	06	10	02	01	---	01	---	---	03	03	01	06	01	01	01	JAN	---	---	---	---	---	---	---
R-74	01	08	04	08	04	02	04	02	---	---	---	---	---	02	04	05	06	01	01	01	FEB	---	---	---	---	---	---	---
R-75	01	06	01	06	01	06	01	01	01	01	01	---	01	01	03	01	07	01	01	01	OCT	---	---	---	---	---	---	---
R-77	01	12	04	12	04	09	02	---	---	---	---	---	---	02	04	03	06	01	01	01	JAN	---	---	---	---	---	---	---
R-79	01	13	02	13	02	06	---	04	01	01	---	---	---	03	06	02	02	02	01	01	MAR	---	---	---	---	---	---	---
R-09	---	04	---	04	---	03	---	01	---	---	---	---	---	---	---	---	---	---	---	---	MAR	---	---	---	---	---	---	---
R-47	---	02	---	02	---	04	02	---	---	---	---	---	---	---	---	01	---	---	---	---	MAR	---	---	---	---	---	---	---
R-03		NEGATIVE (SEE PART I)																			NOV							
SUB TOTAL	23	340	104	338	106	208	112	30	22	15	19	---	20	85	112	80	148	24	27	27		---	---	---	---	---	---	---
N-09	---	15	---	15	---	14	03	---	---	---	---	---	---	02	---	---	05	---	---	01	MAR	---	---	---	---	---	---	---
N-47	---	17	01	17	01	15	05	05	01	---	---	---	---	02	01	04	---	---	---	---	MAR	---	---	---	---	---	---	---

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NO. | NR OF PAGES | REPORTS CONTROL SYMBOL

L. GENERAL	M. PILOT PROFICIENCY										N. ATO		O. RADAR APPS	P. RADAR FIELD FLT	Q. EMERG DRILL	R. EMERG EQUIP	S. MISSILE CREW	T. AIR WEAPONS		U. CHECK	V. MISCELLANEOUS							
36	37	38		39		40		41		42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		INSTR SCA		PPI APPROACHES		GYRO-OUT APPROACHES	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR APPROACHES	NR HOURS PRECEPTOR FLT/COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NUCLEAR MISSIONS	NUMBER OF SIMULATED AIR TO AIR FIGHTS	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED	MISCELLANEOUS							
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																	
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	59-62	63-65	66-68	69-71	13-15	17-19	21-23	24-27									
N-03	---	16	---	16	---	01	---	---	---	---	---	---	---	---	---	---	---	---	---	NOV								
N-18	---	15	---	15	---	14	04	---	---	---	---	---	---	---	03	06	01	---	---	01	---							
N-19	---	11	---	11	---	05	---	---	---	---	01	---	01	---	---	---	---	---	---	---	---							
N-20	---	10	09	10	09	09	---	---	---	---	---	---	---	---	02	---	01	---	---	---	---							
N-21	---	09	---	09	---	02	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---							
N-22	---	14	---	14	---	06	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---							
N-23	---	09	---	09	---	09	---	---	---	---	---	---	---	---	---	01	---	---	---	---	---							
N-48	---	12	---	12	---	02	---	---	---	---	---	---	---	---	---	01	---	---	---	---	---							
N-50	---	20	---	20	---	08	---	---	---	---	---	---	---	---	---	02	---	---	---	---	---							
N-51	---	06	---	06	---	06	01	---	---	---	---	---	---	---	---	---	01	---	---	---	---							
N-52	---	14	---	14	---	06	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---							
N-53	---	17	---	17	---	08	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---							
N-54	---	16	03	14	05	15	---	01	02	---	---	---	---	02	---	---	---	---	---	---	---							
N-55	---	11	03	11	03	10	---	---	---	---	---	---	---	---	---	01	---	---	---	---	---							
N-56	---	20	---	20	---	07	---	---	---	---	---	---	---	---	---	07	---	---	---	---	---							
[illegible]	---	22	---	22	---	11	---	01	---	---	---	---	---	---	---	06	---	---	---	---	---							
N-75	---	09	01	09	01	17	03	---	---	---	---	---	---	---	01	05	---	---	---	---	---							

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL

I. GENERAL	M. PILOT PROFICIENCY						H. ATO		RADAR APPS	PRESS FLT	EMERG DRILLS								V. MISCELLANEOUS							
36	37	38		39		40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMBAT MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA	PPI APPROACHES	GYRO-OUT APPROACHES	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AID-RADAR DIRECTED APPROACHES	NR HOURS INSTRUMENT FLT/COMBAT POSITION	NR OF CREW EMERGENCY ESCAPE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NUCLEAR MISSIONS	NUMBER OF SPECIAL RADAR MISSIONS	NUMBER OF SIMULATED MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP															
6-10	13-15	16-19	20-23	24-27	28-31	32-35	36-39	40-43	44-47	48-51	52-54	55-58	59-62	63-65	66-68	69-71	72-75	76-78	79-80							
M-80	---	18	03	18	03	07	---	---	---	---	---	---	01	01	---	06	---	---	---	---						
M-81	---	12	---	12	---	02	---	---	---	---	---	---	---	---	---	---	---	---	---	---						
M-82	---	10	04	10	04	06	02	---	---	01	---	---	---	---	---	05	---	---	---	---						
M-84	---	15	---	15	---	18	---	---	---	---	---	---	---	---	---	06	---	---	---	---						
SMB TOTAL	---	318	24	316	26	198	18	07	03	01	01	---	03	09	05	52	07	---	---	02						
MING TOTAL	32	746	158	742	162	441	153	38	30	18	26	---	31	108	132	137	195	30	35	38						
XXXXX	---	259	70	259	70	78	37	02	03	05	---	---	---	02	02	26	---	---	---	---						
COMBAT R.PRACT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---						
NON-R PRACT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---						
SUB TOTAL	---	259	70	259	70	78	37	02	03	05	---	---	---	02	02	26	---	---	---	---						
M-01		SEE PART I																								
M-24		SEE PART I																								
M-26		SEE PART I																								
M-27		SEE PART I																								

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL

I. GENERAL	II. PILOT PROFICIENCY							IV. AYG		V. RADAR APPROACHES		VI. INSTR. FLT.	VII. RADAR OBSERVER	VIII. RADAR OPERATOR	IX. NAV. RADIO OPERATOR	X. AIR WEAPONS	XI. FLYING EFFICIENCY	XII. MISCELLANEOUS								
36	37	38		39		40		41		42		43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	TRS OF AIR BORNE RADAR OPERATED APPROACHES	NR HOURS PRESSURIZED CABIN POSITION	NR OF USER EMERGENCY PROCEDURES DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NAVIGATION MISSIONS	NUMBER OF MISSIONS FLOWN	NUMBER OF SIMULATED STRIKE MISSIONS	NORTH LANT STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																		
6-10	11-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	18-45	17-18	21-22	25-27									
TN-27		SEE PART I																											
TN-35		SEE PART I																											
TN-56		SEE PART I																											
TN-60		SEE PART I																											
TN-83		SEE PART I																											
TN-85		SEE PART I																											
TN-86		SEE PART I																											

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV - Wing Commanders Remarks: (9-SAC-T12) March 1957

1. The monthly allocation of 4360-59B engines for this base has been insufficient for the past several months resulting in an AOCP condition and several days delay on nearly all engine changes.

2. Delay in QEC kit modification is also causing difficulty as at the present time this Wing has five (5) QEC kits over Flyaway Kit authorization and have six (6) configurations of power packs installed in our KC-97 aircraft. This requires tear-down and build-up of power packs to accomplish engine changes since sufficient quantities of built-up engines cannot be maintained for each engine configuration.

3. These conditions are causing considerable difficulty in supporting the KC-97 flying schedule.

4. Upgrading Progress:

a. Number of ready crews assigned: 22.

b. Number of non-ready crews assigned: 1.

c. Number of IM crews assigned: 3.

d. Projected ready date of each non-ready crew:

M-28	1 May 1957
M-29	1 Nov 1957
M-31	1 Nov 1957
M-33	1 Nov 1957

e. Difficulties encountered in the upgrading program and in maintaining proficiency of combat ready crews: Lack of properly trained Flight Engineers has hampered this program. When this Wing briefed Eighth Air Force Headquarters on our upgrade program it was mentioned that we could not have thirty (30) combat ready tanker crews by 1 July due to the lack of assigned Flight Engineers. At that briefing we were lead to believe that this Wing would receive five (5) KC-97 qualified Flight Engineers during the second month of the upgrading

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program. Since that briefing this Wing has received three (3) Flight Engineers. They are T/Sgt Massey, S/Sgt Hendrix and S/Sgt Page. Not only are these men not qualified as Flight Engineers on KC-97's, none is qualified as Flight Engineers on any aircraft. S/Sgt Hendrix has a total of twenty (20) hours panel time recorded in his Form 5; S/Sgt Page has no Flight Engineer panel time recorded in his Form 5 and T/Sgt Massey does not even possess a Form 5. To train Engineer input at this experience level requires five (5) weeks TDY at a KC-97 MTD, two (2) weeks TDY for KC-97 simulator training and locally a minimum of 200 hours flying time at the panel of a KC-97 (reference SAC Regulation 51-19). When the upgrade program ends on 30 June, this Wing will again be under the requirements of SAC Regulation 50-8 subject to TDY rotation periods and an unknown number of other higher headquarters directed missions. Due to these requirements it is impossible to predict realistic upgrading dates for crew members of the experience level mentioned above.

f. Recommendations that will aid future units during the special upgrading program: It is recommended that personnel input be of an experienced level to allow their upgrading in the chronology established by your headquarters. If this is not possible it is recommended that this headquarters re-establish a realistic upgrading date for lesser qualified personnel. That is to say, in the case of the 307th Bomb Wing, if the five (5) Flight Engineers required to upgrade to thirty (30) crews by 1 June are not available within the resources of SAC, that our requirement to upgrade ready tanker crews by 1 July be reduced from thirty(30) to twenty-five (25). In the light of recent personnel attrition, it would appear that the input of untrained Flight Engineers would even deprive this Wing of the possibility of retaining its present number of combat ready crews.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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HEADQUARTERS 307TH AIR REFUELING SQUADRON
Lincoln Air Force Base
Nebraska

PART III - Squadron Commander's Remarks: (9-SAC-T12) March 1957

1. Hours flown performing missions ordered by:

a. Higher Headquarters:

	COMMITMENT	HOURS PROGRAMMED	HOURS FLOWN
(1)	Support 98th Bomb Wing	200:00	251:00
(2)	Project APG/SAS/978-A Operation "Black Duck"	00:00	20:00
(3)	Ferry	4:00	8:10
	TOTAL -	204:00	279 10

(a) Reference Commitment 1: Additional requirements were received after monthly training schedule was established.

(b) Reference Commitment 2: This commitment was received after monthly training schedule was established.

b. Eighth Air Force Training Priorities:

(1) Programmed and accomplished for current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1.	AFR 60-2	Concurrent with other flying.	
2.	Non-Combat Ready Training	200:00	215:05
3.	Combat Ready Training	527:00	492:35
X.	Other (Test Flights)	00:00	15:50
	TOTAL -	727:00	723:30

(a) Reference Priority 2: The total non-combat training time as reflected in the tabulation sheet of the SAC T-12 report, does not reflect the true picture of non-ready training time flown. A great deal of training was accomplished by non-ready crews while flying with combat ready crews; the time being credited to the combat ready crews. The total time of 215:05 as shown in priority 2 gives an accurate picture of the flying time utilized for SAC Reg 51-19 non-ready training. The training program was based on a projected input of qualified flight engineers. However; a shortage of qualified engineers prevents the forming of complete non-ready crews.

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(b) Reference total programmed flying time: Total programmed time of 727:00 was reduced to 715:00 hours.

(c) Reference total hours flown: This figure includes 6:00 hours flying time accomplished by an aircraft not yet returned to home station from cross country.

(2) Flying time programmed for following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1.	Air Force Regulation 60-2	Concurrent with other flying.
2.	Non-combat ready training	224:00
3.	Combat Ready Training	493:00
X.	Other (Test Flights)	15:00
		TOTAL - 732:00

2. Weather or Local Conditions:

a. 62:45 hours lost due to low ceilings and visibility.

3. Air Traffic Control Delays:

TYPE	TOTAL NUMBER	TOTAL TIME
Departure	7	2:55

DATE	TYPE	TIME LOST	REASON
4 Mar 57	Departure	:30	Waiting T.O. clearance
12 Mar 57	Departure	:35	Waiting T.O. clearance
14 Mar 57	Departure	1:20	Waiting T.O. clearance

4. Restrictive Directives:

a. None.

5. Combat Crew gains and losses:

a. Crew members gained:

(1) Navigators: six (6).

(2) Pilots: Three (3).

(3) Radio Operators: Six (6).

(4) Engineers: Three (3).

b. Crew members lost:

(1) Co-Pilots: Nine (9).

(2) Navigators: Three (3).

(3) Radio Operators: Two (2).

(4) Aircraft Commander: one (1).

(5) Boom Operators: One (1).

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6. Crew member changes:

a. Engineers - Four (4).

b. Boom Operators - Three (3).

c. Navigators - Three (3).

d. Co-pilot - Nine (9).

7. New crews:

a. Crew M-33 - 20 March 1957.

8. Crew Status changes:

a. M-27 to T-27 effective 31 Jan 57 upgraded.

b. M-26 to T-26 effective 28 Feb 57 upgraded.

9. Standardization crews:

	DATE ASSIGNED
a. T-11 - Wing standardization crew	- Dec 55.
b. T-22 - Assistant Wing Standardization Crew	- Jul 56.
c. T-14 - Assistant Wing Standardization crew	- Nov 56.

10. Material and Personnel Problems:

a. The shortage of flight engineers still remains critical. Out of the present twenty-two (22) combat ready flight engineers,one (1) was discharged and re-enlisted overseas, one engineer is scheduled for discharge on 1 July 1957 and is re-enlisting at another base, and one engineer has a hardship discharge pending. It is estimated with the present nucleus of trainees, that as of 1 July 1957 this organization will have a total of twenty (20) combat ready flight engineers. Three (3) student flight engineers were assigned to this organization during the month of March 57. These individuals had no previous flight engineer experience, and do not hold the primary AFSC of 43174. It is impossible for this organization to form additional crews and meet the present upgrading program goal utilizing the low experience level engineers that are being assigned to this organization.

11. Refueling data:

a. Sorties scheduled and confirmed:	226.
b. Number of Sorties:	
(1) Airborne:	169.
(2) Effecting complete rendezvous:	135.
(3) Transferring required fuel:	149.

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c. Number of aborts due to:

(1) Adverse weather: 11.

(2) Aircraft malfunction: 9.

(3) Rendezvous equipment malfunction: 0.

(4) Refueling equipment malfunction: 2.

(5) Other causes:

(a) Maintenance Cancellations: 28.

(b) Receiver Cancellations: 12.

(c) Air Aborts: 9.

(d) Operations: 2.

(e) Alert Status: 4.

d. Mass Night Cell Refueling:

(1) Confirmed Sorties: 52.

(2) Airborne Sorties: 51.

(3) Sorties Effecting complete rendezvous: 48.

(a) Includes all aircraft in cell formation.

(4) Sorties Transferring required fuel: 41.

e. Total Fuel Transferred: 4,050,303 pounds, 675,050 gallons.

12. Comments or recommendations of Squadron Commander:

a. Percentage of SAC Reg 50-8 complete: 76.0.

13. Ground Training:

a. Combat ready crews responsible for phase I, SAC Reg 50-24 requirements: 22.

b. Combat ready crew completing SAC Reg 50-24 requirements: 14.

c. Combat crew scheduled to attend Block Training in accordance with SAC Reg 50-24 during April 57: 4.

d. None.

Oliver E. Fowler

OLIVER E FOWLER
Lt Col., USAF
Commander

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AIR REFUELING AIR TRAINING REPORT – PART I	UNIT: 307th Air Refueling Squadron	MONTH: March	PAGE NR: 1	NR OF PAGES: 4	REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T11	KC097	07	34	–	03	03	01	01	02	02	02	02	–	–	01	–	02	02	01	–	–	01	03	–	–	–	–	–
T22	KC097	11	62	–	06	06	05	05	01	01	01	01	–	–	04	04	01	01	02	03	01	–	–	–	–	02	–	–
T14	KC097	07	38	–	03	03	–	–	03	03	03	03	–	–	01	01	03	03	01	01	–	–	–	–	–	–	–	–
SUB TOTAL		25	134	–	12	12	06	06	06	06	06	06	–	–	06	05	06	06	05	04	01	01	–	–	–	02	–	–
T01	KC097	15	75	–	05	05	03	03	02	02	01	01	–	–	01	01	01	01	01	01	–	02	06	10	–	02	–	–
T03	KC097	14	75	–	10	10	05	05	05	05	04	04	–	–	06	06	03	03	06	06	01	03	03	05	08	–	–	–
T05	KC097	13	65	–	05	05	03	03	02	02	03	03	–	–	05	05	02	02	05	05	–	–	–	–	–	01	–	–
*T05	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	* 03	* 01	* 02	* 07	* 02	* 02	* 02
*T05	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	* 01	* 08	–	–	–	–	–
T06	KC097	09	58	–	05	05	04	04	01	01	03	03	–	–	07	07	03	03	07	07	–	01	01	–	–	05	–	–
T07	KC097	15	84	–	12	11	07	06	05	05	04	04	–	–	07	06	03	03	07	06	01	03	05	05	10	03	–	–
T08	KC097	14	72	–	04	04	02	02	02	02	02	02	–	–	05	05	04	04	04	03	–	03	01	04	06	01	–	–
T09	KC097	10	58	–	05	04	01	01	04	03	03	03	–	–	04	03	02	02	04	03	01	02	08	09	–	01	–	–
T10	KC097	17	83	–	08	08	05	05	03	03	06	06	–	–	05	04	03	03	05	04	–	–	–	–	–	02	–	–
T10	KC097	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER																										
T12	KC097	10	47	–	06	06	04	04	02	02	04	04	–	–	01	01	01	01	01	01	01	01	01	–	–	01	–	–

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AIR REFUELING AIR TRAINING REPORT – PART I

UNIT: 307th Air Refueling Squadron | MONTH: March | PAGE NR: 2 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
																							1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T13	KC097	14	84	–	08	08	01	01	07	07	05	05	–	–	10	10	03	03	05	05	01	03	03	06	06	05	–	–
T13	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	02	08	10	–	–	–	–
T17	KC097	10	52	–	09	08	01	–	08	08	03	03	–	–	01	01	03	03	01	01	–	01	08	–	–	01	–	–
*T17	KC097	–	–	–	–	–	–	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER –							–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T18	KC097	06	33	–	03	03	01	01	02	02	02	02	–	–	02	02	–	–	02	02	01	02	00	12	–	02	–	–
T18	KC097	–	–	–	–	–	–	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER –							–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T19	KC097	11	51	–	06	06	03	03	03	03	03	03	–	–	03	03	03	03	03	03	–	02	00	15	–	01	–	–
T20	KC097	13	70	–	07	06	05	04	02	02	03	03	–	–	06	05	02	02	06	05	–	–	–	–	–	01	–	–
T23	KC097	12	66	–	07	07	05	05	02	02	01	01	–	–	05	05	01	01	05	05	01	02	03	06	–	–	–	–
T23	KC097	–	–	–	–	–	–	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER –							–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T24	KC097	15	110	–	08	08	03	03	05	05	06	06	–	–	07	07	03	03	04	04	01	03	05	08	10	02	–	–
T24	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	10	–	–	–	–	–
T25	KC097	15	93	–	12	12	06	06	06	06	04	04	–	–	12	10	04	04	11	09	01	03	02	07	10	04	01	–
T25	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	12	–	–	–	–	–
T26	KC097	06	50	–	04	04	02	02	02	02	–	–	–	–	03	03	–	–	02	02	–	–	–	–	–	–	–	–
"	KC097	08	47	–	07	07	04	04	03	03	01	01	–	–	08	08	01	01	08	08	–	03	02	06	11	05	01	–
T27	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	14	–	–	–	–	–

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AIR REFUELING AIR TRAINING REPORT – PART I

UNIT: 307th Air Refueling Squadron | MONTH: March | PAGE NR: 1 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USAF	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12,-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NUMBER OF PHOTOFLASH, PHOTOGRAPHIC LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS	
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR						
																							1	2	3				
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65	
SUB TOTAL	–	227	1273	–	134	127	65	62	66	65	48	48	–	–	48	42	38	42	87	80	04	43	–	–	–	39	04	02	
M26	KC097	06	31	–	02	02	02	02	–	–	–	–	–	–	02	02	01	01	02	02	–	02	–	–	–	01	–	–	
M27	KC097	03	19	–	02	02	02	02	–	–	–	–	–	–	02	02	–	–	02	02	–	–	–	–	–	01	–	–	
*M27	KC097	–	–	–	02	02	02	02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
M28	KC097	07	43	–	05	05	03	03	02	02	01	01	–	–	10	08	–	–	09	07	01	02	–	–	–	–	–	–	
M29	KC097	10	60	–	04	04	03	03	01	01	01	01	–	–	04	04	02	02	05	03	01	02	–	–	–	02	02	02	
*M29	KC097	–	–	–	–	–	–	–	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER –						–	–	–	–	–	–	–	–	–	–	–	–	–	–	
M31	KC097	04	19	–	04	04	01	01	03	03	02	02	–	–	06	06	–	–	06	04	01	01	–	–	–	01	01	01	
*M31	KC097	–	–	–	–	–	–	–	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER –						–	–	–	–	–	–	–	–	–	–	–	–	–	–	
M33	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	03	03	–	–	03	03	–	–	–	–	–	–	–	–	
SUB TOTAL	–	30	172	–	19	19	13	13	06	06	04	04	–	–	28	23	02	02	27	22	05	06	–	–	–	06	03	03	
TOTAL		282	1579	–	162	158	84	81	78	77	68	68	–	–	132	20	50	50	9	06	15	50	–	–	–	47	07	05	
CT	–	17	110	–	14	14	11	11	03	03	02	02	–	–	10	10	–	–	09	09	04	03	–	–	–	02	–	–	
COMBAT REAL PRACTICE		–	–	–	21	21	11	11	10	10	01	01	–	–	02	02	–	–	02	02	02	–	–	–	–	05	–	–	

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AIR REFUELING AIR TRAINING REPORT – PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	407th Air R Function Squadron		4	4	

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. ALT. FINAL LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
NON-CURRENT READY PORTION		–	–	–	44	42	39	37	15	15	01	01	–	–	18	18	10	08	20	20	20	14	–	–	–	21	03	03
SUB TOTAL	–	17	116	–	77	72	49	47	28	28	04	04	–	–	44	40	02	02	37	34	16	15	–	–	–	28	03	03
1. AVE NO. CR & HIGHER CATEGORY CREWS ASSIGNED 49.9																												
2. AVE NO. CR & HIGHER CATEGORY CREWS AVAILABLE 39.8																												
3. AVE NO. NCR CREWS ASSIGNED 4.1																												
4. AVE NO. NCR CREWS AVAILABLE 4.7																												
5. AVE NO. STANDBOARD CREWS BY CATEGORY 3.0																												

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AIR REFUELING AIR TRAINING REPORT – PART II | UNIT: 307th Air Refueling Squadron | MONTH: March | PAGE NR: 1 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 9-SAC-T12

E. GEN	F. CEL GRID NAV.		G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS									
19	20		21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
				KC-97																					
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR	NUMBER OF COMPLETE PILOT PROF. MISSIONS	LOAD & UNLOAD; ENP PASS; BC CARGO	PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCRAFT)	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY H.U.	ARA	TAKE OFFS AC CP	LNDGS AC CP	ILS GCA AC CP	PPI AC CP	GYRO OUT AC CP	
6-10	13-15	17-19 / 21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65												
T11	--	-- --	--	01	01	01	01	01	01	01	02	--	02	NOV	--	--	--	38	01	4 7	4 7	3 5	--	-- 1	--
T22	02	15 20	--	--	--	01	01	01	--	--	02	--	02	JAN	01	97	--	70	--	11 8	11 8	7 4	--	-- --	--
T14	--	-- --	--	--	--	--	--	--	--	--	02	--	02	DEC	--	--	--	10	--	5 3	5 3	-- 1	--	-- --	--
SUB TOTAL	02	-- --	--	01	01	02	02	02	01	01	06	--	06	--	01	--	--	118	01	20 18	20 18	10 10	--	-- 1	--
T01	02	12 18	--	--	08	04	04	04	01	03	01	--	01	OCT	01	99	--	22	--	7 2	7 2	7 1	--	-- 1	--
T03	01	11 --	--	02	08	04	04	04	01	04	01	--	01	JAN	01	93	--	37	03	15 6	15 6	7 2	1 --	1 2	--
T05	--	-- --	01	02	08	10	10	10	03	04	02	--	02	FEB	02	98	99	48	03	10 8	10 8	6 4	--	-- 1	--
T05	02	05 08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- --	-- --	-- --	--	-- --	--
T05	01	11 --	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- --	-- --	-- --	--	-- --	--
T06	01	15 --	--	01	06	04	04	04	01	03	01	--	01	JAN	--	--	--	43	01	9 --	9 --	6 2	--	-- --	--
T07	02	10 15	01	01	06	05	05	05	02	04	02	--	02	FEB	01	93	--	90	03	16 7	16 7	6 4	1 1	1 1	--
T08	01	10 --	--	--	09	04	04	04	01	03	01	--	01	NOV	--	--	--	15	--	20 --	20 --	2 --	--	-- --	--
T09	01	06 --	--	03	07	05	05	05	01	03	02	--	02	NOV	01	90	--	43	05	8 1	8 1	6 2	1 --	-- --	--
T10	01	15 --	01	02	06	05	05	05	01	03	03	--	03	MAR	--	--	--	138	--	15 6	15 6	5 10	1 1	1 2	--
	--	-- --	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- --	-- --	-- --	--	-- --	--
T12	--	-- --	--	01	08	04	04	04	01	03	--	--	--	SEP	--	--	--	64	03	11 6	11 6	5 --	2 --	-- --	--

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AIR REFUELING AIR TRAINING REPORT – PART II | UNIT: 307th Air Refueling Squadron | MONTH: March | PAGE NR: 2 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 9-SAC-T12

CREW NUMBER	E. GEN	F. CEL GRID NAV.		G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS										
	19	20		21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36 AC CP TAKE OFFS	37 AC CP LNDGS	38 AC CP ILS GCA	39 AC CP PPI	40 AC CP GYRO OUT	41
		TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF COMPLETE PUP. PROG. MISSIONS	KC-97 LOAD A (USE EMP PASS. OR CARGO)	KC-97 PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT MISSIONS	DATE OF LAST STAN-EVALUATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY H.U.	ARA						
	6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65											
T13		02	04	15	--	01	06	04	04	04	02	03	03	-	03	DEC	01	97	-	76	02	7 4	7 4	3 1	1 2	1 1	-
*T13		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2 -	2 -	2 -	- -	- -	-
T17		-	-	-	-	01	08	04	04	04	02	03	01	-	01	DEC	-	-	-	27	02	6 3	6 3	- 1	- -	- -	-
*T17		-	-	-	-	-	-	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER -									-	-	-	-	-	- -	- -	- -	- -	- -	-
T18		01	03	-	03	02	06	03	03	03	01	03	02	-	02	FEB	-	-	-	05	05	4 3	4 3	3 2	1 1	- -	-
T18		-	-	-	-	-	-	-	-	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER -							-	-	-	-	-	- -	- -	- -	- -	- -	-
T19		-	-	-	-	02	06	03	03	03	01	03	03	-	03	NOV	-	-	-	33	02	6 3	6 3	4 2	- -	- -	-
T20		01	10	-	-	02	06	04	04	04	02	03	02	-	02	JAN	-	-	-	52	03	12 5	12 5	5 3	- 2	- -	-
T23		01	07	-	02	06	06	04	04	04	02	03	01	-	01	DEC	-	-	-	149	02	6 6	6 6	4 2	- -	- -	-
T23		-	-	-	-	-	-	-	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER								-	-	-	-	-	- -	- -	- -	- -	- -	-
T24		02	09	10	-	01	06	03	03	03	01	03	03	-	03	MAR	02	91	99	15	03	19 7	19 7	8 6	1 -	2 2	-
T24		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- -	- -	- -	- -	- -	-
T25		-	-	-	-	02	06	03	03	03	03	03	04	-	04	MAR	02	91	94	67	04	15 4	15 4	10 3	- -	1 1	-
T25		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- -	- -	- -	- -	- -	-
T26		-	-	-	-	-	01	-	-	-	-	-	-	-	-	FEB	-	-	-	62	-	4 -	4 -	1 -	- -	- -	-
		01	11	-	01	01	06	03	03	03	01	03	-	-	-	JAN	-	-	-	72	01	8 1	8 1	3 2	- -	1 -	-
T27		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	- -	- -	- -	- -	- -	-

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AIR REFUELING AIR TRAINING REPORT – PART II | UNIT: 307th Air Refueling Squadron | MONTH: March | PAGE NR: 3 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 9-SAC-T12

CREW NUMBER	E. GEN	F. CEL GRID NAV. TOTAL LEGS	F. CEL GRID NAV. CIRCULAR ERROR 1	F. CEL GRID NAV. CIRCULAR ERROR 2	G. P.P. NUMBER OF COMPLETE PILOT PROF. MISSIONS	H. LOADING KC-97 LOAD, & UNLOAD, EQUIPASS OR CARGO	H. LOADING KC-97 RECOMPUTATION OF MAX LOAD	I. EMERGENCY PROCEDURE DRILLS NUMBER OF SIMULATED BAIL-OUTS	I. EMERGENCY PROCEDURE DRILLS NUMBER OF SIMULATED DITCHINGS	I. EMERGENCY PROCEDURE DRILLS NR OF SIMULATED CRASH LANDINGS (AIRCREW)	I. EMERGENCY PROCEDURE DRILLS NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	I. EMERGENCY PROCEDURE DRILLS PASSENGER EMERGENCY PROCEDURE BRIEFING	J. CELL MISSIONS TOTAL CELL MISSIONS	J. CELL MISSIONS DAY CELL MISSIONS	J. CELL MISSIONS NIGHT CELL MISSIONS	K. STD. BD. DATE OF LAST STANDARDIZATION CHECK	L. MISCELLANEOUS LRCC	PERF INDEX	PERF INDEX	DRY H.U.°	ARA	AC TAKE OFFS	CP TAKE OFFS	AC LNDGS	CP LNDGS	AC ILS GCA	CP ILS GCA	AC PPI	CP PPI	AC GYRO OUT	CP GYRO OUT	
	19	20			21	22	23	24	25	26	27	28	29				30	31	32	33	34	35	36		37								41
	6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51		56-58	60-62	63-65																		
SUB TOTAL		20	–	–	09	30	123	76	76	76	27	57	32	–	32	–	11	–	–	1058	42	2[illegible]	32	2[illegible]	32	93	47	9	7	8	11	–	
M26		01	–	–	01	–	06	03	03	03	01	03	–	–	–	–	–	–	–	28	–	10	–	10	–	4	–	–	–	–	–	–	
M27		01	–	–	01	01	–	01	01	01	–	–	–	–	–	–	01	–	–	10	–	5	–	5	–	3	1	–	–	–	–	–	
*M27		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
M28		–	–	–	–	–	09	03	03	03	01	03	–	–	–	–	–	–	–	46	–	7	1	7	1	4	5	–	1	2	2	–	
M29		04	–	–	–	01	06	03	03	03	01	03	01	–	01	–	02	–	–	38	02	7	3	7	3	2	4	–	–	–	–	–	
M29		–	–	–	–	–	–	–	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
M31		01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	67	–	10	8	10	8	4	4	–	–	1	–	–	
*M31		–	–	–	–	–	–	–	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
M33		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	1	1	1	1	–	1	–	–	–	–	–	
SUB TOTAL		07	–	–	02	02	21	10	10	10	03	09	01	–	01	–	03	–	–	189	03	[illegible]	14	40	24	17	15	–	1	[illegible]	2	–	
TOTAL		29	–	–	11	33	145	88	88	88	31	67	39	–	39	–	15	–	–	[illegible]	[illegible]	[illegible]	[illegible]	260	[illegible]	120	[illegible]	[illegible]	8	11	14	–	
COMBAT READY PRACTICE		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	132	–	50	17	50	17	16	6	1	–	–	1	–	
		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	9	–	9	–	4	–	–	–	–	–	–	

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AIR REFUELING AIR TRAINING REPORT – PART II

UNIT: 307th Air Refueling Squadron | MONTH: March | PAGE NR: 4 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 9-SAC-T12

E. GEN	F. CEL GRID NAV.		G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS										
19	20		21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF COMPLETE PUFF TECH. MISSIONS	KC-97 LOAD & UNLOAD EXP PASS. OR CARGO	KC-97 RECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (A/C REW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST EVAL/ORIENTATION CHECK	IRCC	PERF IND X	PERF INDEX	DRY H.U.	ARA	TAKE OFFS AC	TAKE OFFS CP	LNDGS AC	LNDGS CP	ILS GCA AC	ILS GCA CP	FPI AC	FPI CP	GYROS OUT AC	GYROS OUT CP	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65																	
NON-COMBAT READY PRACTICE	13	–	–	–	–	–	–	–	–	–	–	–	–	–	6	01	–	–	716	01	62	62	62	62	28	28	–	2	1	1	–
SUB TOTAL	13	–	–	–	–	–	–	–	–	–	–	–	–	–	–	03	–	–	848	01	121	79	121 79		48	34	1	2	1	2	–

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COVER SHEET 1-SAC-735

March 1957

1. Officer manning over 100% with 94.9% IRS. Hundred percent of max score achieved for first time.

2. Airman manning in direct support skills over 100% in body manning with 83.1% IRS.

3. Airman manning in indirect support skills over 100% in body manning with 74.9% IRS. Twenty percent of max score attained for first time.

4. AWOL score low due to change in criteria.

5. Reenlistment rate is 60% of max score with 72 reenlistments of 145 eligible for the four month period.

6. Seventy percent score in ground safety is sharp increase over last quarter. Most accidents minor with resulting low cost index.

7. Operations section scored but not rated this quarter as Wing is standing down for crew upgrading.

BRUNO J. ANTONIETTI
Major, USAF
Comptroller

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
A. PERSONNEL		46.4					49.9
1. Manning in Required Specialties							
a. Officer MIRS, Percent Score	90.0	90	90.0	90.0	90.0	100.0	100.0
(1) Number Required			429	429	429	428	428
(2) Number Assigned			442	445	448	450	450
(3) Number IRS			398	400	398	406	406
(4) Percent IRS			92.8	93.2	92.8	94.9	94.9
b. Airman MIRS, Direct Support Skills, Percent Score	60.0	40	40.0	40.0	50.0	50.0	50.0
(1) Number Required			1068	1068	1068	1068	1068
(2) Number Assigned			1061	1062	1083	1101	1101
(3) Number IRS			852	854	872	888	888
(4) Percent IRS			79.8	80.0	81.6	83.1	83.1
c. Airman MIRS, Indirect Support Skills, Percent Score	20.0	10	10.0	10.0	10.0	20.0	20.0
(1) Number Required			503	503	503	502	502
(2) Number Assigned			472	490	497	508	508
(3) Number IRS			317	328	337	376	376
(4) Percent IRS			63.0	65.2	67.0	74.9	74.9

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ITEM	SAC Upper Quartile	Wing Data	DEC	JAN	FEB	MAR	[illegible] on Hand
2. AWOL Rate, Percent Score	100.0	100	10.0	10.0	90.0	10.0	10.0
a. Average Strength			1956	1990	2009	2060	8015
b. Number going AWOL			5	6	1	6	18
c. Rate per 1000			2.6	3.0	0.5	2.9	2.2
3. Reenlistment Rate, Percent Score	50.0	20	90.0	30.0	60.0	60.0	60.0
a. Number Eligible			48	30	25	42	145
b. Number Reenlisting			31	8	12	21	72
c. Percent Reenlisting			64.5	26.7	48.0	50.0	49.7
B. MATERIEL	NA	NA	NA	NA	NA	NA	NA
1. Flying Hours, Percent of Required, Percent Score							
a. Hours Required							
(1) Bombardment							
(a) Home Station							
(b) Detachment TDY							
(2) Tanker							
(a) Home Station							
(b) Detachment TDY							
(3) Total							

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
4. OJT Effectiveness, Percent Score	NA	NA	NS	55.0	50.0	35.0	50.0
a. Number on OJT vs Number Eligible, Percent Score			NS	15.0	15.0	15.0	15.0
(1) Number on OJT			NS	481	433	444	1358
(2) Number Eligible			NS	482	433	444	1359
(3) Percent on OJT			NS	99.8	100.0	100.0	99.9
b. Number Passing Test (AFT / AFJKT) vs Number Tested, Percent Score			NS	30.0	10.0	10.0	20.0
(1) Number Passing Tests			NS	79	36	50	165
(2) Number Tested			NS	99	51	70	220
(3) Percent Passing Tests			NS	79.8	70.6	71.4	75.0
c. Number Upgraded of Number on OJT, Percent Score			NS	10.0	25.0	10.0	15.0
(1) Number Upgraded			NS	41	77	35	153
(2) Number on OJT			NS	506	483	433	1422
(3) Percent Upgraded			NS	8.1	15.9	8.1	10.8

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Item	Last SIO Statement SIO Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
a. Increase Index, Non-productive	NA	NA	NA	NA	NA	NA	NA
(1) Actual							
(2) Percent Deflative							
C. [illegible]							
1. Cost per Flying Hour, Percent Score	76.0	88	77.9	85.2	78.3	83.7	86.9
a. Flying Hours			1497	1719	1907	2321	7444
(1) Bombardment			1020	1231	1391	1604	5246
(2) Tanker			477	488	516	717	2198
b. Bombardment, Costs, Personnel, Percent Score			63.0	73.0	75.0	75.0	73.2
(1) Total Cost			386291	369464	375218	373966	1504939
(2) Cost per Flying Hour			379	300	270	233	237
(3) Standard Cost per Flying Hour			240	220	203	174	210

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Last SAC Statement - 1957

ITEM	SAC Upper Quartile	Wing Data	Current Period DEC	JAN	FEB	MAR	Average or Total
c. Embarkment Costs, Supply, Percent Score							
(1) Aviation POL - Percent Score			80.0	100.0	80.0	80.0	90.0
(a) Total Cost			175478	246103	241475	286999	950055
(b) Cost per Flying Hour			172	199	174	179	181
(c) Standard Cost per Flying Hour			197	197	197	197	197
(d) Performance Index			115	99	113	110	109
(2) All Other Supply - Percent Score			100.0	100.0	76.0	94.0	100.0
(a) Total Cost			30331	24012	56542	53204	164139
(b) Cost per Flying Hour			30	20	41	33	31
(c) Standard Cost per Flying Hour			31	31	31	31	31
d. Embarkment Costs, Contractual Services and Other, Percent Score			100.0	67.0	100.0	100.0	100.0
(1) Total Cost			3609	10895	5062	8509	28075
(2) Cost per Flying Hour			4	9	4	5	5
(3) Standard Cost per Flying Hour			6	6	6	6	6

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
e. Tanker Costs, Personnel, Percent Score			53.0	57.0	59.0	76.0	62.9
(1) Total Cost			197010	190047	187378	178336	752771
(2) Cost per Flying Hour			413	389	363	249	342
(3) Standard Cost per Flying Hour			220	220	215	190	215
f. Tanker Cost, Supply - Percent Score							
(1) Aviation POL - Percent Score			85.0	90.0	90.0	80.0	100.0
(a) Total Cost			75236	62778	72596	86237	296847
(b) Cost per Flying Hour			158	129	141	120	135
(c) Standard Cost per Flying Hour			135	135	135	135	135
(d) Performance Index			80	105	96	113	100
(2) All Other Supply - Percent Score			83.0	100.0	71.0	94.0	88.2
(a) Total Cost			8399	7382	10723	11225	37729
(b) Cost per Flying Hour			18	15	21	16	17
g. Tanker Costs, Contractual Services and Other, Percent Score			86.0	100.0	67.0	100.0	100.0
(1) Total Costs			3320	722	4874	3935	12851
(2) Cost per Flying Hour			7	1	9	5	6
(3) Standard Cost per Flying Hour			6	6	6	6	6

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
2. Safety							
a. Flying, Percent Score	100.0	100	100.0	100.0	100.0	100.0	100.0
(1) Number of Accidents			0	0	0	0	0
(2) Flying Hours			1497	1719	1907	2321	7444
(3) Rate per 100,000 Hours Flown			0.0	0.0	0.0	0.0	0.0
b. Ground, Percent Score	80.0	60	40.0	60.0	100.0	80.0	70.0
(1) Ground Safety Index			11.52	8.08	1.77	6.29	7.00
(a) Military Injury Rate per 100,000 Man-Days Exposure			11.52	8.08	1.77	6.29	7.00
1. Number of Military Disabling Injuries			7	5	1	4	17
2. Number of Man-Days Exposure			60760	61876	56476	63643	242755
(b) Government Motor Vehicle Accident Rate per 100,000 miles Driven			0.0	0.0	0.0	0.0	0.0
1. Number of Accidents			0	0	0	0	0
2. Number of Miles Driven			22118	23218	24428	27063	96827
(c) Civilian Injury Rate per 1,000,000 Manhours Exposure			0.0	0.0	0.0	0.0	0.0
1. Number of civilian Disabling Injuries			0	0	0	0	0
2. Number of Manhours Exposure			504	552	480	672	2208

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
(2) Accident Cost Index			.48	.24	.53	.60	.47
(a) Total Cost			950	480	1080	1230	3740
(b) Man Strength			1960	1999	2020	2057	8036
3. Reports on Time (No Information Required)							
4. USCM Sabotage			NA	NA	NA	NA	NA
a. Number Available Aircraft							
b. Number Aircraft Sabotaged							
c. Percent Aircraft Not Sabotaged							
d. Number Flyaway Kit Systems							
e. Number Flyaway Kit Systems Sabotaged							
f. Percent Flyaway Kit Systems Sabotaged							
g. Ground Rules Violated (Yes or No)							

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
D. OPERATIONS	94.9	80.1					71.1
1. Training Accomplishments							
a. Bombardment, Percent Score	100.0	90		28.1	31.2	11.9	71.2
(1) Average Number Non-combat Ready Crews				3.0	3.4	15.5	7.4
(2) Average Number Combat Ready and above Crews				38.0	38.0	39.3	38.4
(3) Number Standboard Crews ~~Authorized~~ Average Assigned				6.0	6.0	6.0	6.0
b. Tanker, Percent Score	100.0	97		34.6	33.8	7.6	76.0
(1) Average Number Non-Combat Ready Crews				3.5	3.4	2.0	2.9
(2) Average Number Combat Ready Crews				20.0	20.5	21.3	20.9
(3) Number Standboard Crews ~~Authorized~~ Average Assigned				3.0	3.0	3.0	3.0
2. Wing Reliability - Bomber							
a. Radar RBS Bombing, Percent Score	93.0	89		87.4	84.0	94.7	88.6
(1) Number Accomplished				135	94	95	324
(2) Number Acceptable				118	79	90	287
b. Visual RBS Bombing, Percent Score	93.0	82		94.1	93.3	100.0	96.4
(1) Number Accomplished				17	15	24	56
(2) Number Acceptable				16	14	24	54

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
c. Night Celestial Navigation, Percent Score	100.0	100		100.0	100.0	100.0	100.0
(1) Number Accomplished				25	32	11	68
(2) Number Acceptable				25	32	11	68
d. Grid Celestial Navigation, Percent Score	100.0	99		97.7	100.0	91.3	96.7
(1) Number Accomplished				44	25	23	92
(2) Number Acceptable				43	25	21	89
e. Gunnery, Percent Score	91.0	83		71.4	90.3	100.0	88.9
(1) Number of ~~crews successfully~~ Gunnery Missions No. ~~completing the gunnery mission~~ with 75% Fireout				7 5	31 28	7 7	45 40
f. Big Photo Record, Percent Score				NA	NA	NA	NA
(1) Number Accomplished							
(2) Number Acceptable							
g. Cruise Control, Percent Score				NA	NA	NA	NA
(1) Number Accomplished							
(2) Number Acceptable							

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
h. Rendezvous, Percent Score	100.0	99		100.0	100.0	100.0	100.0
(1) Number Attempted				11	18	23	52
(2) Number Successful				11	18	23	52
i. Refueling							
(1) Wet Hookups, Percent Score	100.0	99		100.0	89.7	100.0	95.2
(a) Number Attempted				13	29	21	63
(b) Number Successful				13	26	21	60
(2) Mass Night Refueling, Percent Score	100.0	92		90.9	75.0	- - -	80.0
(a) Number Attempted				11	24	0	35
(b) Number Successful				10	18	0	28

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
2a Wing Reliability - Number							
a. Night Celestial Navigation	100.0	100		100.0	100.0	100.0	100.0
(1) Number Accomplished				20	23	1	44
(2) Number Acceptable				20	23	1	44
b. Grid Celestial Navigation	100.0	100		100.0	100.0	100.0	100.0
(1) Number Accomplished				8	9	5	22
(2) Number Acceptable				8	9	5	22
c. Cruise Control	100.0	100		100.0	100.0	- - -	100.0
(1) Number Accomplished				7	5	0	12
(2) Number Acceptable				7	5	0	12
d. Rendezvous	100.0	94		92.9	91.3	96.7	93.3
(1) Number Accomplished				28	46	30	104
(2) Number Acceptable				26	42	29	97
e. Refueling	100.0	99		93.0	98.2	100.0	97.2
(1) Wet Hookups, Percent Score				43	55	45	143
(a) Number Attempted				40	54	45	139
(b) Number Successful							

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Last SAC Statement — Current Period - 1957

ITEM	SAC Upper Quartile	Wing Data	DEC	JAN	FEB	MAR	Average or Total
(2) Mass Night Refueling, Percent Score	98.0	92		87.5	77.1	- - -	80.4
(a) Number Attempted				16	35	0	51
(b) Number Successful				14	27	0	41

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Item	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
4. Non-Combat Ready Crew Upgrading							
a. Bombardment, Percent Score	100.0	25		0.0	0.0	37.5	37.5
(1) Number of NCR Crews Upgraded to CR				0	0	3	3
(2) Number Points for Upgrading Crews				0	0	75	75
(3) Average Number CR Crews Assigned				38.0	38.0	39.3	38.4
(4) Number Points for CR Crews Assigned				0	0	0	0
b. Tanker, Percent Score	100.0	50		50.0	37.5	62.5	75.0
(1) Number of NCR Crews Upgraded to CR				1	0	1	2
(2) Number points for Upgrading Crews				25	0	25	50
(3) Average Number CR Crews Assigned				20.0	20.5	21.3	20.9
(4) Number Points for CR Crews Assigned				75	75	100	100
5. Non-Combat Ready Crew Flying Time							
a. Bombardment, Percent Score	100.0	84		46.7	98.8	100.0	100.0
(1) Average Number NCR Crews Available				3.0	3.4	7.4	7.4
(2) Total NCR Flying Hours Required				225	255	555	555
(3) Total NCR Hours Flown				105	252	909	909

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ITEM	Last SIO Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
b. Tanker, Percent Score	100.0	71		26.3	40.2	65.9	65.9
(1) Average Number MOR Crews Available				3.5	3.4	2.9	2.9
(2) Total MOR Flying Hours Required				315	306	261	261
(3) Total MOR Hours Flown				83	123	172	172
6. Probation							
a. Bombardment, Percent Score	100.0	97		NA	NA	NA	NA
(1) Number crews not on Probation for Other than SEG							
(2) Number Crews subject to Probation							
7. Evaluation							
a. Bombardment, Percent Score	81.0	60		NA	40.0	NA	40.0
(1) Number of evaluations or re-evaluations successfully completed.				0	2	0	2
(2) Number of Evaluations or Re-evaluations given				0	5	0	5
8. Lead Crews				NA	NA	NA	NA
a. Fighter Only							

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Officer Manning as of 31 Mar 57

307 Comptroller 307EPC 1 Apr 57

CWO Ackerman/kcb/3152/Ltd

432 Authorized 104% Body Manning
450 Assigned 95% Effective Manning
406 Effective
428 Authorized for Effective Manning

Critical career field exists when body manning is below 86% or if 60% or more are at entry level.

CAREER FIELD	AUTH	ASGD	%ASGD	NO AT ENTRY LEVEL	NO % AT ENTRY LEVEL
00	9	10	111		
10-16	322	365	113.3		
1245A	134	53			
1241A		12			
1234B		31			
1231B		53			
12340	60	39			
12310		34			
1525B	76	45			
1521B		37			
1521P		29			
1525P	31	3			
1416	11	7			
1411		5			
1411V		1			
1435	10	3			
1435V		3			
1431		2			
12410	0	1			
1224P	0	1			
1521	0	1			
15210	0	1			
1531P	0	4			
20	8	8	100		
30	13	12	92.3		
32	11	8			
3216	2	1			
3244	1	0			
3234	7	2			
3231	0	3			
3241	0	1			
32000	1	1			

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3075P0, 1 Apr 57, USN: Officer Manning as of 31 Mar 57

CAREER FIELD	AUTH	ASGD	%ASGD	NO AT ENTRY LEVEL	NO & AT ENTRY LEVEL
43	20	16	80%		
4311	0	1			
4316	3	1			
4324	2	2			
4334	2	0			
4341	0	1			
4344	8	6			
4351	0	2			
4355	3	1			
43100	1	1			
43200	1	1			
64	12	7	58.3		
6416	1	0			
6424	11	3			
6411	0	1			
6421	0	3			
67	1	0	000		
6746	1	0			
6741	0	0			
70	5	3	60		
7024	5	3			
73	5	4	80		
7324	4	3			
7321	0	0			
73000	1	1			
86	1	1			
90-91	3	3	100		
93-96	9	2	22.2		
9316	1	0			
9326	0	1			
9356	5	1			
9386	1	0			
9416	1	0			
9446	1	0			
97	10	8	80		
9716	1	0			
9734	1	1			
9744	1	0			
9754	7	6			
9711	0	1			
98	3	3			

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307BPG, 1 Apr 57, Sub; Officer Manning as of 31 Mar 57

Non effective or not counted in computing Effective Manning

9326	Medical Officer
32000	MC Patterson
43100	MC Rogers
43200	MC Olson
73000	MC Ackerman
1224P	Plt Lt Bomb
1231B (15)	Plt Bomb
1231C (13)	Plt Bomb
1241B	Plt AOB
1416	Lt Col Asst S-1
1541	AOB Nav-Bmbdr
1541L	AOB Nav-Bmbdr
1531P (4)	AOB Nav
2044	Intel Photo Rad Off
1521P	AC Nav-Bmbdr

Sq	TOTAL AUTH	AUTH LESS MC'S	#ASGD	# ASGD LESS MC	# EFF DY DX	% ASGD	% EFF
Hq	64	63	58	57	55	90.6	86.
370	74	74	84	84	77	114	104
371	74	74	82	82	76	111	103
372	74	74	79	79	75	107	101
FMS	8	6	7	5	4	87.5	50
PMS	3	3	3	3	2	100	66.6
A&E	11	10	8	7	6	73	55
AMS	99	99	113	113	96	114	97.0
TH	25	25	16	16	15	64	60

H P ACKERMAN JR, CMO (M-2) USAF
CHIEF OFFICER'S BRANCH

A CERTIFIED TRUE COPY

JOHN T HALBERT
1/Lt USAF

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22 March

PRIORITY

X ORIG

COMDRADIV 818 LINCOLN AFB NEBR

COMAF 8 WESTOVER AFB MASS

/CONFIDENTIAL/3078 3-269C. SUBJECT: KC-97 FLIGHT ENGINEERS. TO GENERAL FISHER FROM COLONEL THORUP. LAST MONTH DURING OUR BRIEFING ON STANDDOWN, SAC PROGRAMMING PLAN 9-56, WE STATED THAT WE COULD NOT PROJECT A COMBAT READINESS DATE ON THIRTY (30)KC-97 CREWS DUE TO A SHORTAGE OF FIVE (5) FLIGHT ENGINEERS. AT THAT TIME YOUR PERSONNEL STAFF INDICATED THAT THEY HAD JUST PROJECTED FIVE (5) KC-97 QUALIFIED FLIGHT ENGINEERS INTO THE 307TH BOMB WING AND THAT THEY WOULD REPORT TO THIS WING DURING THE MONTH OF MARCH. THREE (3) FLIGHT ENGINEERS REPORTED TO THIS WING TODAY. THEY ARE T/SGT LEE A MASSEY, S/SGT STANLEY L. HENDRIX AND S/SGT NORMAN P. PAGE. NONE OF THESE MEN HAS EVER BEEN CHECKED OUT AS FLIGHT ENGINEER ON ANY AIRCRAFT. HENDRIX HAS A TOTAL OF TWENTY (20) HOURS PANEL TIME RECORDED IN HIS FORM 5. PAGE HAS NO FLIGHT ENGINEER PANEL TIME RECORDED IN HIS FORM 5. MASSEY DOES NOT EVEN POSSESS A FORM 5. TO TRAIN ENGINEER INPUT OF THIS TYPE REQUIRES FIVE (5) WEEKS TDY AT A KC-97 MTD, TWO (2) WEEKS TDY FOR KC-97 FLIGHT SIMULATOR TRAINING AND AN ADDITIONAL TWO HUNDRED (200) HOURS OF FLYING TIME AT THE PANEL OF A KC-97. REFERENCE SAC REGULATION 51-9. DUE TO THE FACT THAT OUR AIR REFUELING SQUADRON WILL BE REQUIRED TO SUPPORT HIGHER HEADQUARTERS COMMITMENTS UNKNOWN AT THIS TIME, PLUS ITS OWN 50-8 TRAINING PROGRAM AFTER OUR UPGRADE PERIOD ENDS

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ON 1 JULY, IT IS IMPOSSIBLE FOR US TO PREDICT A REALISTIC UPGRADING DATE FOR CREWS ON WHICH WE PLACE FLIGHT ENGINEERS OF THIS LIMITED EXPERIENCE. AN EDUCATED GUESS WOULD BE APPROXIMATELY 1 NOVEMBER 1957. IF AT ALL POSSIBLE, IT IS REQUESTED THAT THE KC-97 QUALIFIED FLIGHT ENGINEERS REFERRED TO BY YOUR STAFF DURING OUR BRIEFING BE ASSIGNED TO THE 307TH BOMB WING IN ORDER THAT WE MIGHT MEET OUR GOAL OF THIRTY (30) COMBAT READY TANKER CREWS BY 1 JULY. FURTHER INFORMATION ON THIS SUBJECT WILL BE PROVIDED IN OUR MONTHLY WING COMMANDER'S REMARKS TO THE T-12.

307DOT/WTM/mss

WILLIAM T. MINOR, Major, USAF

T. J. FLANNIGAN
CMO (M-3) USAF
ASST. ADJUTANT

A CERTIFIED TRUE COPY:

JOHN T. HALBERT
1/Lt USAF

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ANSWER MUST SPECIFIC SYMBOL

DA12WCDC4C
PP RJEDCD
DE RJEPID 01C
P 2820Z
FM COMAC WESTOVER AFB MASS
TO CONAIRDEV 1AC LINCOLN AFB NEBR
BT
C O N F I D E N T I A L 11105 SUBJECT: *MC-97 FLIGHT ENGINEERS.* REFERENCE YOUR CLASSIFIED (CONF) MESSAGE 5.7C-3-2CD-C DATED 19 MAR 57, SUBJECT AS ABOVE. SINCE THE INPUT OF THESE FLIGHT ENGINEERS DID NOT COME FROM SAC RESOURCES, THIS HEADQUARTERS, AS WELL AS HEADQUARTERS SAC, DID NOT HAVE ANY KNOWLEDGE RELATIVE TO THEIR QUALIFICATIONS. THIS APPLIES TO ALL INPUT FROM OUTSIDE OF THE STRATEGIC AIR COMMAND. TO PROCESS QUALIFIED FLIGHT ENGINEERS TO YOUR COMMAND AT THIS TIME WOULD BE IMPRACTICAL SINCE THESE PERSONNEL ARE WITHDRAWN ONLY BY RECESSION. WOULD SUCH AN ACTION I- STATED. IT WOULD BE DESIRABLE UNTIL STABILIZATION OF YOUR RECEIPT

10

PAGE TWO RJEPID 01C
ASSIGNED INPUTS, THREE (3) TRAINING SPACES IN CLASS 58-2E-12C WITH ENTRY DATE OF 15 APR 57, WILL BE MADE AVAILABLE TO YOUR COMMAND. UPON COMPLETION OF ABOVE TRAINING AND RETURN TO UNIT STATUS.
BT
E/CCRAIT AND RJEPID

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Airman Manning as of 31 MAR 57

307DCP

307AFA

2 APR 57
CMO Ackerman/TOL/TMO/8152

1570 Authorized
1509 Assigned
1304 Effective

30.5 Effective
102.5 Duty Manning

	SKILL	AUTHORIZED	ASSIGNED	BELOW 86% DUTY POSITION	TO EFF	OR	BELOW 76% UNSATISFACTORY
20	7	6	3		3		
(Intelligence)	5	8	10		3		
	3	0	4		0		
		14	17	101.4	11		78.6
22	5	3	2		2		
(Photomapping)	3	0	2		0		
		3	4	133.3	2		66.7
27	7	8	8		8		
(Air Operation)	5	2	3		2		
		10	11	110.0	10		100.0
29	7	10	6		4		
(Com Opns)	5	30	32		24		
	3	0	9		0		
		40	47	117.5	28		70.0
30	7	21	20		14		
(Radio Radar)	5	65	72		61		
	3	10	14		10		
		96	106	110.4	85		88.5
32	7	41	14		14		
(Armament Sys)	5	70	153		70		
	3	16	28		16		
		127	195	153.5	100		78.7
40	7	2	2		2		
(Intricate	5	9	9		8		
Equip Maint)	3	4	3		4		
		15	14	93.3	14		93.3
42	7	15	12		11		
(Acft Access	5	102	92		92		
Maint)	3	20	45		20		
		137	149	108.8	123		89.8

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307DRA, 2 APR 57, Subject: Airmen Manning as of 31 MAR 57

	SKILL	AUTHORIZED	ASSIGNED	BELOW 86% UNSATISFACTORY	No. AFT	OA	BELOW 76% UNSATISFACTORY
43 (Acft & Eng)	7	208	144		142		
	5	348	330		310		
	3	78	107		77		
		634	581	91.6	529		83.4
45 (Production Control)	7	7	2		2		
	3	5	8		5		
		12	10	83.3	7		58.3
46 (Munition & Weapons)	7	7	6		6		
	5	30	15		15		
	3	7	8		7		
		44	29	65.9	28		63.6
47 (Motorized & Miscell)	7	5	5		5		
	5	17	4		4		
	3	3	15		3		
		25	24	96.0	12		48.0
53 (Not Incl 534) (Metal Working)	7	5	4		4		
	5	5	7		5		
	3	4	7		4		
		14	18	128.6	13		92.9
534 (Air Frame Repair)	7	7	6		6		
	5	28	19		19		
	3	14	21		14		
		49	46	93.9	39		79.6
55 (Construction)	5	5	4		4		
	3	2	2		1		
	1	0	1		0		
		7	7	100.0	5		71.4
58 (Fabric & Leather Rubber)	7	4	5		4		
	5	24	15		16		
	3	7	20		7		
		35	40	114.3	27		77.1
60 (Transportation)	7	0	1		0		
	5	16	9		10		
	3	3	1		1		
		19	11	57.9	11		57.9
62 (Food Service	7	1	1		1		
	5	11	6		6		
	3	3	2		2		
	1	1	2		1		
		16	11	68.8	10		62.5

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307DPA, 2 APR 57, Subject: Airmen Manning as of 31 MAR 57

	SKILL	AUTHORIZED	ASSIGNED	BELOW 86% UNSATISFACTORY	NO SPC	OR	BELOW 76% UNSATISFACTORY
64 (Supply)	7	11	12		11		
	5	42	29		27		
	3	13	22		13		
	1	1	0		1		
		67	63	106.3	52		77.6
67 (Fin, Acct & Auditing)	3	0	1		0		
		0	1	00.0	0		00.0
68 (Statistical Service)	7	3	1		1		
	5	2	2		2		
	3	0	3		0		
		5	6	120.0	3		60.0
70 (Administrative)	7	11	9		9		
	5	62	37		37		
	3	16	43		16		
	1	0	3		0		
		89	92	103.4	62		69.7
73 (Personnel)	7	11	9		9		
	5	14	15		14		
	3	8	5		6		
		33	29	87.9	29		87.9
90 (Medical)	7	12	7		4		
	5	32	45		30		
	3	11	10		11		
	1	3	2		3		
		58	64	110.3	48		82.8
92 (Crew Protection)	7	4	1		1		
	5	9	15		9		
	3	2	1		2		
		15	17	113.3	12		80.0
98 (Dental)	7	2	0		0		
	5	3	6		3		
	3	1	1		1		
		6	7	116.7	4		66.7
99016		0	4		0		
No Rods		0	6		0		
Wing Total		1570	1609	102.5	1264		80.5

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307DPA, 2 APR 57, Subject: Airmen Manning as of 31 MAR 57.

UNIT	AUTH	ASGD	% ASGD	# EFF	% EFF	DIRECT SUPPORT AUTH	DIRECT SUPPORT EFF	INDIRECT SUPPORT AUTH	INDIRECT SUPPORT EFF
HQ	141	154	109.2	116	82.2	32	26	109	90
370	96	81	84.4	76	79.2	76	62	20	14
371	96	82	85.4	69	71.9	76	53	20	16
372	92	84	87.5	69	71.9	76	56	20	13
FM	417	422	101.2	334	80.1	321	268	96	66
PM	106	97	91.5	78	73.6	90	70	16	8
A&E	316	388	122.8	252	79.7	230	196	86	56
AMSFS	220	219	99.6	177	80.5	167	130	53	41
TH	82	82	100.0	62	75.6	0	0	82	62
WING TOT	1570	1609	102.5	1233	78.5	1068	867	502	366

H P ACKERMAN JR, CMO (M-2), USAF
OIC ANN STANCH

A CERTIFIED TRUE COPY

JOHN T HALBERT
1/Lt USAF

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SEPARATION & REENLISTMENT RATE FOR MARCH 1957

	AE Gp	ASSIGNED UNITS 90th	907th	818 AD IV	Tenent Units	Base Total	Yearly Total
1 - Number Seperated	54	22	45	121	0	121	326
2 - Number Seperated Eligible to Reenlist	37	18	42	99	0	99	268
3 - Number Immediate Reenlistments (Incl AFR 39-15's)	18	7	19	44	0	44	114
4 - Number Immediate Reenlistments (Excl AFR 39-15's(	18	7	19	44	0	44	106
5 - Number Reenlisted w/i 90 days (From other bases)	0	0	0	0	0	0	1
6 - Number Reenlisted w/i 90 days (To old assigned unit)	0	0	2	2	0	2	2
Percentage (Add 4 & 6 and divide 2 into this)	46.1	38.8	50.0	46.4	NEG	46.4	42.5

12

/s/ James R Peerman
/t/ JAMES R PEERMAN
1stLT., USAF

THIS IS A CERTIFIED TRUE COPY:

JOHN T HALBERG
1st Lt., USAF

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

307C

SUBJECT: Prevention of Vehicle Accidents

TO: (All Squadron Commanders)

1. A reveiw of this Wing's Accident Prevention Program, perticularly the results obtained during the Callendar Year 1956, indicates a need for further improvement. A recent recapitulation of this Wing's perfor nce during the first two months of 1957 serves as an additional reminder that this program requires increased command attention. Already this month, two 307th Bombardment Wing personnel have received disabling injuries resulting from vehicle accidents. This has substantially lowered our current overall rating and effectiveness.

2. I am convinced that only through an aggressive and sustained program, enforced and followed-up by each responsible Squadron Commander and Supervisor, can we overcome this problem. You will carefully review the inclosed letters which outline procedural actions required to aid in the prevention of vehicle accidents. Each applicable requirement should be implemented within your organization without delay.

3. In addition to the policies outlined in the attached letters, the following minimum procedures and requirements will be established within the 307th Bombardment Wing prior to 10 April 1957:

a. Squadron Safety Officers will review governing Safety Directives to insure currency and adequacy.

b. The Squadron Accident Prevention Program will be reviewed to insure compliance with governing directives.

c. Squadron NCO Safety Councils will energetically implement the squadron program. Accident producing conditions will be ferreted out and effective remedial measures implemented. It should be noted that the NCO Safety Council represents an excellent source for supplementing an aggressive Accident Prevention Program.

d. Assigned personnel should be re-indoctrinated as to individual responsibilities during the operation of private vehicles. Policies concerning traffic violations, especially action which may be taken against violators, should be carefully spelled out.

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e. Each airmen below the grade of Staff Sergeant should be required to obtain written permission prior to being allowed to operate a vehicle on Lincoln Air Force Base. Careful evaluation should be given to the individual in granting such approval. Each airmen will be designated on the Commander's Safety Control Card, which is required for each person who operates a vehicle on this station.

f. Lincoln Air Force Base Regulation 32-2, dated 27 January 1957, establishes limits for off-duty travel by privately owned vehicles and should be brought to the attention of assigned personnel. Complete dissemination of the content of this directive is mandatory. A copy of both this directive and a map outlining the travel restrictions will be located in an area immediately adjacent to the Sign-out Roster.

g. Periodic checks should be accomplished to ascertain any delinquency in the late return of assigned personnel to the Base, particularly during normal duty days. It is considered essential to the overall effort of this Wing that personnel return to the Base early enough to insure that they obtain sufficient rest before reporting for duty.

h. The first conviction of any serious traffic violation such as: speeding, reckless driving, driving under the influence of alcohol or drugs, etc., will require restriction of that person's vehicle for a minimum period of not less than ninety days. Disciplinary action as may be recommended by the Accident Review Board will be considered by the responsible Squadron Commander.

i. Involvement in a traffic accident, where injuries result in an individual's loss of normal duty time, will require a minimum restriction of the responsible person's vehicle from Lincoln Air Force Base for a period of at least six months. Should gross negligence be proven such as qualified above, the Unit Commander will also initiate action to have that person's State Operator's License revoked for a corresponding period.

j. The conviction of any moving traffic violation on or off base, which does not fall under the provisions of paragraph h, above, will require that the responsible person's vehicle be restricted from the base for not less than thirty days. Personnel involved will be required to attend the Base Drivers' Clinic until the course of instruction given and resultant examination have been completed. It should be noted that attendance at the Drivers' Clinic is not considered as disciplinary action but is a course of instruction in safeguarding life and property.

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3072, 307th Bomb Wing, Subject: Prevention of Vehicle Accidents

4. The importance of this Wing's Private Vehicle Accident Prevention Program is not to be taken lightly. Appropriate command emphasis will be given this requirement so that this Wing's resourcefulness in the prevention of private vehicle accidents may be effectively demonstrated.

5. You will acknowledge receipt of this letter by 1st Indorsement not later than 10 April 1957, in which you will be expected to outline in detail the specific policies and actions you have placed into effect to implement the requirements contained above.

2 Incls
1. Ltr, Hq SAF,16 Jan 57 (dup)
2. DF, Policy on Accidents

LAURIS G. THORUP
Colonel, USAF
Commander

Copies furnished:

307BS
307ADJ

A CERTIFIED TRUE COPY

John T. Halbert
1/Lt USAF

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307th Bombardment Wing

OPERATION PLAN 9-56

"STAND DOWN"

1 FEB 57

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

OPERATIONS PLAN 9-56

"STANDBY [illegible]"

307BW OPLAN 9-56
1 Feb 57

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

307TH BOMBARDMENT WING OPERATIONS PLAN 9-56, "[illegible]"

TASK ORGANIZATIONS

370th Bombardment Squadron	Lt Col Iannacito
371st Bombardment Squadron	Lt Col Richard
372nd Bombardment Squadron (CCTS)	Lt Col Benson
307th Air Refueling Squadron	Lt Col Thurlow
307th Armament and Electronics Squadron	Lt Col Smith
307th Field Maintenance Squadron	Major Webb
307th Periodic Maintenance Squadron	Lt Col Tillapaugh
307th Headquarters Squadron Section	Captain Gottlieb

1. GENERAL: Beginning 1 March 1957, this Wing will enter a four (4) month special upgrade training period. During this period, the Wing will be relieved . . . "from the requirements of SAC Regulation 50-8 and all other commitments, special projects, etc." (Authority, SAC Programming Plan 9-56). Emphasis will be placed on upgrading non-combat ready crews to ready status and maintaining the capability of present combat ready crews.

a. Flying Training Priorities:

(1) Requirements of AFR 60-2 and SAC Supplements thereto.

(2) Upgrading of non-combat ready crews.

(3) Proficiency of combat ready crews.

(4) Requirements of SAC Regulation 51-26.

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b. Ground Training Priorities:

(1) EWP Training.

(2) SAC Regulation 51-19, Annex V and Annex IX.

(3) SAC Regulation 50-43.

(4) Target Study.

(5) Special Weapons.

2. MISSION: To maintain a state of combat readiness which will support this Wing's responsibilities in the Emergency War Plan and upgrade sufficient non-ready crews to have sixty-six (66) ready B-47 crews and thirty (30) ready KC-97 crews by 1 July 1957.

3. a. 370th Bombardment Squadron:

(1) Attachment I to the basic plan lists those crews which will be assigned or attached for flying training and ground training during this period.

(a) Specifically, you will be responsible to see that each crew accomplishes the maximum SAC Regulation 51-26 activity, SAC Regulation 50-24 ground training, and all required EWP mission planning and target study.

1. Those crews underlined in Attachment 1 indicate crews with non-ready co-pilots. It will be your responsibility to upgrade those co-pilots to combat ready status at the earliest possible date. They will not be attached to the CCTS.

(2) You will be responsible to supervise and provide facilities for mission planning, briefing and critiquing of all missions flown by crews assigned and/or attached to your squadron.

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(a) Attached crews will use Personal Equipment Sections of their permanent organization.

(3) If Crews N-09, Chappelle, and N-18, Howard, are not combat ready by 1 March 1957, it will be your responsibility to complete the upgrade training of these crews.

(4) You will be responsible to furnish all assigned instructor pilots and instructor navigator bombardiers to the CCTS during the upgrade period. Instructor responsibilities will be outlined in the master schedule (Annex B).

b. 371st Bombardment Squadron.

(1) Your squadron navigator, Captain Ness, will be attached to the CCTS as Flight Navigator for "A" Flight.

(a) You will appoint a crew navigator from your resources to act as your squadron navigator in Captain Ness' absence.

(2) During the upgrading period you will be responsible for flying training and ground training for those crews assigned and attached to your organization. (See Attachment 2 to this Plan).

(a) Specifically, you will be responsible for the maximum accomplishment of SAC Regulation 51-26 training, SAC Regulation 50-24 ground training and all EWP training requirements. Those crews underlined in Attachment 2 have non-ready co-pilots assigned. It will be your responsibility to upgrade those co-pilots to ready status at the earliest possible date.

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(3) You will be responsible to supervise and provide facilities for mission planning, briefing and critiquing for those crews assigned and/or attached to your squadron.

(a) Attached personnel will use the Personal Equipment Section of their permanent organization.

(4) If Crew N-47, Lt Colonel Miller's crew, is not upgrading to ready status by 1 March 1957, it will be your responsibility to complete the upgrade training for this crew.

(5) You will be responsible to furnish all assigned instructor pilots and instructor navigators to the CCTS during the upgrade period. Instructor responsibilities will be as outlined in the master schedule (Annex B).

c. 372nd Bombardment Squadron

(1) You have been designated as Commander of the Combat Crew Training Squadron for the upgrade period 1 March 1957 through 30 June 1957.

(a) Major Burford will continue to function as your Operations Officer.

(b) Your Squadron will be divided into two (2) flights, namely, "A" Flight and "B" Flight. "A" Flight will be commanded by Major Minnick and "B" Flight Commander will be Major Biggs.

1. Each flight will have a Squadron Navigator Bombardier assigned, namely, "A" Flight, Captain Ness and "B" Flight, Major Simpkins.

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(c) Listed as Attachment 3 are those instructor pilots and instructor navigator bombardiers who will be placed at your disposal during the upgrade program.

1. The crews represented by the instructors will be scheduled for their own crew missions by the squadron to which they are assigned or attached. Instructor missions take priority over crew missions.

(d) Captain Hoover's Crew, R-34, will be your Standboard advisors.

(e) Crew R-69, Captain Wheeler, Lt Barnicoat and Captain Crorey, will be attached to the CCTS and be made specifically responsible for monitoring all individual and crew training folders, both for 51-19 activity and 50-43 activity. Attachment 4 lists those items which must be in each crew member's training folder.

d. 307th Air Refueling Squadron Commander

(1) You will be responsible to upgrade eight (8) crews during this period for a total of thirty (30) ready tanker crews.

(a) Upgrade training for these crews will begin not later than 1 March 1957 notwithstanding the availability of flight engineers. As flight engineers are assigned, they will be absorbed in the training program and special emphasis will be placed on their training in order to bring them up to the currency of their assigned crew.

3X. GENERAL INSTRUCTIONS:

(1) This Plan becomes an Order on 1 March 1957.

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(a) Preparation for its implementation will begin immediately.

(2) The 372nd Bombardment Squadron is designated the Combat Crew Training Squadron and will have operational control over all non-ready crews. (Excluding Chappelle, Howard and Miller).

(3) Ready and higher crews assigned to the 372nd Bombardment Squadron will be attached to the 370th and 371st Bombardment Squadrons during the upgrade period (See Attachments 1 and 2).

(4) All instructors except standardization crews will be attached to the CCTS for all dual flight requirements during the upgrade period or until the Commander of the CCTS elects to return them to the operational control of their respective squadrons. (See master schedule, Attachment 1, Appendix 1, Annex B).

(5) Standardization crews will continue normal procedures, except that Crew R-34 will advise the CCTS Commander on all Standboard matters.

(6) All non-ready bomb crews will be scheduled to fly twice per week, namely "A" Flight on Mondays and Thursdays and "B" Flight on Tuesdays and Fridays.

(7) All B-47's will be utilized on Wednesday of each week by ready and higher crews or staff personnel (370th and 371st Bombardment Squadrons).

(8) At the weekly 60-9 meeting, Wing aircraft resources will be pooled and first priority will be given to supplying sortie requirements of the CCTS. Any residual sorties will be divided equitably between the 370th and 371st Bombardment Squadrons.

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(9) Normally, two (2) receivers will be flown against one (1) tanker on all SAC Regulation 51-19 B-47 missions. Each receiver will rendezvous and fly one (1) hour and thirty (30) minutes of pattern time.

(a) The plan to fly two (2) receivers against each tanker will be augmented to the extent that two (2) receivers daily will be scheduled against a single tanker. These tanker-receiver pairs will be scheduled to take off after all other air refueling missions for that day have become airborne. This, in effect, provides a daily back-up for earlier tankers which are supporting two (2) receivers.

EXAMPLE:	Tanker "A" Supports	B-47 #1 and B-47 #2
	Tanker "B" Supports	B-47 #3 and B-47 #4
	Tanker "C" Supports	B-47 #5
	Tanker "D" Supports	B-47 #6

If Tanker "B" aborts, Tanker "D" takes off to support B-47's #3 and #4. Tanker "C" then supports B-47's #5 and #6.

(10) Air refueling missions on Wednesdays will go to ready and higher crews.

(11) SAC Regulation 51-19 transition missions will average five (5) hours per sortie for both B-47's and KC-97's.

(12) After solo, missions will average seven (7) hours for B-47's and six (6) hours for KC-97's.

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(13) Double Aircraft Commander teams will fly 51-19 sorties.

(a) Bomb crews will be scheduled for eight (8) 51-19 sorties, the last of which will be a pre-solo check for the Aircraft Commander and Co-pilot.

(14) An instructor navigator bombardier will be scheduled to fly with the student navigator for three (3) sorties following the Aircraft Commander - Co-Pilot checkout. The third mission will include the navigator bombardier's pre-solo check.

(a) All training accomplished on 51-19 missions will count toward upgrade minimums.

(15) Activity minimums for non-ready crews to upgrade are those listed in SAC Regulation 50-8 under the non-ready crew column. (Paragraph 1b, Appendix 1, Annex B).

(a) Fifteen (15) sorties following the Aircraft Commander - Co-Pilot pre-solo checkout will be scheduled to complete upgrade minimums.

(16) Crews must be at least 50% reliable in proficiency items before upgrading (the goal will be 75%).

(17) Following the pre-solo check and prior to a solo mission, the crew members (member) and their instructor will be interviewed by the Wing Commander in the presence of the Wing Director of Operations. (Attachment VI, Appendix 1, Annex B).

(a) The crew training folder will be presented to the Wing Commander by the crew (see Attachment 4 to the Basic Plan).

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(18) Flying will be scheduled to preclude Monday take-offs prior to noon and Friday sorties will terminate by 1700 hours.

(19) Crew members will be scheduled for Standboard written examinations on Wednesday preceding the pre-solo check. (Attachment V, Appendix I, Annex B).

(a) "A" Flight crews will mission plan for Thursday's mission on Tuesday preceding the examinations.

(20) All non-ready crews will attend basic Special Weapons training as indicated in the master schedule (Attachment VII, Appendix I, Annex B).

(21) Leave policy for this period is as follows: Non-ready crews may be scheduled for normal leave after upgraded to "Ready". Ready and Lead crews may be scheduled for leave during the last half of April and all of May and June. Standboard crews will be scheduled in consonance with their work load as indicated in the master schedule (Attachment I, Appendix I, Annex B). IP's and IN's will be scheduled for normal leave after their instructor responsibilities have been met. (Attachment I, Appendix I, Annex B).

4. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Logistical matters will be normal.

b. Administration will be normal except that the CCTS will have Crew R-69, Captain Wheeler, which will be responsible for crew records administration.

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5. COMMAND AND COMMUNICATIONS:

a. Communications will be normal.

b. Command will be as shown in Attachment 5.

THROUP
Colonel, USAF
Commander

ANNEXES:

A Combat Crew Manning
B Flying Training
App I - B-47
App II - KC-97
C Ground Training
App I - Schedules
D Maintenance

DISTRIBUTION:

307BWG HQ	50 cys
370BSC	30 cys (1 ea crew)
371BSC	30 cys (1 ea crew)
372CCTS	35 cys (1 ea crew)
307ARSC	30 cys (1 ea crew)
307 A&ESC	5 cys
307FMSC	5 cys
307PMSC	2 cys
307HQSECC	5 cys
307TH	1 cy
307DMM	15 cys

INFORMATION COPIES:

8AF	10 cys
818ADIVC	5 cys
818ABGC	12 cys
98BWG	2 cys
34th ADS	2 cys
HISTORIAN	4 cys

OFFICIAL:

A. E. AENCHBACHER
Lt Colonel, USAF
Director of Operations

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT 1

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

370TH BOMBARDMENT SQUADRON CREWS

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT 1 TO 307TH BOMBARDMENT WING OPERATIONS PLAN 9-57 - 370TH BOMBARDMENT SQUADRON CREWS

1.	L-01	Hermann	IP-INB	
2.	L-02	Sullivan	Standboard	
3.	R-03	Koudsi	IP	
4.	L-05	McCrary	Standboard	
5.	R-06	Crook		
6.	R-08	Brooks	INB	
7.	N-09	Chappelle		
8.	R-10	Shaver	INB	
9.	R-11	Biggs	IP-INB	
10.	R-12	Dance		
11.	R-13	Clark		
12.	R-14	Mills		
13.	R-15	Trudeau		
14.	R-16	Ecelbarger	IP	
15.	R-18	Howard		
16.	L-61	Holden	Standboard	(Attached)
17.	R-62	Hull	IP-INB	"
18.	R-70	Morrison	IP	"
19.	L-71	Kohlscheen	IP-INB	"
20.	R-77	Heller		"
21.	R-69	Wheeler (Records)		"

NOTE: Those crews underlined have non-ready co-pilots assigned.

ATTACH 1 TO
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT 2

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

371ST BOMBARDMENT SQUADRON CREWS

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT 2 TO 307TH BOMBARDMENT WING OPERATIONS PLAN 9-56 - 371ST BOMBARDMENT SQUADRON CREWS

1.	R-31	Ames	INB	
2.	R-33	Minnick	IP	
3.	R-34	Hoover	Standboard	
4.	L-36	Darden	Standboard	
5.	L-37	Bifford	IP-INB	
6.	R-39	Hoffman		
7.	R-40	Guy	IP-INB	
8.	R-41	Peterson	INB	
9.	R-42	Hibdon		
10.	R-43	Williams		
11.	R-45	Behan	IP	
12.	N-47	Miller		
13.	R-49	Bath	INB	
14.	L-66	Gieker	Standboard	(Attached)
15.	R-65	Boudreaux	IP-INB	"
16.	R-67	Mann		"
17.	R-68	Phillips		"
18.	R-73	Terry	IP-INB	"
19.	R-74	Reilly		"
20.	R-75	Dodge		"
21.	R-79	Meyers		"

NOTE: Those crews underlined have non-ready co-pilots assigned.

ATTACH 2
307BW OPLAN 9-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT 3

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

INSTRUCTOR POOL

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base. Nebraska
1 February 1957

ATTACHMENT 3 TO 307TH BOMBARDMENT WING OPERATIONS PLAN 9-57 - INSTRUCTOR POOL

1. Instructor Pilots:

a. "A" Flight

(1) Major Minnick - Flight Commander

(2) Major Hermann

(3) Major Kohlscheen

(4) Captain Koudsi

(5) Major Scelbarger

(6) Captain Bifford

b. "B" Flight

(1) Major Biggs

(2) Major Hull

(3) Captain Guy

(4) Captain Behan

(5) Captain Boudreaux

(6) Captain Morrison

(7) Captain Terry

2. Instructor Navigator Bombardiers

a. "A" Flight

(1) Captain Weber

(2) Captain Shisler

ATTACH 3 TO
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(3) Captain Mattioli

(4) Captain Evans

(5) Captain Johnson

(6) Captain Hesse

(7) Captain Pelletier

(8) Captain Samuels

"B" Flight

(9) Captain Fliger

(10) Captain Withrow

(11) Captain Hart

(12) Captain Walrath

(13) Captain Roseling

3. S-1 Captain Bathurst

S-2 Captain Anthony

S-3 Captain Moore

S-4 Captain Bicak

S-5 Captain Hudkins

NOTE: "S" Instructors are Standboard instructors which will be necessary during the critical pre-solo check period for student NB's, namely, 26 March 1957 through 6 April 1957.

ATTACH 3 TO
307BW OPLAN 9-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT 4

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

CREW TRAINING FOLDERS

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT 4 TO 307TH BOMBARDMENT WING OPERATIONS PLAN 9-56 - CREW TRAINING FOLDERS

1. Each crew member will have a training folder which consists of a standard manilla folder. Forms will be fastened at the top on each side of this folder by a standard Elco fastener. On the right hand side of the folder will be an Eighth Air Force Form 20 or 818th Air Division Form 369 for each mission flown with an instructor. (If Form 369 is used, activity in which the student is instructed will be listed in the Remarks Section and appropriate comments made thereto). The most recent Form 20 or Form 369 will be on top. On the left hand side on the bottom will be an Eighth Air Force Form 50 for an Aircraft Commander or Co-Pilot and an 818th Air Division Form 347/348 for the observer. On top of the Form 50 will be an Eighth Air Force Form 325 for Aircraft Commanders and Co-Pilots or an Eighth Air Force Form 323 for the Observer. (This form to be used by the instructor giving the pre-solo checkout ride). On top of the Eighth Air Force Form 325 will be a SAC Form 412, Certificate of Proficiency for Aircrews or Aircrew Members. The above forms will be completed and presented by the crew to the Wing Commander for interview subsequent to the pre-solo checkout and prior to the crew's (crew member's) first solo flight.

2. "Hi Jink" checkout certificate will be placed on top of all forms on the left side.

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3. At the conclusion of 50-43 training, the crew will undergo standardization check required by SAC Regulation 51-4. The Standardization Board will be responsible to furnish the completed forms on each of the Standboard rides given and these forms will be placed in a separate crew training folder.

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
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1 February 1957

ATTACHMENT 5

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

CCTS CREWS

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT 5 TO 307TH BOMBARDMENT WING OPERATIONS PLAN 9-56 - CCTS CREWS

ORGANIZATION

372ND BOMRON
CCTS
Commander
Lt Col Benson

Stand Board
Advisor
R-34, Capt Hoover

Records Adm
R-69, Capt Wheeler

Operations Officer
Major Burford

"A" Flight
Commander
Maj Minnick

Flight Navigator
Capt Ness

"B" Flight
Commander
Maj Biggs

Flight Navigator
Maj Simpkins

INSTRUCTOR POOL

Pilots	Navigators
1. Major Minnick	1. Captain Weber
2. Major Biggs	2. Captain Schisler
3. Major Hermann	3. Captain Mattioli
4. Major Stevenson	4. Captain Evans
5. Major Koelbarger	5. Captain Johnson
6. Major Hull	6. Captain Hesse
7. Captain Koudsi	7. Captain Pelletier
8. Captain Bifford	8. Captain Samuels
9. Captain Guy	9. Captain Fliger
10. Captain Behan	10. Captain Withrow
11. Captain Boudreaux	11. Captain Hart
12. Captain Morrison	12. Captain Walrath
13. Captain Terry	13. Captain Roseling

ATTACH 5 TO
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1 February 1957

ATTACHMENT 5 TO 307TH BOMBARDMENT WING OPERATIONS PLAN 9-56 -- CCTS CREWS

	"A" Flight		"B" Flight	
1.	N-19	Pauza	N-52	Pearce
2.	N-20	Knight	N-53	Masserini
3.	N-21	Kminek	N-54	Howell
4.	N-22	Smith	N-55	Mitchell
5.	N-23	Hesler	N-56	Domino
6.	N-24	Burkett	N-57	Dostalek
7.	N-25	Crooks	N-76	Horner
8.	N-48	Ferarra	N-80	McKenzie
9.	N-50	Coley	N-81	Germundson
10.	N-51	Houghtby	N-82	Pumford
11.	N-83	Martin	N-84	Meeks
12.	N-85	Parks	N-86	Parker
13.	N-26	Christians	N-58	Marvel

ATTACH 5 TO
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
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ANNEX A

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

COMBAT CREW MANNING

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ANNEX A TO 307TH BOMBARDMENT WING OPERATIONS PLAN 9-56 - COMBAT CREW MANNING

1. Personnel Summary.

a. B-47 Crew Resources

(1) Pilots: 137

(a) Gains: 4. (Four (4) Pilot-ACB from James Connelly AFB in March 1957).

(b) Losses: 4. (Two (2) Aircraft Commanders, two (2) Co-pilots to B-52 Program in June 1957).

(c) Net: 137.

(d) Availability:

1. 1 March 1957: 123

2. 1 April 1957: 132 (Five (5) co-pilots from McConnell AFB, 6 Mar 57.
*One (1) aircraft commander from James Connelly AFB, 22 Mar 57.
*Three (3) co-pilots from James Connelly AFB o/a 27 Mar 57.)
*Will require B-47 Transition.

3. 1 May 1957: 132

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4. 1 June 1957: 137 (One (1) Aircraft Commander returns from McConnell AFB, 4 May 57.
Two (2) co-pilots return from McConnell 4 May 1957.
Two (2) co-pilots return from McConnell 1 June 1957.)

(2) Navigator-Bombardiers: 66

(a) Gains: 6. (Six (6) NB from Mather AFB, reporting 30 March 1957).

(b) Losses: 2. (Two (2) NB to B-52 Program June 1957).

(c) Net: 70

(d) Availability:

1. 1 March 1957: 64

2. 1 April 1957: 70 *(Six (6) NB report from Mather AFB, 30 March 1957).
*Will require Phase II Observer Training.

3. 1 May 1957: 70

4. 1 June 1957: 70

(3) Sufficient B-47 crew resources are assigned to form sixty-six (66) B-47 crews.

(4) B-47 crew resources required 1 March 1957 to enter upgrading program with sixty-six (66) crews available to train:

(a) Pilots - 9.

(b) NB - 2.

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(5) Factors to be Considered:

(a) Twenty-four (24) crew members require Basic Survival, Course 140000.

(b) Nineteen (19) crew members require Basic Special Weapons, Course 120007.

(c) Seven (7) NB's require Phase II Observer Training, Course 152120B.

(d) Sufficient quotas have not been made available to train out the above requirements.

b. KC-97 Crew Resources:

(1) Pilots: 75

(a) Gains: 0

(b) Losses: 14 (Eleven (11) DOS, one (1) Release from AD).

(c) Net: 61.

(2) Navigators: 35

(a) Gains: 6 (March 1957 input)

(b) Losses: 5 (DOS)

(c) Net: 31

(3) Flight Engineers: 25

(a) Gains: 7 (Five (5) March 1957, two (2) June 1957)

(b) Losses: 3

(c) Net: 29

ANNEX A TO
307BW OPLAN 9-56
1 Feb 57

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(4) Boom Operators: 38

(a) Gains: 0

(b) Lo

(c) Net: 38

(5) Radio Operators: 26

(a) Gains: 5 (March input, 29333)

(b) Losses: 0

(c) Net: 31

2. The following combat crews are planned in the training projection of this Wing. Underlined names indicate upgrading is required.

a. 370th Bombardment Squadron

Crew Nr	AC	CP	OBS
L-01	HERMANN	BAKER	WEBER
L-02	SULLIVAN	HANGER	BATHURST
N-03	KOUDSI	LOWELL	FLYNN
L-05	MCCRARY	BRZYWXZY	GRONBERG
R-06	CROOK	BRUMBAUGH	BIARTT
R-08	BROOKS	STRUEMPLER	MATTIOLI
N-09	CHAPPELLE	RHODES	JONES
R-10	SHAVER	BRUNELLE	SCHISLER
R-11	BIGGS	FALLER	EVANS
R-12	DANCE	GODEC	KRETCHMER

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Crew Nr	AC	CP	OBS
R-13	CLARK	MERAEL	DARNEY
R-14	MILLS	GARRETT	VAJERA
R-15	TRUDEAU	HOLST (4 May)	REEVES
R-16	ECELBARGER	GOODRICH	TIMMONS
N-18	HOWARD	ROGERS	RAFTERY
N-19	PAUZA	FINCH	CAMERON
N-20	KNIGHT	WARD	POLSON
N-21	KMINEK	PRUDE	FIRSCHNER
N-22	SMITH	BERNARD	SIMON
N-23	HESLER	HOECKER (6 Mar)	BOGGESS
N-24	BURKETT	STUART (4 Jan)	PIERSON
N-25	CROOKS	POLLARD (4 May)	RANDOLPH
N-26	CHRISTIANS	THOMSON (6 Mar)	JONES
	MATYAS		

b. 371st Bombardment Squadron

R-31	AMES	COX	JOHNSON
R-33	MINNICK	PHILLIPS	ALLEN
R-34	HOOVER	MEEKS	MOORE
L-36	DARDEN	GEE	BICAK
L-37	BIFFORD	HAHN	HESSE
R-39	HOFMAN	SAWYERS	BARDWELL
R-40	GUY	HAMEL	FLIGER
R-41	PETERSON	BEHNKE	SAMUELS

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Crew Nr	AC	CP	OBS
R-42	HIBDON	PEPARSKE	BLUNT
R-43	WILLIAMS	FARNHAM	JORGENSON
R-45	BEHAN	TIPZER	MCFARLING
N-47	MILLER	MACK	HANDEL
N-48	FERRARA	CLARK	SMALLWOOD
R-49	BATH	COFFIN	PELLETIER
N-50	COLEY	GOYER	PEAK
N-51	HOUGHTBY	SUTTON	MERRELL
N-52	PEARCE	VARTAN	CARRIER
N-53	MASSERINI	PUTNAM (6 Mar)	ROBERTS
N-54	HOWELL	FISHER	POWELL
N-55	MITCHELL	PITTMAN	KINYON
N-56	DOMINO	DANIELS	SIMCOE
N-57	DOSTALEK	FREEMAN	RICHERT
N-58	MARVEL (4 Mar)	FENNEL (5 Jun)	
c. 372nd Bombardment Squadron			
L-61	HOLDEN	BEERS	ANTHONY
R-62	HULL	TAYLOR	WITHROW
R-65	BOUDREAUX	FORGAS	HART
L-66	GIEKER	BARAN	HUDKINS
R-67	MANN	WANEK	DAVIS
R-68	PHILLIPS	OGREN	HATHAWAY
R-69	WHEELER	BARNICOAT	CASEY

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Crew Nr	AC	CP	OBS
R-70	MORRISON	DRUM	KENNEDY
L-71	KOHLSCHEEN	THOMAS	WALRATH
R-73	TERRY	MIDDLETON	ROSELING
R-74	REILLY	SULLIVAN	MEYER
R-75	DODGE	LAWSON	PALMQUIST
N-76	HORNER	OHRVALL	WILSON
R-77	HELLER	GILSTRAP	SHORT
R-79	MYER	ESPING	WELSH
N-80	MCKENZIE	MARTIN	WHITEHURST
N-81	GERMUNDSON	PETERS (6 Mar)	ROELLE
N-82	PUMFORD	JOHNSON	KING
N-83	MARTIN	SUND	BRAEDEN
N-84	MEEKS	MALONEY (6 Mar)	TEFFT
N-85	PARKS	OHSTROM (6 Mar)	SHELDON
N-86	PARKER	TARPLEY	DUFFEK

ANNEX A TO
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
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1 February 1957

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

FLYING TRAINING

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ANNEX B TO 307TH BOMBARDMENT WING OPERATIONS PLAN 9-56 - FLYING TRAINING

1. Appendix I contains detailed planning data for upgrading B-47 crews.

2. Appendix II outlines the KC-97 responsibilities and plans for upgrading non-ready crews during this period.

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
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APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

FLYING TRAINING - B-47

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

APPENDIX I TO ANNEX B TO OPERATIONS PLAN 9-56 - FLYING TRAINING - B-47

1. GENERAL:

a. Ready and higher crews will fly an average of five (5) sorties in March (see Attachment 1 to this Appendix).

(1) Maximum 51-26 activity will be accomplished.

(2) Ready and Lead crews will average two and one-half ($2\frac{1}{2}$) sorties per month in April, May and June.

(a) These will be scheduled by the 370th and 371st Bombardment Squadrons.

(b) Pace Setter VII will be flown on 16 and 18 April. Each Ready and Lead crew will fly one (1) practice mission prior to Pace Setter VII. The Wednesdays preceding 16 April will be practice Pace Setter bomber stream missions.

(c) No mass night air refuleing missions have been scheduled.

b. Non-ready crews will fly twice each week except the week of Pace Setter VII and the week of Special Weapons Ground School. (See master schedule, this Appendix).

(1) The general pattern of non-ready missions will be as outlined in Attachment II to this Appendix.

(2) When a crew aborts on its day to fly, the sortie will be made up at the end of the crew's upgrade period.

EXAMPLE: Crew N-100 is scheduled to fly Mission #3 on Monday. The aircraft aborts. Mission #3 will be flown the following

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Thursday. Normally, this will delay the pre-solo checkout by one (1) flying day.

(3) Seven (7) sorties have been provided for the AC-CP portion of pre-solo requirements. Crews may progress more rapidly than this on a proficiency basis so long as they meet the requirements of Attachment IV to this Appendix. The same is true for navigators.

(4) Fifteen (15) sorties have been provided for the accomplishment of the required activity to upgrade. (These are in addition to eight (8) sorties to solo.)

(a) Crews which complete the "minimum" activity listed below with 75% reliability in proficiency items may be recommended for ready status prior to completing the "program" activity.

(b) Crews will not normally be scheduled above the "minimum" activity in a given activity until the minima have been accomplished in each activity.

(c) Activity items for upgrading:

ACTIVITY	MINIMUM	PROGRAM
Radar RBS	17	24
Visual RBS	5	6
Radar Camera Attack	2	4
Visual Camera Attack	2	4
Visual Release	4	4
M-19 (Annual requirement)	0	1
Night Celestial	4	6

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ACTIVITY	MINIMUM	PROGRAM
Day Celestial	2	4
Celestial Grid	2	4
Radar Grid	1	2
PLOP (with above)	1	2
Air Refueling	6	8
Dry Contacts	6	12
Radar Rendezvous	4	6
Gunnery	2	2
Fighter Attack	1	2
Formation	3	5
Pilot Proficiency	2	2

2. OPERATIONAL REQUIREMENTS:

	Sorties	Hours
a. March:		
(1) B-47's for non-ready crews	104	520
B-47's for ready crews	150	1050
Total B-47 sorties	254	1570
(2) KC-97 air refueling sorties	80	400
KC-97 51-19 sorties	42	231
KC-97 Standboard	16	96
Total KC-97 sorties	138	727
b. April:		
(1) B-47 sorties for non-ready crews	179	1164
B-47 sorties for ready crews	100	700
Total B-47 sorties	279	1864

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		Sorties	Hours
(2)	KC-97 air refueling sorties	67	335
	KC-97 51-19 sorties	46	242
	KC-97 Standboard	21	126
	Total KC-97 sorties	132	703
c. May:			
(1)	B-47 sorties for non-ready crews	190	1330
	B-47 sorties for ready crews	105	735
	Total B-47 sorties	295	2065
(2)	KC-97 air refueling sorties	80	400
	KC-97 51-19 sorties	46	253
	KC-97 Standboard	9	54
	Total KC-97 sorties	135	707
d. June:			
(1)	B-47 sorties for non-ready drews	167	1169
	B-47 sorties for ready crews	87	609
	Total B-47 sorties	254	1778
(2)	KC-97 air refueling sorties	77	385
	KC-97 51-19 sorties	40	220
	KC-97 Standboard	13	78
	Total KC-97 sorties	130	683

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3. BOMBER STREAMS:

a. Ready and Lead crews will fly bomber streams for Pace Setter practice on the 3rd and 10th of April.

b. Pace Setter VII will be flown on the 16th and 18th of April.

c. Practice missions will be scheduled on 29 May and 5 June in anticipation of Pace Setter VIII.

d. Non-ready crews will fly bomber stream missions each Tuesday and Thursday in May and the first two (2) weeks of June. Crews scheduled for Standboard check will be exempt.

e. Graduation exercises will be scheduled during the last two (2) weeks of June. If Pace Setter VIII is scheduled for this time, non-ready crews will fly this mission in lieu of a graduation exercise.

4. FORECAST CREW UPGRADING DATES:

Line	Crew	Name		Projected To Complete Upgrade Tng	TDY Training Required	Days Required For TDY	Final Date
1	IN-03	Lowell	CP	5 Mar	Stead	21	26 Mar
2	N-09	Rhodes	CP	5 Mar	Stead	21	26 Mar
3	N-18			18 Mar			18 Mar
4	N-47			18 Mar			18 Mar
5	N-19	Finch	CP	25 Jun	SW	12	7 Jul
6	N-20	Ward	CP	28 Jun	SW-Stead	33	31 Jul
7	N-21	Prude	CP	25 Jun	SW-Stead	33	28 Jul
8	N-22	Sheldon	N	28 Jun	Stead	21	19 Jul

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Line	Crew	Name		Projected To Complete Upgrade Tng	TDY Training Required	Days Required For TDY	Final Date
9	N-23	Hesler	AC	25 Jun	SW	12	
10		Hoecker	CP	25 Jun	Stead	21	16 Jul
11	IN-24	Stewart	CP	(Arrives LAFB 4 June)			12 Jul
12	N-25	Randolph	N	Unknown	Phase II	29	Unknown
13	N-26	Jacobs	N	Unknown	Phase II	29	Unknown
14		Thompson	CP	Unknown	Stead	21	Unknown
15	N-48	Clark	CP	28 Jun	SW-Stead	33	31 Jul
16	N-50	Goyer	CP	26 Jun	SW-Stead	33	29 Jul
17	N-51			28 Jun			28 Jun
18	N-52	Vartan	CP	19 Jun	SW-Stead	33	22 Jul
19	N-53	Putnam	CP	26 Jun	Stead	21	17 Jul
20	N-54	Howell	AC	19 Jun	SW	12	1 Jul
21		Fischer	CP	19 Jun	SW	12	
22	N-55			26 Jun			26 Jun
23	N-56	Domino	AC	19 Jun	SW	12	
24		Daniels	CP	19 Jun	SW-Stead	33	22 Jul
25	N-57			25 Jun			25 Jun
26	N-58	Cain	N	Unknown	Phase II-Stead	48	Unknown
27	N-76			25 Jun			25 Jun
28	N-80	Martin	CP	24 Jun	SW	12	6 Jul
29	N-81	Germundson	AC	(Stead to 18 Mar)			
30		Tarpley	CP	3 Jul	SW	12	15 Jul

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Line	Crew	Name		Projected To Complete Upgrade Tng	TDY Training Required	Days Required For TDY	Final Date
31	N-82	Johnson	CP	19 Jun	SW	12	1 Jul
32	N-83	Martin	AC	(TDY to 1 Mar)			12 Jul
33		Maloney	CP	(TDY to 6 Mar)			
34	N-84	Tefft	N	26 Jun	Stead	21	17 Jul
35	N-85	Ohstrom	CP	12 Jul	Stead	21	2 Aug
36		Simons	N	12 Jul	Stead (Phase II to 8 Mar)	21	
37	N-86	Peters	CP	Unknown (Reports to LAFB 15 Mar)	Stead	21	
		Duffek	N	Unknown	Phase II	29	Unknown

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT I

TO

APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

MASTER SCHEDULE

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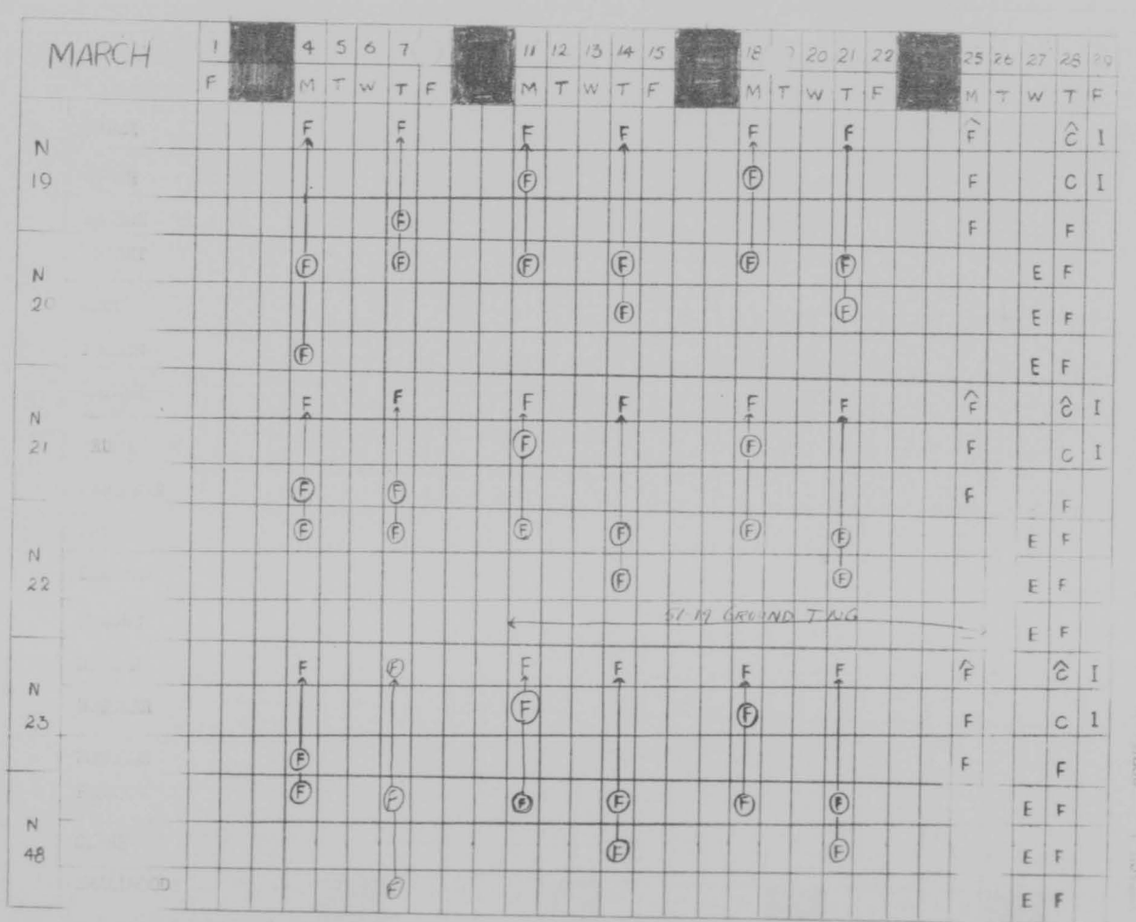

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N 20 KNIGHT	C	I		F			F			F									F			F			F	
WARD	C	I		F			F			F									F			F			F	
POLSON	F			F			F			C	I								F			F			F	
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KINSHINER	F			F			C	I		F									F			F			F	
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BOGGESS	F			F			G	I		F									F			F			F	
N 48 [redacted]	C	I		F			F			F									F			F			F	
CLARK	C	I		F			F			F									F			F			F	
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ATTACH 1 307EW Ops Plan 9-57
ATT 1
ANNEX P

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N 19	[illegible]ACH	SW	SW	SW		F			F			F			F			F			F			F			F	
	CAMERON	SW	SW	SW		F			F			F			F			F			F			F			F	
N 20	KNIGHT	SW	SW	SW		F			F			F			F			F			F			F			F	
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	POLSON	F												F			F			F			F	
N 21	KMINEK	S			S			S			F			F			F			F				
	PRUDE										F			F			F			F				
	KIRSHNER										F			F			F			F				
N 22	SMITH	F																		S			S	
	BERNARD	F																						
	SIMONS	F																						
N 23	HESLER	S			S			S			F			F			F			F				
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	BOGGESS	S			S			S			F			F			F			F				
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	CLARK	F			S			S						F			F			F			F	
	SMALLWOOD	F			S			S						F			F			F			F	

307FW Ops Plan 6-77

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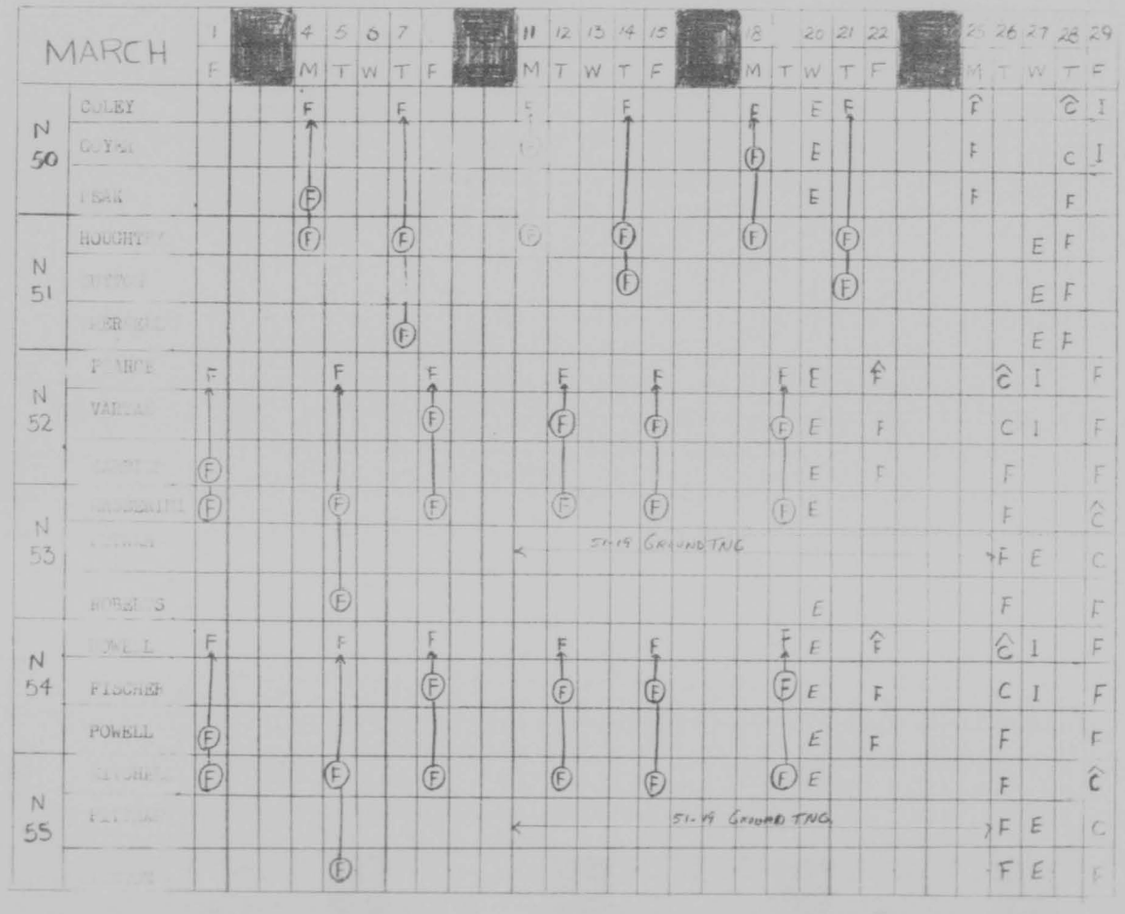

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	PUTNAM	I	F	I		F			F			F						F			F					F
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N 54	HOWELL		F			F			F			F						F			F					F
	FISCHER		F			F						F						F			F					F
	POWELL		F			C		I	F			F						F			F					F
N 55	MITCHELL	I	F			F			F			F						F			F					F
	PITTMAN	I	F	I		F			F			F						F			F					F
	KINYON		F			F			F			C			I			F			F					F

307EW Ops Plan 9-57

ATTACH 1
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ANNEX B

0583

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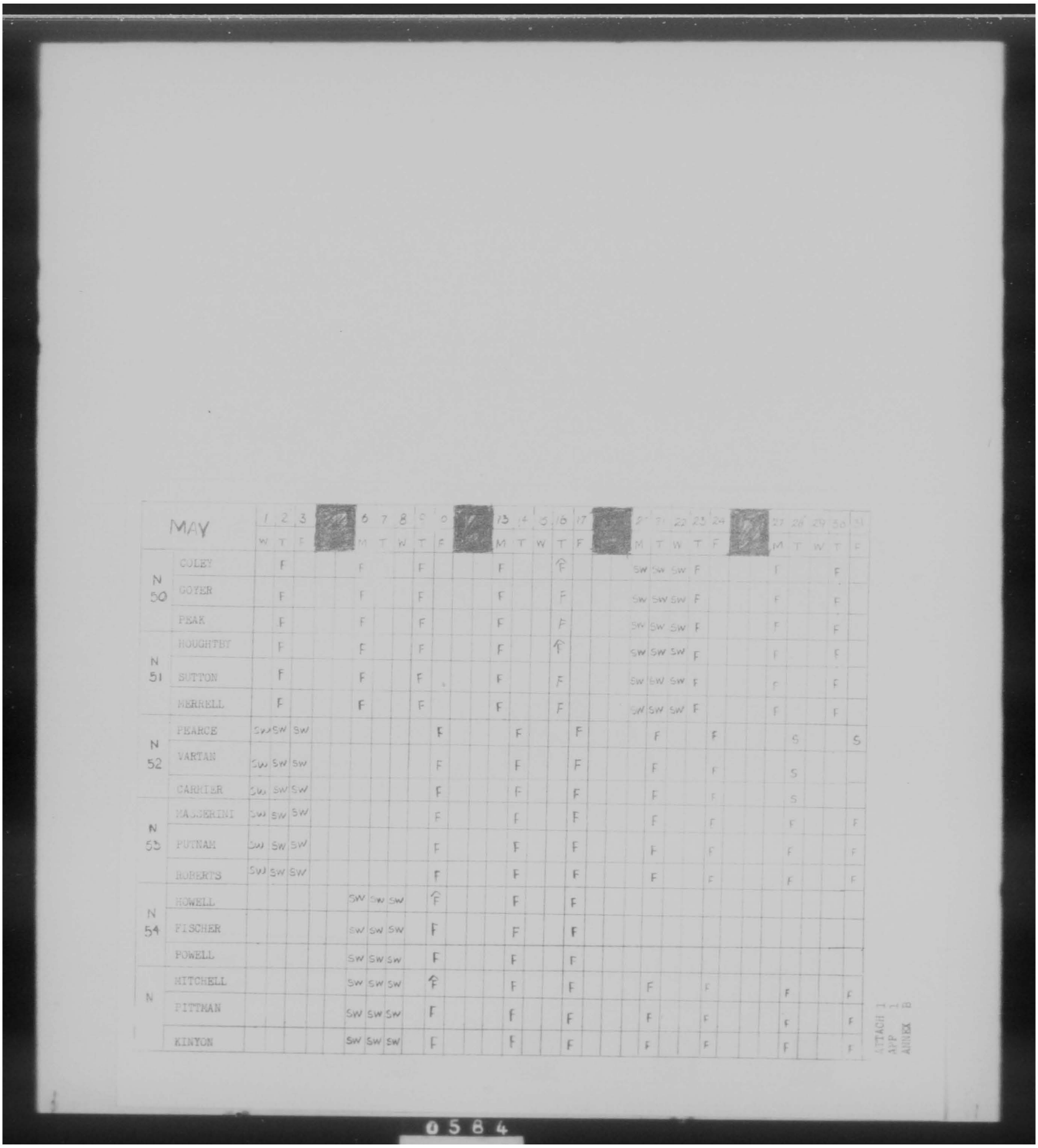

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PEAK		F			F			F			F			F			SW	SW	SW	F			F			F	
N 51 HOUGHTBY		F			F			F			F			F			SW	SW	SW	F			F			F	
SUTTON		F			F			F			F			F			SW	SW	SW	F			F			F	
MERRELL		F			F			F			F			F			SW	SW	SW	F			F			F	
N 52 PEARCE	SW	SW	SW						F			F			F				F		F			S			S
VARTAN	SW	SW	SW						F			F			F				F		F			S			
CARRIER	SW	SW	SW						F			F			F				F		F			S			
N 53 MASSERINI	SW	SW	SW						F			F			F				F		F			F			F
PUTNAM	SW	SW	SW						F			F			F				F		F			F			F
ROBERTS	SW	SW	SW						F			F			F				F		F			F			F
N 54 HOWELL					SW	SW	SW		F			F			F												
FISCHER					SW	SW	SW		F			F			F												
POWELL					SW	SW	SW		F			F			F												
N MITCHELL					SW	SW	SW		F			F			F				F		F			F			F
PITTMAN					SW	SW	SW		F			F			F				F		F			F			F
KINYON					SW	SW	SW		F			F			F				F		F			F			F

ATTACH 1
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ANNEX B

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	COYER										F			F			F			F					
	PEAK										F			F			F			F					
N 51	HOUGHTBY	F			S			S			S			F			F			F			F		
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	MERRITT	F												F			F			F			F		
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	CAEL					F			F			F			F										
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N 55	MITCHELL		S			S			S			F			F			F			F				
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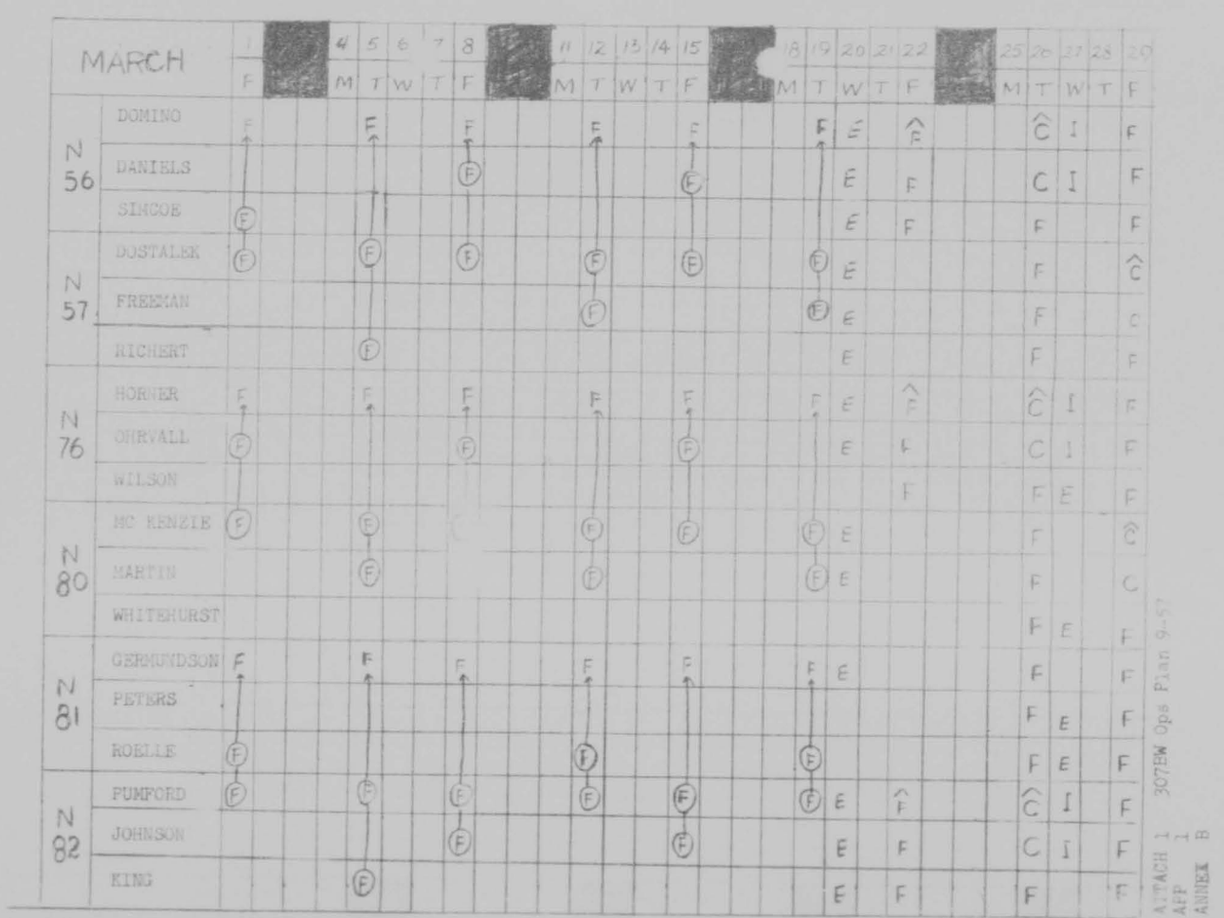

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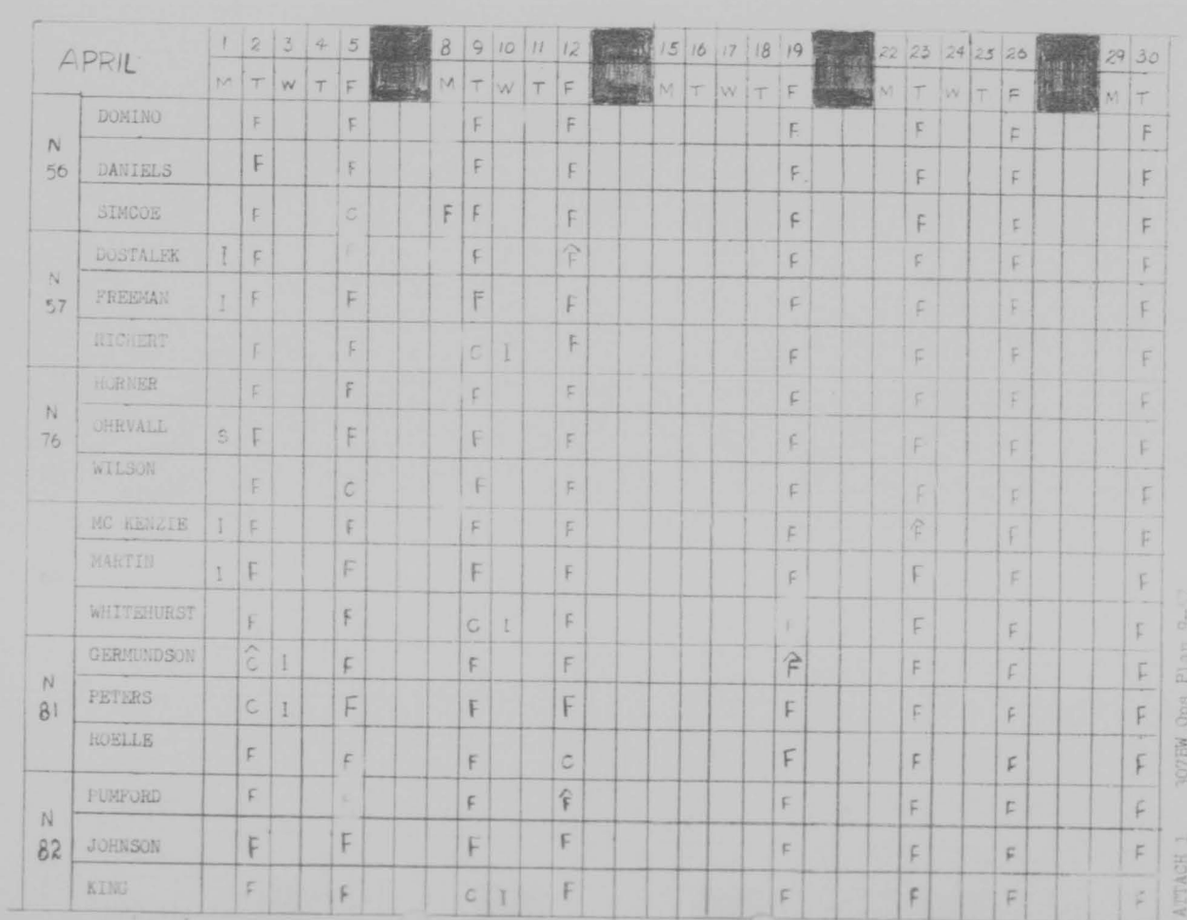

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	MARTIN	I	F			F			F			F						F			F			F			F
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N 81	GERMUNDSON		C	I		F			F			F						F			F			F			F
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	JOHNSON		F			F			F			F						F			F			F			F
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ATTACH 1 307EW Ops Plan 9-
APP 1
ANNEX B

0587

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	ROELLE	SW		F			F	SW		F			F	SW		F				F		F			F			
N 82	PUMFORD	SW		F			F	SW		F			F	SW		F				F		F			S			S
	JOHNSON	SW		F			F	SW		F			F	SW		F				F		F			S			
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ATTACH 1 307BW Ops Plan 6-63
APP
ANNEX B

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	DANIELS		F			F												F			F			F
	SIMCOE		F			F												F			F			F
N 57	DOSTALEK														F			S			S			S
	FREEMAN														F									
	RICHERT														F									
N 76	DORNER		S			F			F			F			F									
	GRAVALL					F			F			F			F									
	WILSON					F			F			F			F									
N 80	MC KENZIE		S			S			F			F			F			F						
	MARTIN								F			F			F			F						
	WHITEHURST								F			F			F			F						
N 81	GERMUNDSON																	S			S			S
	PETERS																							S
	HOELLE																							S
N 82	POMFORD		S			F			F			F			F									
	JOHNSON					F			F			F			F									
	KING					F			F			F			F									

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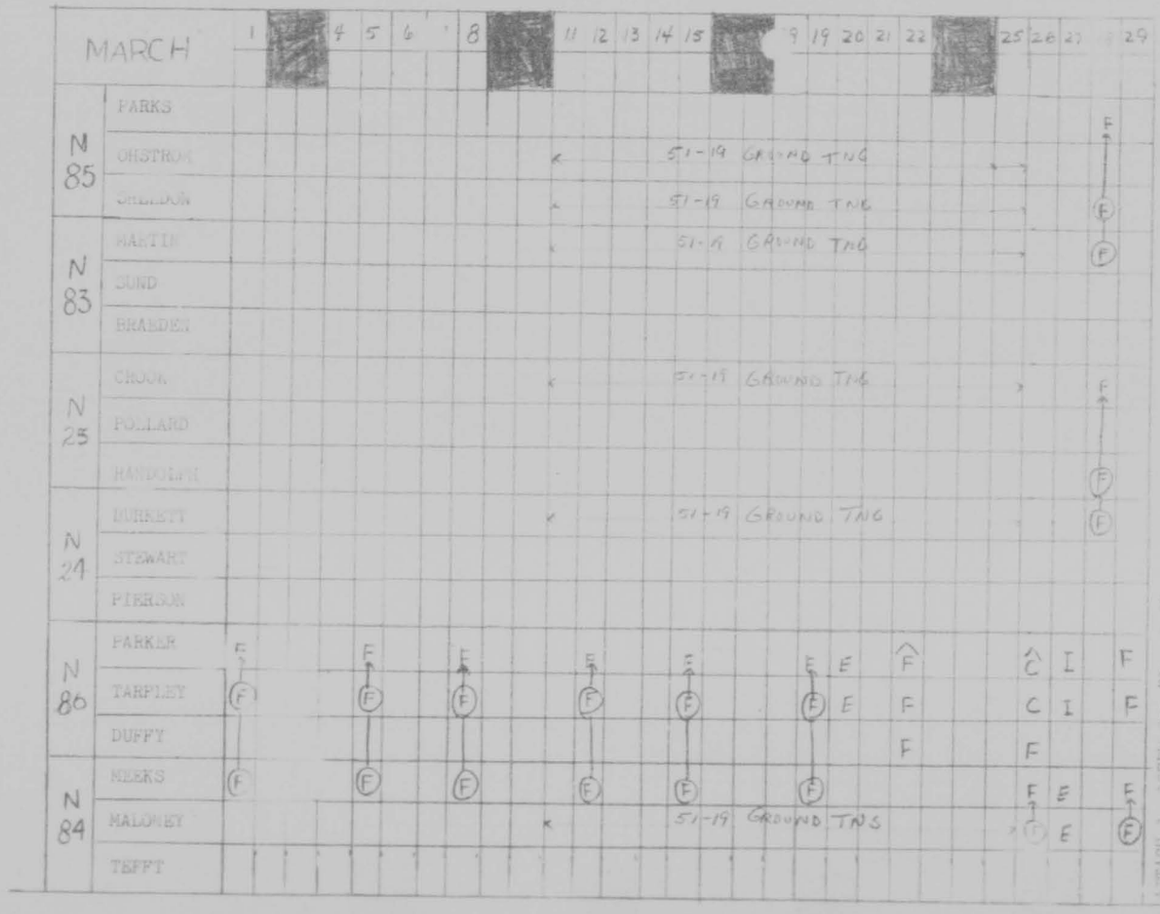

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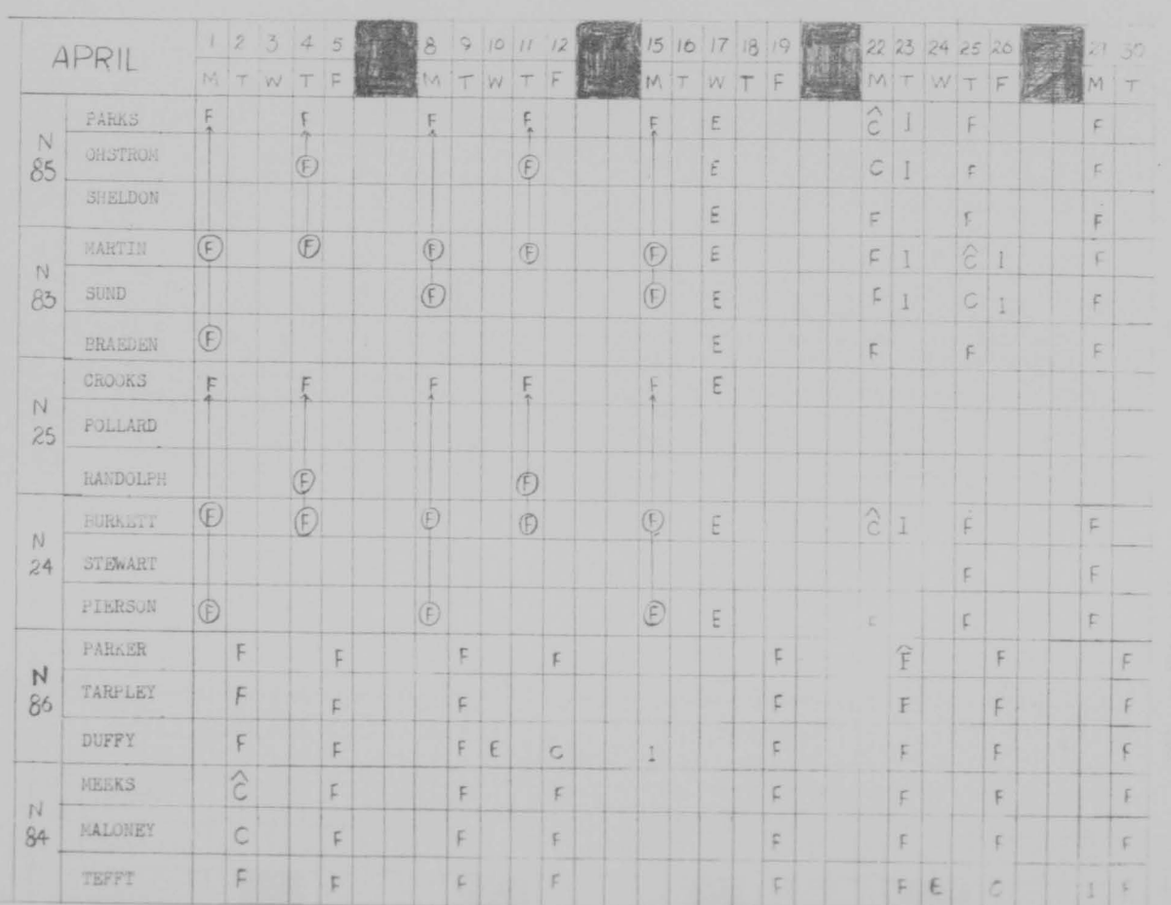

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	W	T	F	[redacted]	M	T	W	T	F	[redacted]	M	T	W	T	F	[redacted]	M	T	W	T	F	[redacted]	M	T	W	T	F
N 85 PARKS		F			F			F			F			F			F			F			SW	SW	SW	F	
N 85 OHSTROM		F			F			F			F			F			F			F			SW	SW	SW	F	
N 85 SHELDON		C	I		F			F			F			F			F			F			SW	SW	SW	F	
N 83 MARTIN		F			F			F			F			F			F			F			SW	SW	SW	F	
N 83 SUND		F			F			F			F			F			F			F			SW	SW	SW	F	
N 83 BRAUDEN		F			C	I		F			F			F			F			F			SW	SW	SW	F	
N 25 CROOKS																			W	F			F	SW		C	I
N 25 POLLARD																			SW	F			F	SW	E	C	I
N 25 RANDOLPH																			SW	F			F	SW	E	F	
N 24 BURKETT		F			F			F			F			F			F		SW	F			F	SW		F	
N 24 STEWART		F						F			F			F			F		SW	F			F	SW		F	
N 24 PIERSON		F			C	I		F			F			F			F		SW	F			F	SW		F	
N 86 PARKER	SW		F				SW		F			F	SW		F			F			F			F	SW			
N 86 TARPLEY	SW		F			F	SW		F			F	SW		F			F			F							
N 86 DUFFY	SW		F			F	SW		F			F	SW		F			F			F							
N 84 MEEKS			F			F			F			F			F			F			F			SW	SW	SW		F
N 84 MALONEY			F			F			F			F			F			F			F			SW	SW	SW		F
N 84 TEPPT			F			F			F			F			F			F			F			SW	SW	SW		F

ATTACH 1
APP
ANNEX

307EW Ops Plan 34-87

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		M	T	W	T	F		M	T	W	T	F		M	T	W	T	F		M	T	W	T	F
N 85	PARKS	F			F			F			F			F									S	
	ORSTROM	F			F			F			F			F										
	SHELDON	F			F			F			F			F										
N 83	MARTIN	F			F			F			F			F			F			S			S	
	SUND	F			F			F			F			F			F			S				
	BRAEDEN	F			F			F			F			F			F			S				
N 25	CROOKS	F		SW	F			F			F			F										
	POLLARD	F		SW	F			F			F			F										
	RANDOLPH	F		SW	F			F			F			F										
N 24	BURKETT	F		SW	F			F			F			F										
	STEWART	F		SW	F			F			F			F			F			F		F	C	I
	PIERSON	F		SW	F			F			F			F										
N 86	PARKER														S			S			S			
	TARPLEY																				S			
	DUFFY																				S			
N 84	MEEKS		F			F																		
	MALONEY		F			F																		
	TEFFT		F			F																		

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MARCH		1	[redacted]	4	5	[illegible]	7	8	[redacted]	11	12	13	14	15	[redacted]	18	19	20	21	22	[redacted]	25	26	27	28	29
N 26	CHRISTIANS																									
	THOMSON									51-19 GROUND TNG												1				
	JACOBS									51-19 GROUND TNG												3				
N 58	MARVEL																									
	FENNEL																									
	CAIN									51-19 GROUND TNG												(E) FLY WITH N58 (F)				
	TOTAL B-47 SORTIES	14		16	12	13	13	13		13	13	15	12	13		13	13	14	12	13		13	13	13	15	15
	B-47 SORTIES (N)	6		4	6	0	4	6		4	6	0	4	6		4	6	0	4	6		4	12	0	10	12
	B-47 SORTIES (R)	8		10	6	13	9	7		9	7	15	8	7		9	7	14	8	7		9	1	5	5	3
	KC-97 AR SORTIES	4		3	4	5	3	4		3	4	5	3	4		3	4	5	3	4		2	4	5	4	3
	KC-97 51-19 SORTIES	2		2	2	2	2	2		2	2	2	2	2		2	2	2	2	2		2	2	2	2	2
	R&C & TANK KC STG SORTIES				1	2	1				1	2	1				1	2	1				1	2	1	

ATTACH 1 307BW Ops Plan 4-57
APP 1
ANNEX B

0594

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		M	T	W	T	F		M	T	W	T	F		M	T	W	T	F		M	T	W	T	F		M	T
N 26	CHRISTIANS	F			F			F		F				F		E				F			C	I		F	•
	THOMSON	F			F			F		F				F		E				F			C	I		F	
	JACOBS	F			F			F		F				F		E				F			F			F	
N 58	MARVEL																										
	FENNEL																										
	CAIN		(F)		(F)				(F)	E		(C)															
	TOTAL B-47 SORTIES	13	14	12	13	14		13	14	12	3	14		3	19	0	17	12		14	14	12	14	14		14	14
	B-47 SORTIES (N)	11	12	0	11	12		11	12	0	11	12		3	0	0	0	12		12	12	0	12	12		12	12
	B-47 SORTIES (R)	2	2	12	2	2		2	2	12	2	2		0	19	0	17	0		2	2	12	2	2		2	2
	KC-97 AR SORTIES	4	3	5	3	2		2	2	5	4	2		3	0	0	0	2		3	4	5	2	2		2	2
	KC-97 51-19 SORTIES	2	2	2	2	2		2	2	2	2	2		2	2	2	2	2		2	2	2	2	2		2	2
	REC & TANK KC STD SORTIES	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1		1	1	1	1	1		1	1

FLY WITH N-34

ATTACH 1 307BW Ops Plan 9-57
APP 1
ANNEX B

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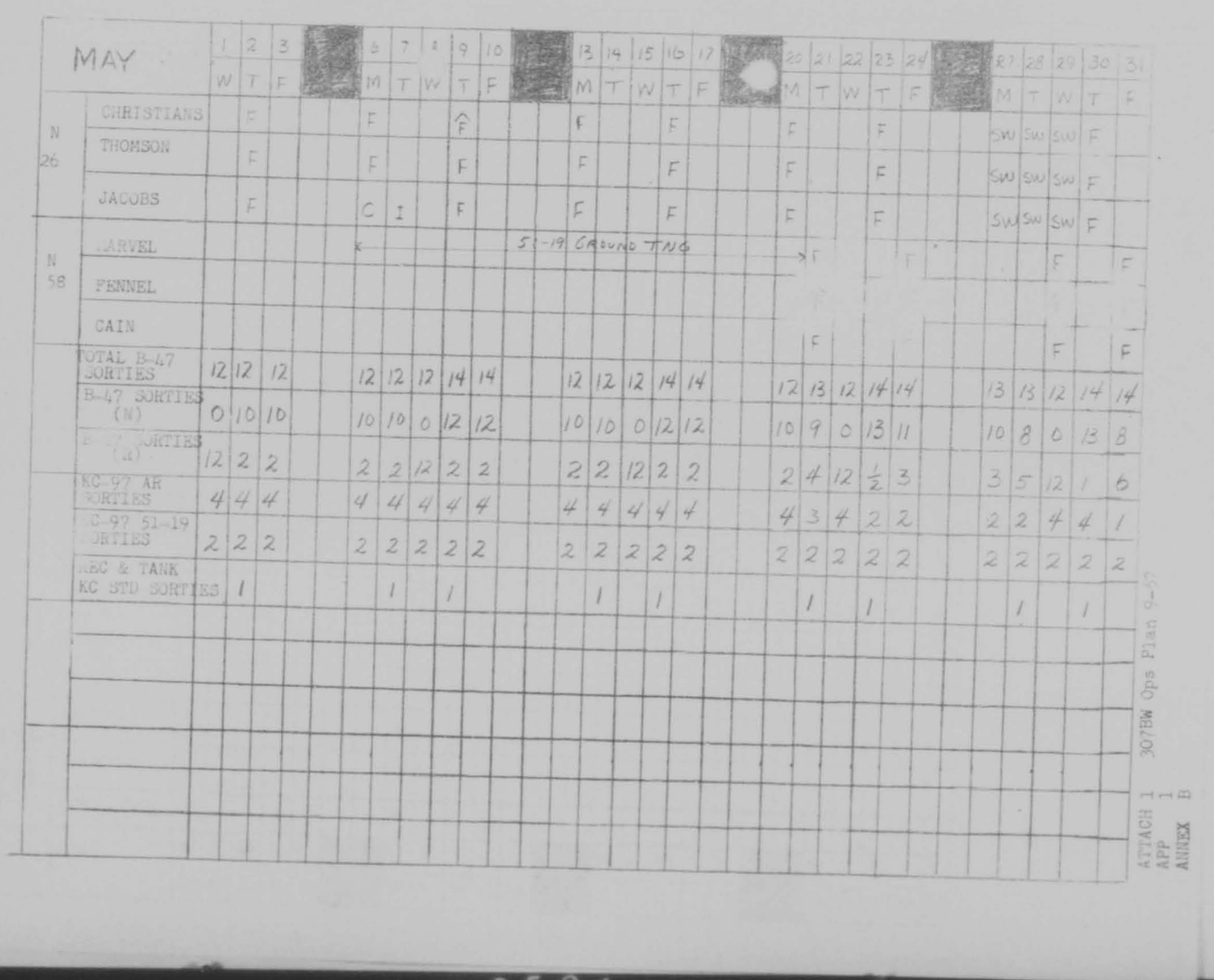

MAY

		1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
		W	T	F	M	T	W	T	F	M	T	W	T	F	M	T	W	T	F	M	T	W	T	F
N 26	CHRISTIANS		F		F			F			F			F				F			SW	SW	SW	F	
	THOMSON		F		F			F			F			F				F			SW	SW	SW	F	
	JACOBS		F		C	I		F			F			F				F			SW	SW	SW	F	
N 58	JARVEL																					F		F
	FENNEL																							
	CAIN														F							F		F
	TOTAL B-47 SORTIES	12	12	12	12	12	12	14	14	12	12	12	14	14	12	13	12	14	14	13	13	12	14	14
	B-47 SORTIES (M)	0	10	10	10	10	0	12	12	10	10	0	12	12	10	9	0	13	11	10	8	0	13	8
	B-47 SORTIES (A)	12	2	2	2	2	12	2	2	2	2	12	2	2	2	4	12	½	3	3	5	12	1	6
	KC-97 AR SORTIES	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	4	2	2	2	2	4	4	1
	KC-97 51-19 SORTIES	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	NBC & TANK KC STD SORTIES	1				1		1			1		1			1		1				1		1	

51-19 GROUND TNG

ATTACH 1 307BW Ops Plan 9-57
APP 1
ANNEX B

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JUNE		3	4	5	6	7			10	11	12	13	14			17	18	19	20	21			24	25	26	27	
		M	T	W	T	F			M	T	W	T	F			M	T	W	T	F			M	T	W	T	F
N 26	CHRISTIANS	F			F				F			F				F			F								
	THOMSON	F			F				F			F				F			F								
	JACOBS	F			F				F			F				F			F								
N 58	MARVEL		F			F				C	SW		I				F		SW	F				F	SW		F
	FENNEL		F			F	51-19 Ground Time			C	SW						F	E	SW	F				C	SW	F	F
	CAIN		F			F				F	SW						F		SW	F				F	SW		F
	TOTAL B-47 SORTIES	14	13	12	14	12			13	14	12	14	13			14	14	12	12	12			12	12	12	12	12
	B-47 SORTIES (N)	13	10	0	12	10			11	13	0	12	18			11	11	0	10	9			10	8	0	9	10
	B-47 SORTIES (R)	1	3	12	2	2			2	1	12	2	4			3	3	12	2	3			2	4	12	3	2
	KC-97 AR SORTIES	5	5	4	4	3			4	4	4	4	4			3	4	4	3	4			4	4	4	4	4
	KC-97 51-19 SORTIES	2	2	2	2	2			2	2	2	2	2			2	2	2	2	2			2	2	2	2	2
	REC & TANK KC STD SORTIES		1	1	1					1		1					1	1	1					1		1

0597

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MARCH

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	F		M	T	W	T	F		M	T	W	T	F		M	T	W	T	F		M	T	W	T	F
MINNICK					F		F				F		F										F		
BIGGS					F				F						F		F							F	
HERMANN			F			F			F			F			F			F			F			F	
KOUDSI			F			F			F			F			F			F			F			C	
SCHELBARGER			F			F			F			F			F			F			F			F	
BIFFORD			F			F			F			F			F			F			F			F	
GUY	F			F			F			F	F		F			F			F			F			F
BEHAN	F			F			F			F			F			F			F			F			F
HULL	F			F			F			F			F			F			F			F			F
BOUDREAUX	F			F			F			F	F		F			F			F			F			C
[illegible]	F			F			F			F			F			F			F			F			C
KOULSCHEEN				F		F				F		F				F			F			F			
TERRY	F			F			F			F			F			F			F			F			C

ATTACH 1
AOP 1
ANNEX B

307BW Ops Plan 1-[illegible]

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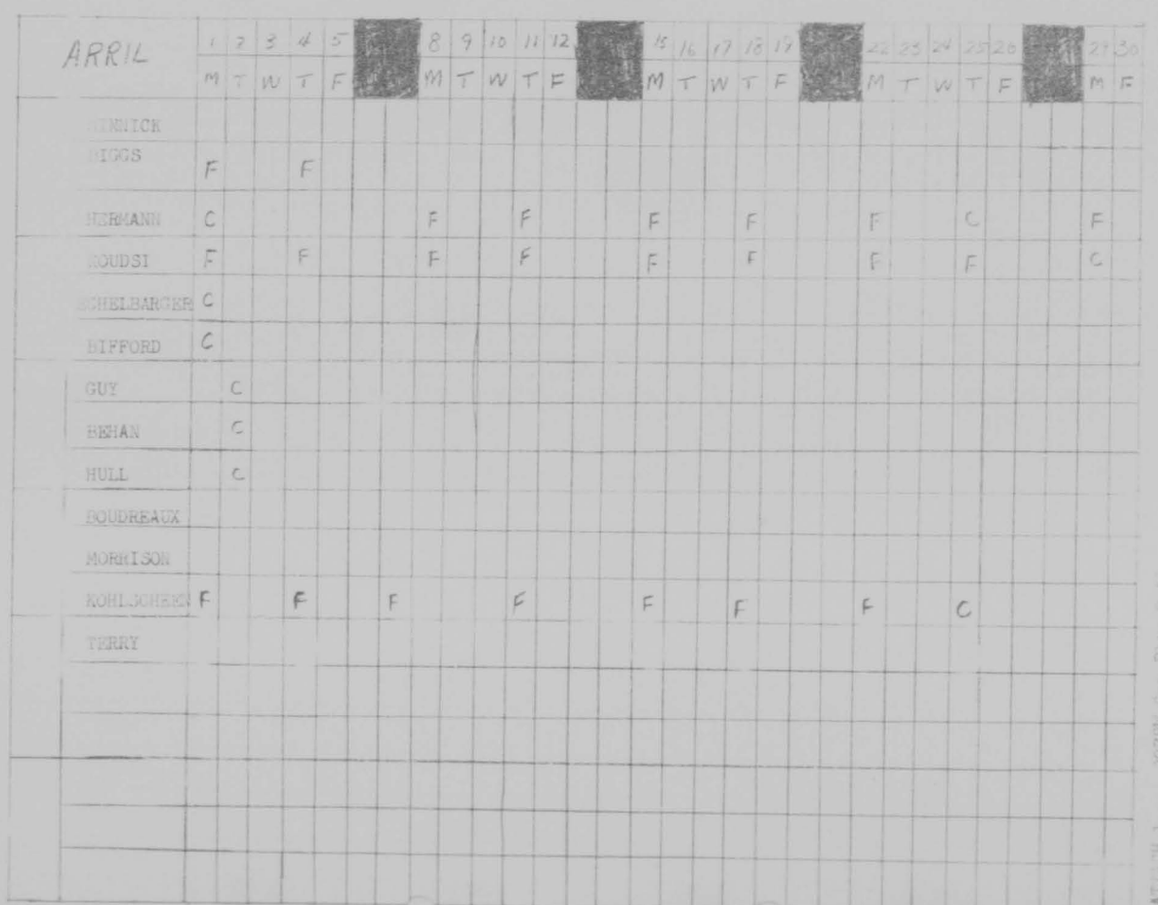

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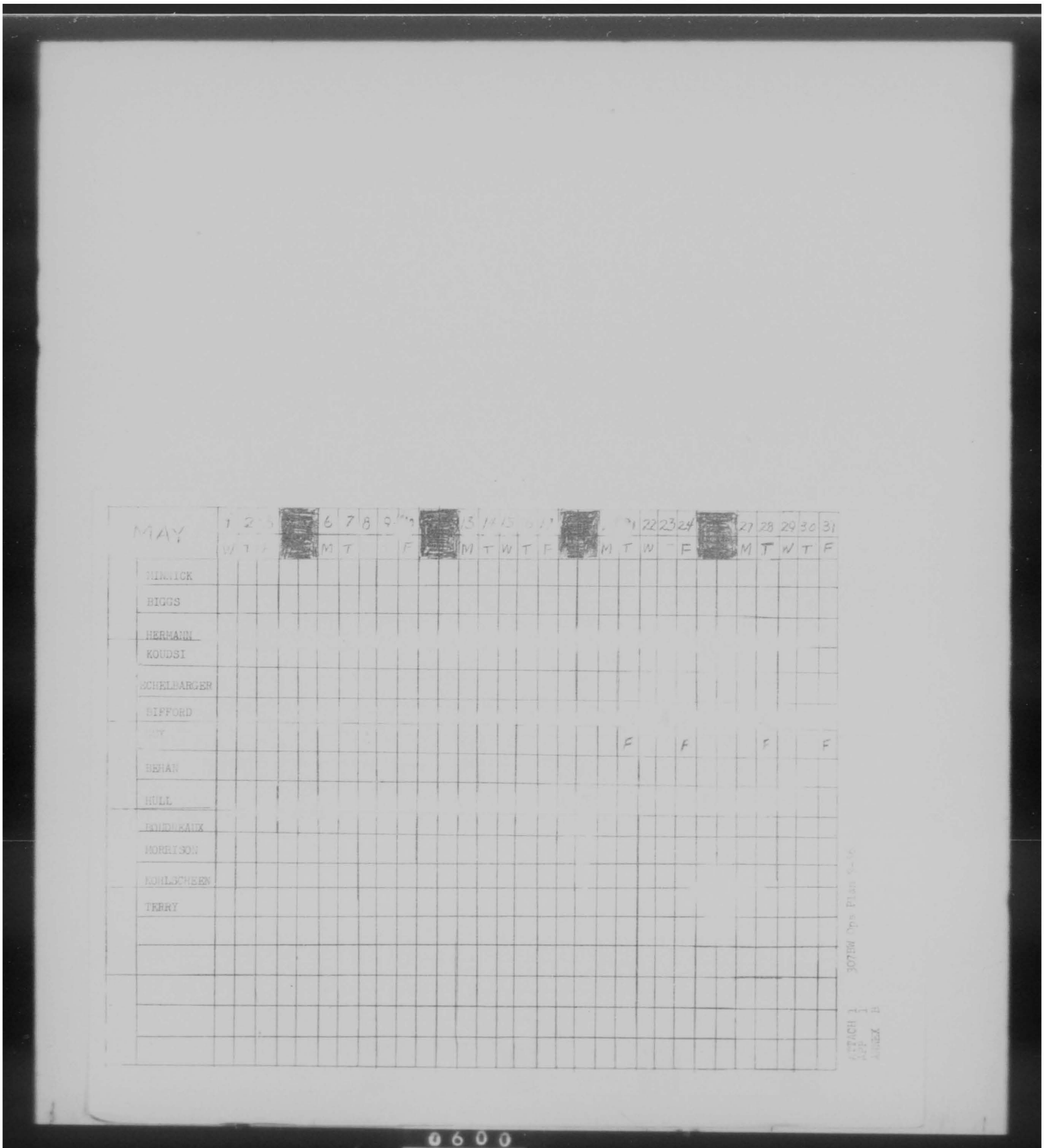

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	M	T	W	T	F		M	T	W	T	F		M	T	W	T	F		M	T	W	T	F	
MINNICK																								
BIGGS																								
HERMANN																								
KOUDSI																								
SCHELBARGER																								
BIFFORD																								
GUY		F			F			F			F			C										
BEHAN																								
HULL																								
BOUDREAUX																								
MORRISON																								
KOHLSCHEEN																								
TERRY																								

ATTACH 1
ATT 1
ANNEX B

307BW Ops Plan 9-56

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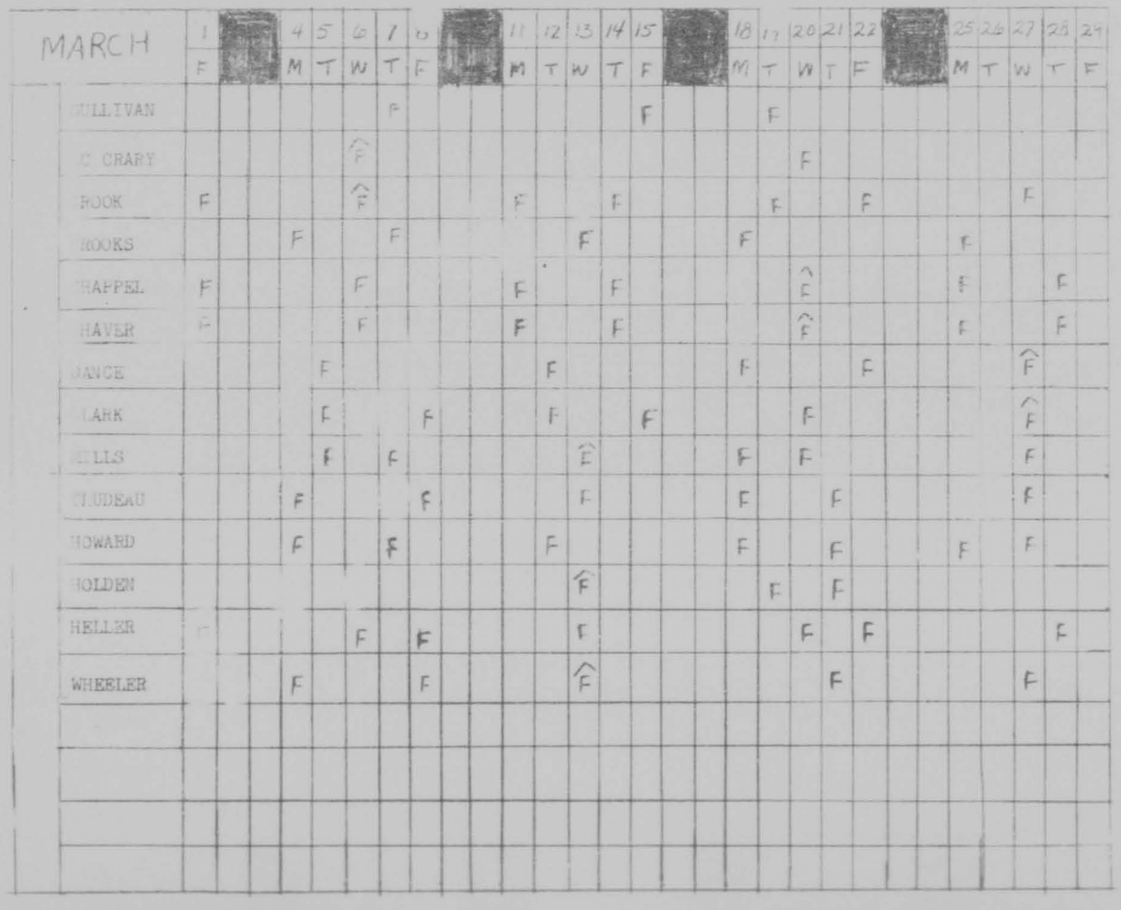

ATTACH 1
APP 1
ANNEX B
307EW Ops Plan 9-56

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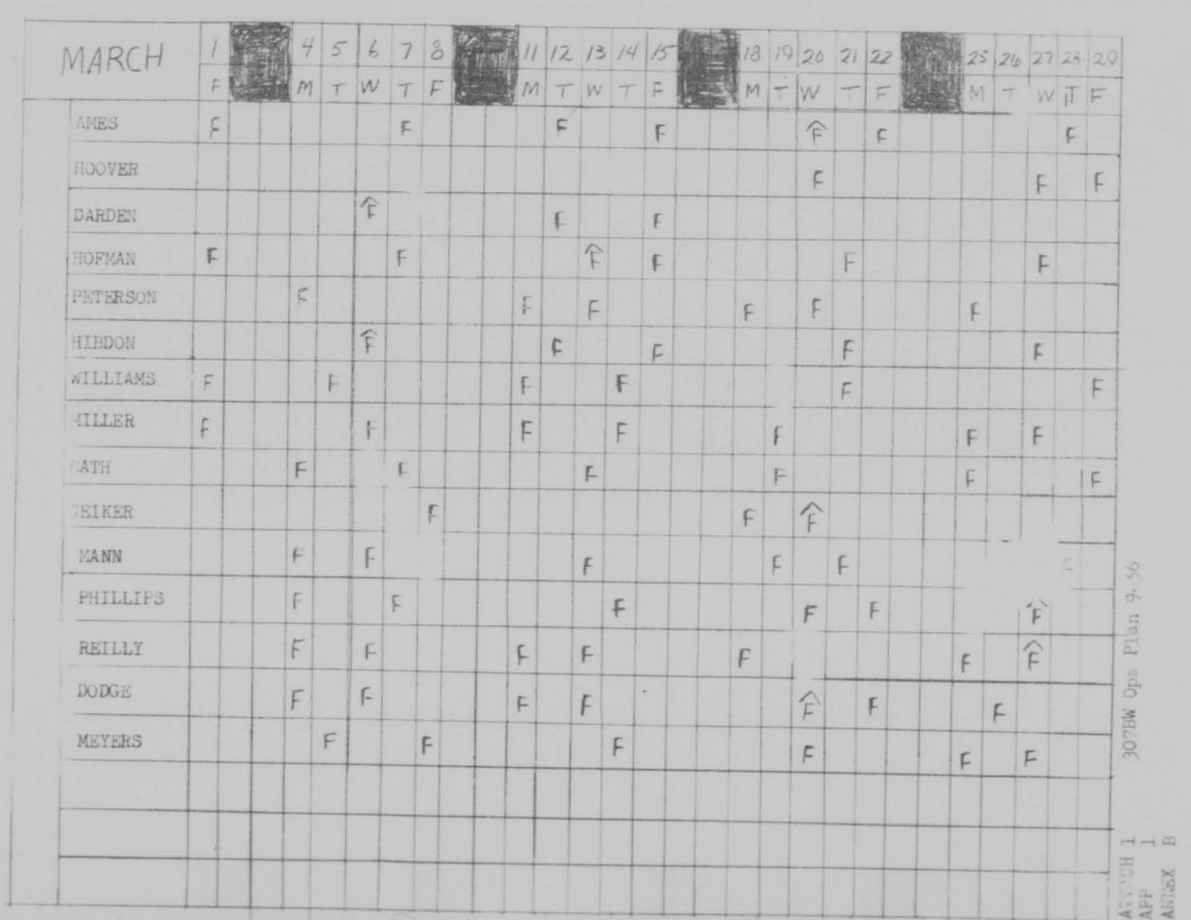

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT II

TO

APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

SAMPLE MISSIONS

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT II TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN 9-56 -

SAMPLE MISSIONS

1. 51-19:

a. Mission No. 1:

(1) Aircraft familiarization.

(2) Transition (including emergency procedures).

(3) Air Refueling.

(4) Instrument practice.

Duration 5 hours

b. Mission No. 2:

(1) Aircraft familiarization.

(2) Transition (including emergency procedures).

(3) Air refueling.

(4) Instrument practice.

Duration 5 hours

c. Mission No. 3:

(1) Aircraft familiarization.

(2) Transition (including emergency procedures).

(3) Air refueling.

(4) Instrument practice.

Duration 5 hours

0605

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d. Mission No. 4:

(1) Aircraft familiarization.

(2) Transition (including emergency procedures).

(3) Air refueling.

(4) Instrument practice.

Duration 5 hours

e. Mission No. 5:

(1) Aircraft familiarization.

(2) Transition (including emergency procedures).

(3) Air refueling.

(4) Instrument practice.

Duration 5 hours

f. Mission No. 6 (Night):

(1) Aircraft familiarization.

(2) Transition (including emergency procedures.

(3) Air refueling.

(4) Instrument practice.

Duration 5 hours

g. Mission No. 7 (Instructor Pilot to Instruct Crew Coordination Procedures):

(1) Use of check lists.

(2) Bombing procedures (RBS and camera attack).

(3) Navigation procedures.

(4) Wind run procedures.

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(5) Coordination of ballistic computations.

(6) Radar directed low approach.

Duration 5 hours

h. Mission No. 8 (Pre-solo Check for AC and Co-Pilot):

(1) Mission and flight planning.

(2) Aircraft pre-flight.

(3) Use of check list.

(4) Crew briefing.

(5) Cockpit procedures.

(6) Engine start procedure and technique.

(7) Taxi procedure and technique.

(8) Fuel management procedure and technique.

(9) Instrument check for AC.

(10) Demonstrated ability to perform all flight maneuvers of the instrument check for co-pilots.

(11) Traffic pattern technique.

(12) Touch and go landings (two for the AC; one for the co-pilot without approach chute deployed).

(13) One (1) full stop landing with approach chute deployed for the AC.

(14) Air refueling (five (5) minute contact while transferring fuel without disconnect).

(15) Emergency landing gear extension procedure (before landing, gear will be recycled on the normal system).

(16) Simulated loss of one (1) engine on take-off.

0607

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(17) Full power go around.

(18) Simulated low approach and go around with simulated loss of one (1) engine.

(19) Simulated three (3) engine go around.

NOTE: SAC Regulation 62-10 will be followed during the applicable portion of the pre-solo flight check.

Duration 5 hours

2. 50-43 Missions:

a. Mission No. 1 (with Instructor Navigator)

(1) Camera attacks.

(2) RBS

(3) Navigation.

Duration 8 hours

b. Mission No. 2 (with Instructor Navigator)

(1) Visual bomb releases.

(2) RBS (Crew checks bomb bay visually).

(3) Navigation.

Duration 8 hours

c. Mission No. 3 (Pre-solo Check for Navigator)

(1) Mission and flight planning.

(2) Aircraft exterior inspection.

(3) Bomb-Nav system pre-flight.

(4) Use of check list.

(5) Dead reckoning procedures.

0608

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(6) Radar navigation procedures.

(7) Wind run procedures.

(8) Computation of ballistics.

(9) Bomb run procedures (RBS or camera attacks).

(10) Radar directed low approach.

Duration 8 hours

d. Mission No. 4 (Night Mission or Make-up for Mission No. 3)

(1) Mission and flight planning.

(2) Aircraft exterior inspection.

(3) Bomb-Nav system pre-flight.

(4) Use of check list.

(5) Dead reckoning procedures.

(6) Radar navigation procedures.

(7) Wind run procedures.

(8) Computation of ballistics.

(9) Bomb run procedures (RBS or camera attacks).

(10) Radar directed low approach.

Duration 7 hours

e. Mission No. 5

(1) Pilot Proficiency.

Duration 5 hours

f. Mission No. 6

(1) Navigation.

(2) RBS

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(3) Gunnery.

(4) Long range course control.

Duration 7 hours

g. Mission No. 7

(1) RBS.

(2) Camera attacks.

(3) "Hi Jink" checkout.

(4) Instruments.

(5) Transition.

Duration 8 hours

NOTE: Instructor pilot will use his observer the day before this mission is flown to assure that student observer is thoroughly familiar with the procedures of "Hi Jink".

h. Mission No. 8

(1) Air refueling (depending on tanker availability; this may be in any 50-43 mission).

(2) RBS.

(3) Navigation.

(4) Depressurized flying.

Duration 7 hours.

i. Mission No. 9

(1) Formation (One (1) hour of high altitude; one (1) hour of low altitude).

(2) Cell tactics.

0610

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(3) RBS.

(4) Navigation.

Duration 7 hours

j. Mission No. 10

(1) RBS.

(2) Navigation.

(3) Gunnery.

Duration 7 hours

k. Mission No. 11

(1) Formation (one (1) hour of high altitude; one (1) hour of low altitude).

(2) Cell tactics.

(3) Camera attacks.

(4) Navigation.

Duration 7 hours

l. Mission No. 12

(1) RBS with "Hi Jink".

(2) Camera attacks with "Hi Jink".

(3) Navigation.

Duration 7 hours

m. Mission No. 13

(1) Formation (one (1) hour high altitude; one (1) hour low altitude).

(2) Cell tactics.

0611

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(3) RBS.

(4) Navigation.

Duration 7 hours

n. Mission No. 14

(1) Pilot proficiency.

Duration 5 hours

o. Mission No. 15 will be utilized for make-up on remaining items in the non-ready column of 50-8.

Duration 7 hours

3. Standboard Check:

a. Mission No. 1 - Pilot Standboard

Duration 5 hours

b. Mission No. 2 - Navigator Standboard

Duration 7 hours

c. Mission No. 3 - Air Refueling Standboard

Duration 7 hours

NOTE: Standboard IP flies on Mission No. 1; Standboard Navigator flies on Mission No. 2; Standboard IP or checked out Co-pilot flies on Mission No. 3.

0612

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT III

TO

APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

AIR REFUELING CHECKOUT REQUIREMENTS

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT III TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN 9-56 -
AIR REFUELING CHECKOUT REQUIREMENTS

DAY

1. Completion of ground school on Air Refueling.

2. Completion of written examination on Air Refueling.

3. Ten (10) successful air refueling contacts.

a. Two (2) of above contacts will be wet.

NOTE: A wet contact is the successful transfer of 6000# of fuel from tanker to receiver.

b. All dry contacts will be of five (5) minutes duration to be counted successful.

c. No more than five (5) of the above may be counted on any one (1) sortie.

NIGHT

1. Completion of day air refueling check.

2. Five (5) night air refueling contacts.

3. Maintain a single contact for five (5) minutes while passing fuel from tanker to receiver.

NOTE: The only pre-solo check-out requirements for the co-pilot are:

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1. Completion of air refueling ground school.

2. Successful completion of the air refueling ground school examination.

3. Demonstration to an IP of proficiency in operation of air refueling controls. (Ground check).

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ATTACHMENT IV

TO

APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

PRE-SOLO CHECKOUT REQUIREMENTS FOR AC, CP AND NAV

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
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1 February 1957

ATTACHMENT IV TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN 9-56 - PRE-SOLO CHECKOUT REQUIREMENTS FOR AC, CP AND NAV

Aircraft Commander

1. Graduate of B-47 transition at McConnell Air Force Base.

2. Complete additional SAC Regulation 51-19 ground school requirements as outlined in Annex C.

3. Advance Survival graduate within three (3) years.

4. Complete fifteen (15) hours Basic Judo.

5. Graduate of ABC and/or TN course.

6. Complete twelve (12) hours simulator operation.

7. Physiological Indoctrination graduate or refresher within two (2) years.

8. Forty-five (45) hours B-47 flying time (forty (40) hours first pilot). Includes McConnell.

9. Five (5) pre-flight and post flight inspections.

10. Five (5) normal day take-offs.

a. One (1) at maximum gross weight.

11. One (1) take-off with simulated loss of one (1) engine at refusal speed.

12. Thirty-five (35) day landings. (Five (5) without approach chute; one (1) full stop). Two (2) will be strange field. (See SAC Regulation 55-50).

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13. Five (5) normal full stop landings.

14. Three (3) simulated five-engine approach and go arounds.

15. Three (3) simulated four-engine approach and go arounds.

16. Three (3) simulated three-engine approach and go arounds.

17. Two (2) simulated traffic pattern and landings with simulated power control failure.

18. Six (6) night landings. (Two (2) without approach chute). One(1) will be strange field.

19. One (1) Normal night take-off and full stop landing.

20. Demonstration of proficiency in:

a. Compressor stall recovery including proper use of engine stall prevention switch.

b. Low speed and secondary stall recovery.

c. High speed buffet recovery.

d. Operation of aircraft with simulated surface power control failures at surface power control crossover point speeds in accordance with B-47 flight handbook.

e. Use of directional damper.

f. Normal climb-out procedures.

g. Normal descent.

h. Emergency descent.

i. Normal flight at optimum altitude, optimum mach.

j. High speed flight (demonstration - 425 K max).

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k. Autopilot operation.

l. Engine fire procedures.

m. Bailout, crash landing, and ditching drill.

n. Emergency operation of landing gear, wing flaps, brakes, and bomb bay doors. (Landings will not be made upon a landing gear which has been operated by the emergency system for training purposes until after the landing gear has been retracted and extended by the normal method).

o. Fuel management and fuel panel operation.

p. Air start procedures. (Flight simulator may be used; actual air starts will not be practiced.)

q. Ground start procedures.

r. Electrical system checks.

s. Hydraulic system checks.

t. Taxi procedures and techniques.

u. Pilotage, DR, and radio navigation (minimum of four hours day and two hours night).

v. Approach chute use to incluse:

(1) Deployment and jettison (normal and emergency) procedures.

(2) Flying characteristics and power management.

(3) Deceleration characteristics during approach and flare for landing.

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(4) Low approach and go-around procedures.

(5) Touch-and-go landings with approach chute deployed.

(6) Proficiency in transitioning from landing without the approach chute deployed to landing with the approach chute deployed.

21. Minimum of eighteen (18) hours instrument flying, actual and/or hood. This training will include the following:

a. Simulated instrument take-offs.

b. GCAs until proficient (minimum of 10) to include three (3) full stop landings from GCAs.

c. ILS approaches until proficient, to include automatic approaches.

d. Jet penetration and low approach until proficient (minimum of six (6)).

e. Proficiency in omni-range procedures.

f. Radio range orientation and tracking.

g. Instruments (weather or hood). Dual instrument instruction until proficiency required by AFR 60-4 is demonstrated.

h. Proficiency in use of airborne communications equipment.

22. Air Refueling checkout. (See Attachment III, Appendix 1, to Annex B).

23. Pass Standboard written examinations, i.e., proficiency (open book) and emergency (closed book).

24. Flight simulator check on emergencies. (Not required if no simulator is on base).

ATTACH IV, APP I, ANNEX B TO
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25. Flight Check. (See Mission No. 8, Attachment II, Appendix I, Annex B).

NOTE: All IP's and AC's will read SAC Regulations 62-10 and 55-50 prior to beginning the flying training of this program. IP's will strictly enforce the provisions of these regulations.

Co-Pilot

1. Item 1 through 7 for the Aircraft Commander apply to the co-pilot.

2. Navigation. No additional requirements prior to solo for those co-pilots who went through McConnell course as co-pilot. However, the crew NAV will give special emphasis to training his co-pilot in "shooting" and working "pre-comps".

a. Those co-pilots who went through McConnell as aircraft commanders will be required to complete the hours of training specified in SAC Regulation 51-19, Annex V, paragraph 8, b, (2), (b).

3. Gunnery.

a.	Systems.	10 hours
b.	Weapons.	8 hours
c.	AN/APG-T1A trainer (aircraft equipped with A-5 system).	4 hours
d.	Check list (at aircraft).	2 hours

e. OQ exercise.

(1) Accomplish gunlaying operator's check list.

(2) Inspect and load ammunition.

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(3) Comply with postlanding and strange field procedures.

(4) Fire at realistic target.

4. Twenty-five (25) hours B-47 time.

a. Ten (10) hours must be hood or weather.

5. Five (5) pre-flight and post flight inspections.

6. One (1) normal day take-off.

7. One (1) normal full stop landing, using brake chute.

8. Five (5) day touch and go landings. (See SAC Regulation 55-50).

9. One (1) live gunnery mission.

10. For air refueling requirements, see Attachment III, Appendix I, Annex B.

11. Successful completion of Standboard examinations, i.e., proficiency (open book) and emergency (closed book).

12. For pre-solo flight check see Mission No. 8 in Attachment II, Appendix I, Annex B.

Navigator

1. Phase II graduate.

2. Complete additional SAC Regulation 51-19 requirements as outlined in Annex C to this Operations Plan.

3. Items 3, 4, 5 and 7 of the aircraft commander requirements apply.

4. One (1) night celestial nav leg.

5. One (1) day celestial nav leg.

6. One (1) radar nav leg.

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7. Three (3) RBS runs. (Radar and/or visual)

8. Four (4) visual bombs may be dropped after solo checkout but must be under supervision of airborne instructor nav in either case.

9. Air refueling.

a. Complete ground school for air refueling rendezvous procedures and equipment.

b. Pass examination on air refueling rendezvous procedures and equipment.

c. Accomplish one (1) rendezvous with each type of rendezvous equipment installed under supervision of a qualified instructor. (May be either IP or IN).

10. Successfully complete Standboard examinations, i.e., Proficiency (open book) and Emergency (closed book).

11. For pre-solo flight check see Mission No. 3, Attachment II, Appendix I, Annex B.

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HEADQUARTERS 307th BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ATTACHMENT V

TO

APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

STANDBOARD EXAMINATION SCHEDULE

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1 February 1957

ATTACHMENT V TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN 9-56 - STANDBOARD EXAMINATION SCHEDULE

DATE	CREWS
20 March 1957	N-19, N-21, N-23, N-50, N-52, N-53, N-54, N-55, N-56, N-57, N-76, N-80, N-81, N-82, N-86
27 March 1957	N-20, N-22, N-48, N-51, N-53, N-55, N-76, N-80, N-81, N-84
10 April 1957	N-58, N-86
17 April 1957	N-83, N-85, N-25, N-24, N-26
24 April 1957	N-84
29 May 1957	N-25
5 June 1957	N-58
19 June 1957	N-58
26 June 1957	N-24

ATTACH V, APP I, ANNEX B TO
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ATTACHMENT VI

TO

APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

WING COMMANDER PRE-SOLO INTERVIEWS

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1 February 1957

ATTACHMENT VI TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN 9-56 - WING

COMMANDER PRE-SOLO INTERVIEWS

27 March 1957	N-52 (AC-CP); N-54 (AC-CP); N-56 (AC-CP); N-76 (AC-CP); N-82 (AC-CP); N-86 (AC-CP).
29 March 1957	N-19 (AC-CP); N-21 (AC-CP); N-23 (AC-CP); N-50 (AC-CP).
1 April 1957	N-53 (AC-CP); N-55 (AC-CP); N-57 (AC-CP); N-80 (AC-CP).
2 April 1957	N-20 (AC-CP); N-22 (AC-CP); N-48 (AC-CP); N-51 (AC-CP).
3 April 1957	N-81 (AC-CP); N-84 (AC-CP).
8 April 1957	N-52 (NB); N-54 (NB); N-56 (NB); N-76 (NB).
9 April 1957	N-19 (NB); N-21 (NB); N-23 (NB); N-50(NB).
10 April 1957	N-57 (NB); N-80 (NB); N-82 (NB);
12 April 1957	N-20 (NB); N-22 (NB); N-48 (NB); N-51 (NB).
15 April 1957	N-81 (NB); N-86 (NB); N-58 (NB).
23 April 1957	N-85 (AC-CP)
26 April 1957	N-83 (AC-CP)
29 April 1957	N-84 (NB)
3 May 1957	N-85 (NB)
7 May 1957	N-83 (NB); N-24 (NB); N-26 (NB).
23 May 1957	N-24 (AC)
26 May 1957	N-26 (AC-CP)
31 May 1957	N-25 (AC-CP)
13 June 1957	N-58 (AC)
14 June 1957	N-25 (NB)
27 June 1957	N-58 (CP)
28 June 1957	N-24 (CP)

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ATTACHMENT VII

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TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

SPECIAL WEAPONS SCHEDULE

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ATTACHMENT VII TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN 9-56 -

SPECIAL WEAPONS SCHEDULE

DATE	CREWS
1, 2, 3 May 1957	N-19, N-20, N-52, N-53
6, 7, 8 May 1957	N-21, N-22, N-54, N-55
13, 14, 15 May 1957	N-23, N-48, N-56, N-57
20, 21, 22 May 1957	N-50, N-51, N-76, N-80
27, 28, 29 May 1957	N-83, N-85

Individual Crews

DATE	CREWS
1, 8, 14 May 1957	N-81, N-82, N-86
22, 28 May, 5 June	N-24, N-25
12, 20, 26 June	N-58

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ATTACHMENT VIII

TO

APPENDIX I

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

TIPS FOR INSTRUCTORS

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ATTACHMENT VIII TO APPENDIX I TO ANNEX B TO OPERATIONS PLAN 9-56 -

TIPS FOR INSTRUCTORS

A

Instructor Pilots

1. Know SAC Regulations 62-10 and 55-50.

a. Have your students brief you on the provisions of these regulations.

2. Insist on rigid adherence to the CHECK LIST.

a. Begin with a four-hour stations time and decrease it in accordance with the student's progress and capability.

3. Assist the student aircraft commander in his Stations Inspection.

a. Keep it formal.

b. Display all PE properly.

c. FOLLOW THE CHECK LIST.

4. Monitor and assist in all Mission Planning. Check for accuracy and procedure on 175 - FORM "F" - SAC FORM 1.

a. Use your own co-pilot and Navigator to assist the students in Mission Planning.

5. Check each crew member's Training Folder before mission planning. Know the remaining required training before each mission.

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6. Review some emergency procedures prior to eadh mission.

7. Use caution and be vigilant during times aircraft commanders are changing seats.

8. Record all items demonstrated and practiced on the Form 20. (Grade Sheet)

a. Describe students ability, or the lack of it, on each grade sheet.

9. Carefully critique each mission following de-briefing.

10. Instruct on each mission as though you were preparing the crew for Standboard - - -

YOU ARE!

B

Navigator Instructors

1. Mission plan with your student!

a. Teach proper accomplishment of SAC Form 1.

b. Follow the "DASH ONE".

2. Plan to complete the following in two (2) missions:

1 Nite celestial leg.

1 Radar navigation leg.

3 RBS runs (radar and/or visual).

1 Day celestial leg.

1 Radar trouble shooting and in-flight maintenance mission. (In conjunction with above).

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a. The student may take his pre-solo checkout ride, if satisfactory in above activity.

b. Instruct and closely supervise four (4) visual releases.

NOTE: Visual releases may be performed before or after the pre-solo checkout. IN must be on first visual release mission.

3. Stress crew coordination.

4. Insist on strict adherence to CHECK LISTS!

5. Teach wind refinement and compass heading checks on the bomb run. (Crew coordination).

6. Insist on co-pilots checking the navigator's ballistics computations after measuring altitude.

7. Insure instructor and student accomplish a complete critique of mission.

8. All student navigation legs will be replotted by the instructor in the presence of the student.

9. Teach proper accomplishment of FORMS -- "252", "157", "284".

10. Teach SAC Regulations 50-4 and 51-11. These are the Navigator's "BIBLE".

11. Assure that the applicable range regulation accompanies crew on each range mission.

12. Give guidance in proper photo procedures -- 0-15; 0-23; K-38.

13. Stress proper pre-flight procedures.

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14. Emphasize crew coordination procedures on navigation legs.

15. Instruct on each mission as though you were preparing the crew for STAND BOARD - - - -

YOU ARE!

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APPENDIX II

TO

ANNEX B

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

FLYING TRAINING - KC-97

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APPENDIX II TO ANNEX B TO OPERATIONS PLAN 9-56 - FLYING TRAINING - KC-97

1. GENERAL:

a. Ready crews will fly an average of six (6) sorties per month during the upgrading period. These missions will be primarily air refueling support for the B-47 checkout program.

b. Non-ready crews will be scheduled to fly an average of three (3) sorties one week, and two (2) the following week, until they have completed their pre-solo check; then an average of two (2) missions per week until upgraded to combat ready.

(1) Eight (8) sorties have been provided for the pre-solo requirements and five (5) sorties for 90-8 proficiency items, prior to the upgrading standardization check. The flying time breakdown is as follows:

	Sorties	Hours
Aircraft Commanders and Pilots	13	92
Observers	9	72
Flight Engineers	17	118
Radio Operators	13	92
Boom Operators	13	92

NOTE: The additional flying time required for the Flight Engineers will be accomplished in conjunction with the training of aircraft commanders and co-pilots being upgraded to fill projected vacancies on combat ready crews.

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d. Mission No. 4:

(1) Cell tactics and formation flying.

(2) Nite transition.

Duration 6 hours

e. Mission No. 5:

(1) Mission planning.

(2) Air refueling procedures.

(3) Navigation.

(4) Long range cruise control.

Duration 8 hours

f. Mission No. 6:

(1) Mission planning.

(2) Navigation procedures.

(3) Long range cruise control.

Duration 12 hours

g. Mission No. 7:

(1) Mission planning.

(2) Air refueling procedures.

(3) Navigation.

(4) Long range cruise control.

Duration 8 hours

h. Mission No. 8 (Pre Solo Check (AC and P)):

(1) Check to be administered as outlined in Annex IX, SAC Regulation 51-19.

Duration 6 hours

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2. SAC Regulation 50-8 Non-Ready Crew Training:

a. Mission No. 1:

(1) Mission planning.

(2) Air refueling procedures.

(3) Navigation training.

Duration 6 hours

b. Mission No. 2:

(1) Mission planning.

(2) Navigation procedures.

(3) Long range cruise control.

Duration 12 hours

c. Mission No. 3:

(1) Mission planning.

(2) Air refueling procedures (Night).

(3) Navigation training.

Duration 6 hours

d. Mission No. 4:

(1) Mission planning.

(2) Cell tactics.

(3) Mass air refueling procedures.

Duration 5 hours

e. Mission No. 5:

(1) Pilot proficiency mission as outlined in SAC Regulation 50-8.

Duration 5 hours

ATTACH I, APP II, ANNEX B TO
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ANNEX C

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

GROUND TRAINING

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1 February 1957

ANNEX C TO OPERATIONS PLAN 9-56 - GROUND TRAINING

1. GENERAL:

a. The ground training will be completed prior to flying training. Credit will be given to appropriate courses received during prior B-47 or KC-97 training at Training Command bases.

b. Ground Training for aircrew members to be upgraded will be directed toward accomplishing those items necessary to meet the requirements of pertinent regulations for initial checkout, unsupervised flights and combat ready status. This training will take as much advantage as possible of the instruction offered for B-47 and KC-97 crew members at McConnell Air Force Base, West Palm Beach Air Force Base and Randolph Air Force Base. If it becomes apparent that the number of personnel to be trained exceeds the number of quotas available, the courses offered by these Training Command and MATS bases will be duplicated at this Base. Instructors will be selected from the most qualified personnel available. Instructor availability will be insured by the office of assignment.

c. A monthly 51-19 school (Block Training Type) for B-47 crews has been established in coordination with the 98th Bomb Wing to fulfill remaining 51-19 and 50-43 requirements. The instructor responsibilities have been assigned and each Ground Training Officer will be responsible for monitoring and submission of lesson plans for subjects taught by his respective Wing.

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d. The 307th Air Refueling Squadron under supervision of the Wing Ground Training Chief, will be responsible for conducting 51-19 Ground Training for KC-97 crews during the period of crew upgrading.

e. The requirements of SAC Regulation 51-19 will not be reduced. Higher headquarters will be requested to waive those training requirements for which no quotas or facilities exist at the time of solo or upgrading.

f. Instructors and students will be placed on Division Special Orders for the period of this instruction and will not be withdrawn from this duty without the prior approval of the Wing Director of Training.

2. REQUIREMENTS:

a. Annex V, SAC Regulation 51-19 (B-47):

(1) Aircraft Commander:

(a) Paragraph 7.

(b) Paragraph 8a(2).

(2) Co-Pilot:

(a) Paragraph 7.

(b) Paragraph 8b(2).

(3) Observer:

(a) Paragraph 7.

(b) Paragraph 8c(2).

b. Annex IX, SAC Regulation 51-19 (KC-97).

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(1) Aircraft Commander:

(a) Paragraph 7.

(b) Paragraph 9a(2).

(2) Co-Pilot:

(a) Paragraph 7.

(b) Paragraph 9b(2).

(3) Flight Engineer:

(a) Paragraph 7.

(b) Paragraph 9c(2).

(4) Navigator:

(a) Paragraph 7.

(b) Paragraph 9d(2).

(5) Radio Operator:

(a) Paragraph 7.

(b) Paragraph 9e(2).

(6) Boom Operator:

(a) Paragraph 7.

(b) Paragraph 9f(2).

c. The following hours of instruction will be given to fulfill the total ground training requirements specified in SAC Regulation 51-19, Annex V, and SAC Regulation 50-43. This instruction is directed specifically to crew members who are graduates of the B-47 course at McConnell Air Force Base.

(1) B-47 Aircraft Commander:

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	TITLE	NR HOURS
(a)	Tactical Doctrine	20
(b)	Personal Equipment	2
(c)	Emergency Procedures	1
(d)	Ejection Seat Training	1
(e)	55-8 Manuals	4
(f)	Aircraft Servicing	2
(g)	ECM Indoctrination	6
(h)	Crew Coordination	8
(i)	B-47 Performance	5
(j)	Aircraft Forms	2
(k)	K-System Familiarization	7
(l)	Gunnery System	6
(m)	H.F. Air-Ground Communications	2
(n)	Air Refueling Systems	4
(o)	Judo	15
	TOTAL	86

(2) B-47 Co-Pilot:

(a)	Includes 2c(1)(a) through (o) above.	
(b)	C-11 Time	12
(c)	Navigation and Bombing Coordination	2
(d)	Bombing	2
(e)	Gunnery Systems	3
(f)	Gunnery Weapons	8

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	TITLE	NR HOURS
(g)	Gunnery T-1A	4
(h)	Gunnery Check List	2
(i)	Additional ECM	8
(j)	Polar Navigation	2
	TOTAL	129

(3) B-47 Navigators

(a)	Includes 2c(1)(a) through (h)	
(b)	K & M System Refresher Training and IFM	4
(c)	Aircraft Familiarization	7
(d)	Observer Pre and Post Flight Inspection	10
(e)	Preflight and Safety Precautions of Boom Release System	4
(f)	DR Nav and Leg Procedure	2
(g)	Celestial Navigation	6
(h)	Polar Navigation	6
(i)	Pressure Pattern Navigation	1
(j)	Radar Navigation	1
(k)	Radio Aids	1
(l)	Target Study and Prediction	40
(m)	Camera Systems and Radar Scope Photo	1
(n)	Ultrasonic Trainer	1
(o)	ECM Anti-jam	2
(p)	Bombing Techniques and Procedures	2

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	TITLE	NR HOURS
(q)	RBS Procedures	2
(r)	Flight Performance Data	1
(s)	High Altitude Weather	1
(t)	Judo	15
	TOTAL	151

3. SCHEDULING:

a. Scheduled 51-19 training will be published, as required, in appropriate annexes to this Basic Operation Plan.

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

APPENDIX I

TO

ANNEX C

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

BLOCK TRAINING SCHEDULE

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

APPENDIX I TO ANNEX C TO OPERATIONS PLAN 9-56 - BLOCK TRAINING SCHEDULE

1. The following named officers will attend Division 51-19 Block Training during the periods shown below:

11 February 1957 to 26 February 1957

370th Bombardment Squadron

Brumbaugh	Raftery	Kminek
Biaett	Pauza	Kirshner
Chappelle	Finch	Smith
Jones	Cameron	Hesler
Burnelle	Knight	Boggess
Howard	Ward	Burkett
Rogers	Polson	Pierson

371st Bombardment Squadron

Sawyer	Hamel	Miller
Handel	Ferrara	Clark
Smallwood	Coffin	Coley
Goyer	Peak	Houghtby
Sutton	Merrell	Pearce
Vartan	Carrier	Masserini
Roberts	Howell	Fischer
Powell	Mitchell	Pittman
Kinyon	Domino	Daniels
Simooe		

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11 February 1957 to 26 February 1957

372nd Bombardment Squadron

Taylor	Forgas	Barnicoat
Sund	Horner	Ohrvall
McKenzie	Martin	Germundson
Roelle	Pumford	Johnson
King	Braeden	Meeks
Parks	Tarpley	Drum
Philbrook	Sullivan	

11 March 1957 to 25 March 1957

370th Bombardment Squadron

Lowell	Rhodes	Prude
Hoecker	Crooks	Matyas
Simons	Thompson	Jacobs

371st Bombardment Squadron

Putnam	Pittman

372nd Bombardment Squadron

Wilson	Whitehurst	Peters
Martin	Parker	Maloney
Ohstrom	Sheldon	

2. The following personnel will be scheduled at a later date:

370BS	371BS	372BS
Duffek	Finnel	Holst
Stuart	Marvel	
Bernard		

APP I, ANNEX C TO
307BW OPLAN 9-56
1 Feb 57

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ANNEX D

TO

OPERATIONS PLAN 9-56

"STANDDOWN"

MAINTENANCE

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 February 1957

ANNEX D TO OPERATIONS PLAN 9-56 - MAINTENANCE

1. GENERAL:

a. This plan presents the maintenance and flying schedule for the months of March, April, May and June 1957, and reflects all known requirements.

b. The maintenance and flying schedule (See Inclosures I, II, III and IV, this Annex) reflects the flying requirements as directed by SAC Regulation 60-9 and SAC Manual 66-3.

2. REQUIREMENTS:

a. B-47 Aircraft.

(1) A requirement has been placed for one thousand and eighty-two (1082) sorties for seven thousand two hundred and seventy-six (7276) flying hours for the four (4) month period of "Standdown".

(2) Requirement for March 1957:

(a) Two hundred and fifty-four (254) sorties for one thousand five hundred and seventy (1570) flying hours.

(b) The maintenance plan for two hundred and ninety-two (292) sorties for two thousand and forty-four (2044) hours will include a 15% abort rate pad. The additional sorties (reference Inclosure I, this Annex) will be the turn around sorties and confirmed at the weekly 60-9 meetings.

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(3) Requirement for April 1957:

(a) Two hundred and seventy nine (279) sorties for one thousand eight hundred and sixty-four (1864) flying hours.

(b) The maintenance plan for two hundred and ninety seven (297) sorties for two thousand and nine (2009) flying hours will include a 9% abort pad. The additional sorties (reference Inclosure II, this Annex) will be turn around sorties and confirmed at the weekly 60-9 meeting.

(4) Requirement for May 1957:

(a) Two hundred and ninety-five (295) sorties for two thousand and sixty-five (2065) flying hours.

(b) The maintenance plan for three hundred and thirty-six (336) sorties for two thousand three hundred and thirty-two (2332) flying hours will include a 15% abort rate pad. The additional sorties (reference Inclosure III. this Annex) will be turn around sorties and confirmed at the weekly 60-9 meetings.

(5) Requirement for June 1957:

(a) Two hundred and fifty-four (254) sorties for one thousand seven hundred and seventy-eight (1778) flying hours.

(b) The maintenance plan for two hundred and eighty (280) sorties for one thousand nine hundred and sixteen (1916) flying hours will include a 10% abort rate pad. The additional sorties (reference Inclosure IV, this Annex) will be turn around sorties and confirmed at the weekly 60-9 meetings.

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b. The sorties reflected in Inclosures Iabc, IIabc, and IIIabc reflect an overall pad of 12% for the four (4) month period.

c. The flying schedule is based on a thirteen (13) day cycle, and utilizes the twenty-five (25) hour post flight inspection time period. This schedule is also based on a forty-six (46) aircraft inventory.

d. KC-97 Aircraft:

(1) A requirement has been placed for four hundred and thirty-five (435) sorties for two thousand eight hundred and twenty (2820) flying hours for the four (4) month period of "Standdown".

(2) Requirement for March 1957:

(a) One hundred and thirty-eight (138) sorties for seven hundred and twenty-seven (727) flying hours.

(b) The maintenance plan for one hundred and fifty-eight (158) sorties for nine hundred and forty-eight (948) hours will include a 15% abort rate pad. The additional sorties (reference Inclosure IV, this Annex) will be turn around sorties and confirmed at the weekly 60-9 meetings.

(3) Requirement for April 1957:

(a) One hundred and thirty-two (132) sorties for seven hundred and three (703) flying hours.

(b) The maintenance plan for one hundred and fifty-two (152) sorties for nine hundred and twelve (912) flying hours will include a 13% abort rate pad. The additional sorties (reference Inclosure IV, this Annex) will be turn around sorties and confirmed at the weekly 60-9 meetings.

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(4) Requirement for May 1957:

(a) One hundred and thirty-five (135) sorties for seven hundred and seven (707) flying hours.

(b) The maintenance plan for one hundred and fifty (150) sorties for nine hundred (900) flying hours will include a 10% abort rate pad. The additional sorties (reference Inclosure IV, this Annex) will be turn around sorties and confirmed at the weekly 60-9 meetings.

(5) Requirement for June 1957:

(a) One hundred and thirty (130) sorties for six hundred and eighty-three (683) flying hours.

(b) The maintenance plan for one hundred and fifty (150) sorties for nine hundred (900) flying hours will include a 15% abort rate pad. The additional sorties (reference Inclosure IV, this Annex) will be turn around sorties and confirmed at the weekly 60-9 meetings.

e. The sorties reflected in Inclosure IV abc reflects an overall pad at 13% for the four (4) month period.

f. The flying schedule is based on a twelve (12) day flying cycle and utilized the twenty-five (25) hour post flight inspection time period. This schedule is also based on a twenty (20) aircraft inventory.

0653

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PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Beckline TF - Test Flight

FORM 613A5J 149 15 Oct 54

90 x 7 = 630

108 x 9 = 756

INCLOSURE I

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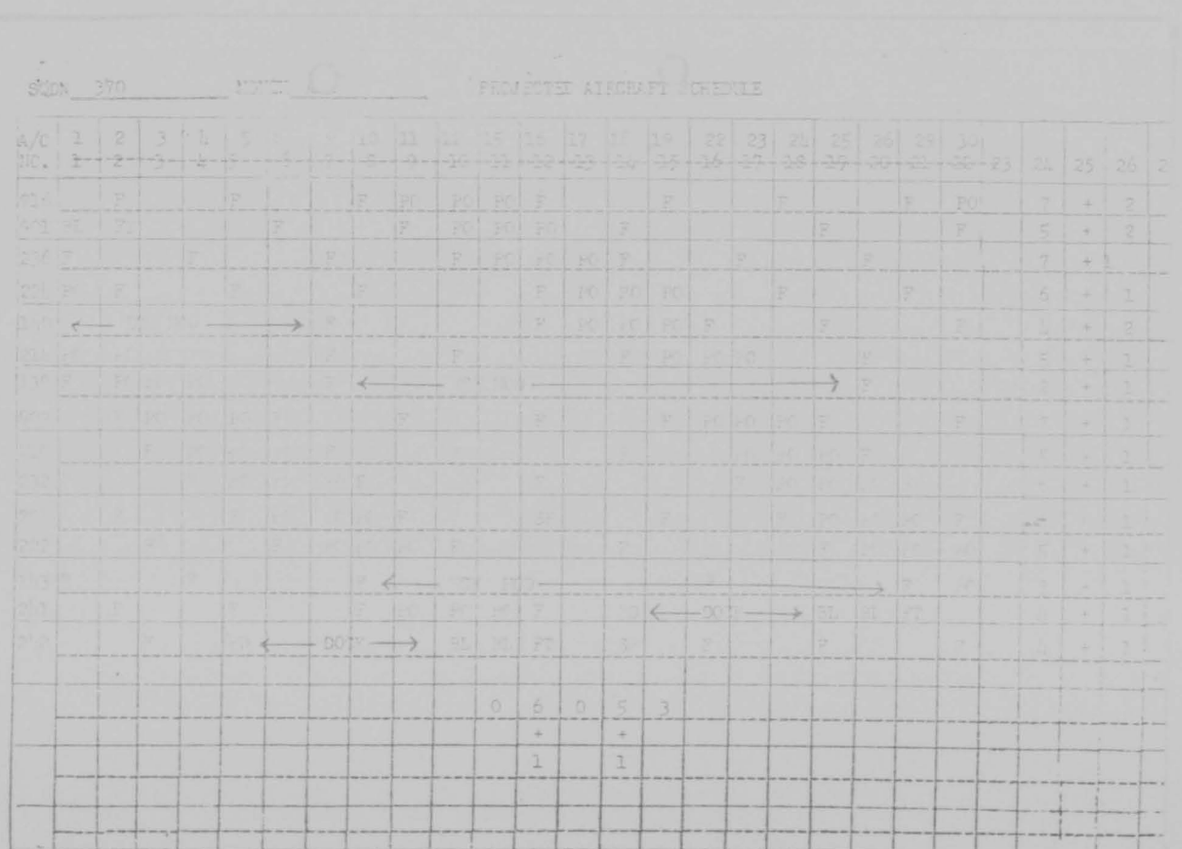

FORM
819ASG 149
15 Oct 54

PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Backline TF - Test Flight

81 x 7 = 567

96 x 7 = 672

INCLOSURE Ia

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FORM 813A53 149 15 Oct 54

FO - Postflight PD - Predock W - Wash BL - Beckline H - Gun Harmonization TF - Test Flight

97 x 9 = 679

102 = 754

ENCLOSURE No

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SQDN 270 MONTH JUNE PROJECTED AIRCRAFT SCHEDULE

A/C NO.	3 1	4 2	5 3	6 4	7 5	10 6	11 7	12 8	13 9	14 10	17 11	18 12	19 13	20 14	21 15	24 16	25 17	26 18	27 19	28 20	21	22	23	24	25	26	27
214		F	PC	PC	PC	F			F			F			F	PC	PC	PC	F					6	+	1	
201			F	PC	PC	PC	F			F			F			F	PC	PC	PD	F					6	+	1	
254	F			F	PC	PC	PC	F			F			F			F		FD	←					6	+	2	
228		F			F	PC	PC	PC	F			F			F			F	PC	PC					6	+	1	
217			F			F	PC	PC	PC	F			PD	←	W 21	→		BL	BL	FT					3	+	1	
211	F			F			F	PC	PC	PC	F			F			F			F					7	+	1	
230		F			F			F	PC	PC	PC	F			F			F							6		1	
209			F		PD	←	PC	→		BL	BL	BL				F			F						3	+	2	
210	F			F			F			F	PC	PC	PC	F			F			F					7	+	1	
235	PC	F			F			F			F		PC	PC	PC	F			F						6	+	1	
208	PC	PC	F			F			F			F	C	PC	PC	F			F						6	+	1	
222	C	PC	PC	F			F			F			F		PC	PC	PC	F			F				6	+	1	
203	FT				F			F			F			F	PC	PC	PC	PC	F						5	+	1	
241		F	PC	PC	PC	F			F			F			F	PC	PC	PC	F						6	+	1	
242			F	PC	PC	PC	F			F			F			F	PC	PC	PC	F					6	+	1	

FORM 818A53 149
15 Oct 54

PO - Postflight
PD - Predock
W - Wash
BL - Beckline
H - Gun Harmonization
TF - Test Flight

85 x 7 = 585
100 - - - 660

INCLOSURE Ic

0657

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SQDN____ XYZ _____ MONTH ____ YEAR ____ PROJECTED AIRCRAFT SCHEDULE

FORM 818AEG 149 15 Oct 54

PO - Postflight PD - Predock

W - Wash BL - Backline

H - Gun Harmonization TF - Test Flight

78 x 7 = 546

95 x 7 = 665

INCLOSURE II

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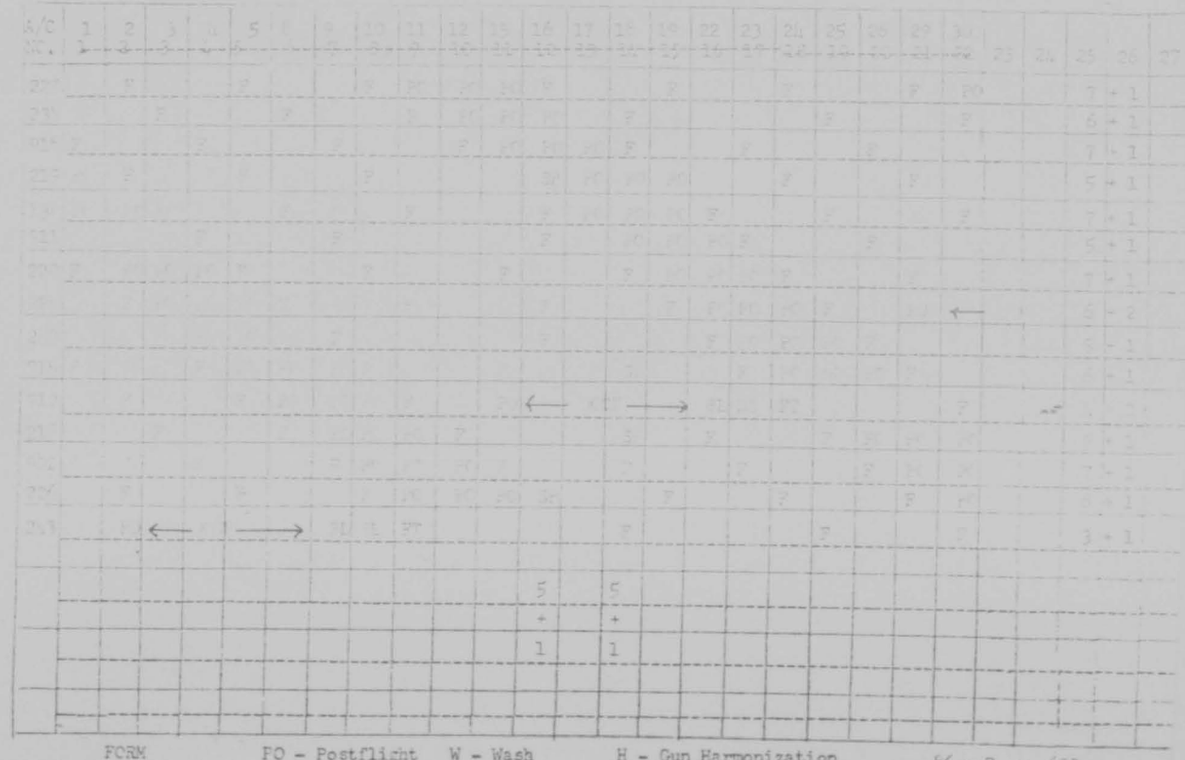
SQDN 371 UNIT AIR PROJECTED AIRCRAFT SCHEDULE



FORM 813A53 149 15 Oct 54

PO - Postflight PD - Predock W - Wash BL - Beckline H - Gun Harmonization TF - Test Flight

86 x 7 = 602

101 = 617

INCLOSURE IIa

0659

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SQDN. 371

FORM
813A13 149
15 Oct 54

PO - Postflight
PD - Predock
W - Wash
BL - Backline
H - Gun Harmonization
TF - Test Flight

101 - 707
116 - 782

INCLOSURE IIb

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PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Beckline TF - Test Flight

FORM
813A53 149
15 Oct 54

85 x 7 = 595

100 - 670

INCLOSURE IIe

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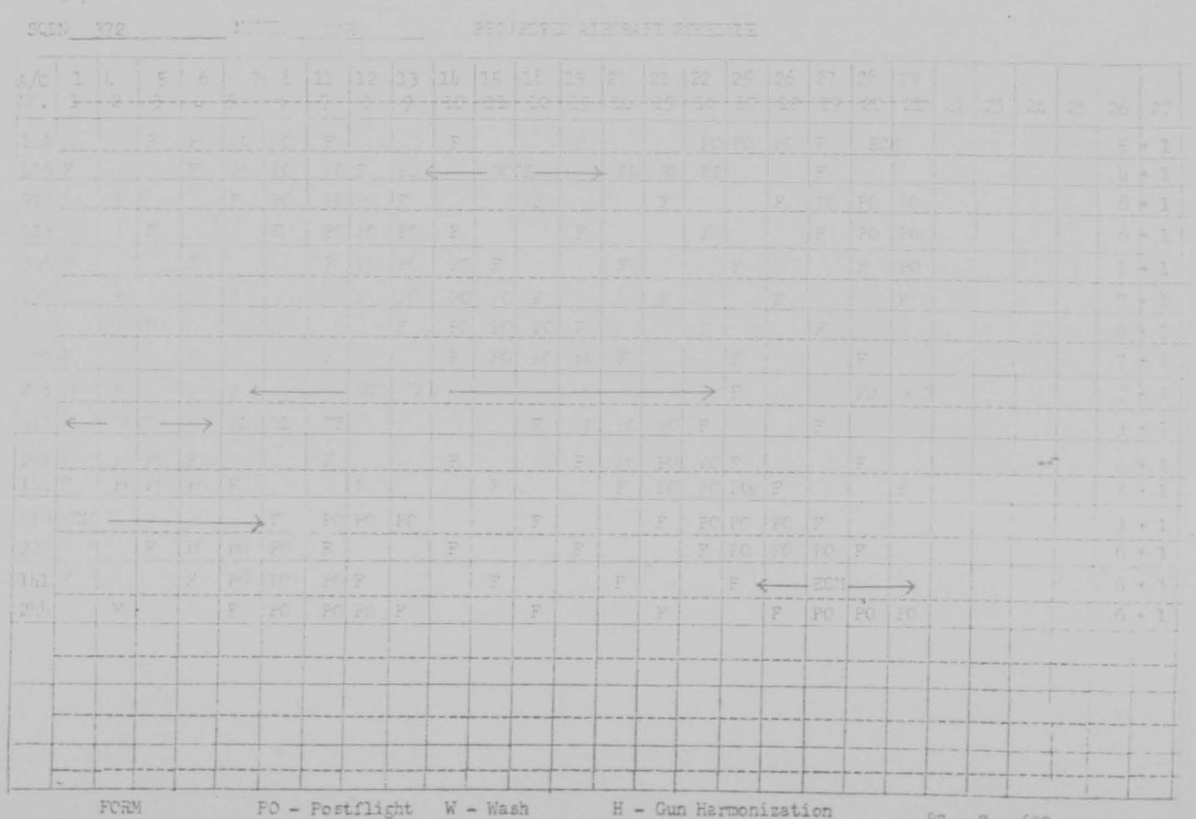

FORM
619A53 14°
15 Oct 54

FO - Postflight
PD - Predock

W - Wash
BL - Beckline

H - Gun Harmonization
TF - Test Flight

87 x 7 = 609

103 x 7 = 721

INCLOSURE III

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SQDN 372 MONTH APR PROJECTED AIRCRAFT SCHEDULE

PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Backline TF - Test Flight

FORM 819A53 149 15 Oct 54

85 x 9 = 595

100 = 610

INCLOSURE IIIa

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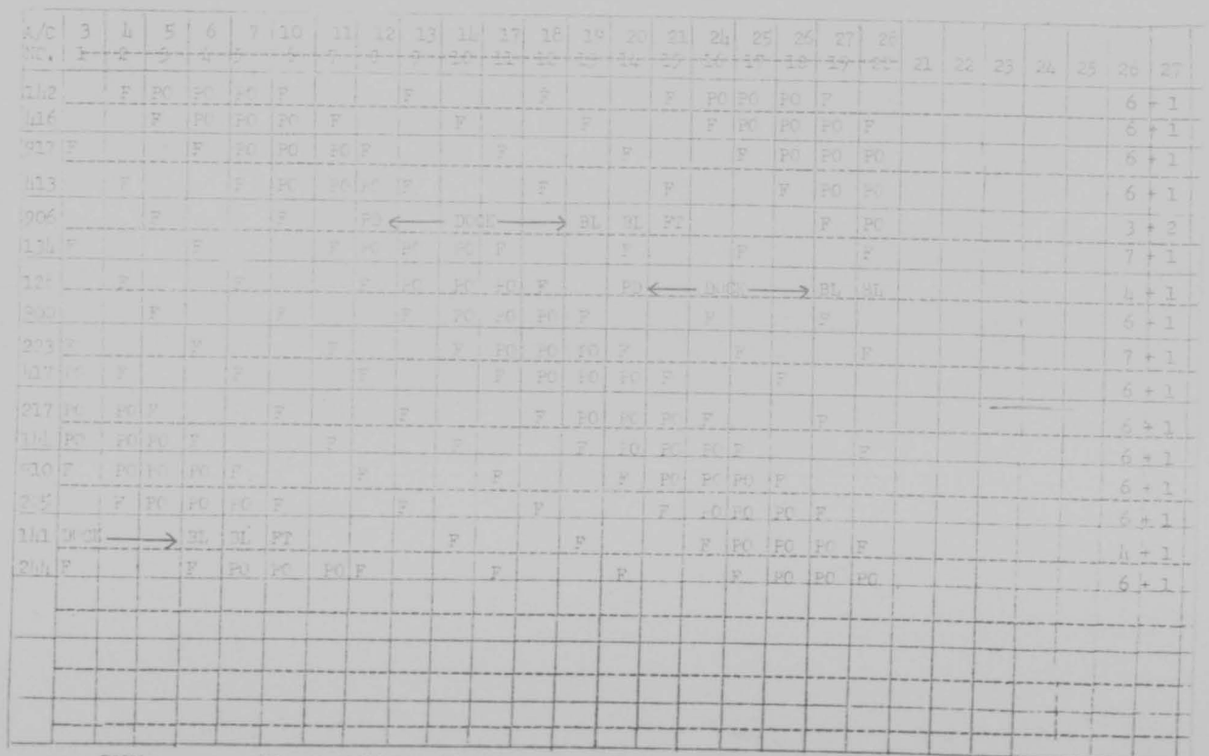
SKIN 372 PROJECTED AIRCRAFT SCHEDULE



PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Beckline TF - Test Flight

FORM 619A53 149
15 Oct 54
INCLOSURE IIIc

85 x 7 = 595
101 x = 707

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SQDN ARS _____ MONTH MARCH _____ PROJECTED AIRCRAFT SCHEDULE

A/C NO.	1 1	4 2	5 3	6 4	7 5	8 6	11 7	12 8	13 9	14 10	15 11	18 12	19 13	20 14	21 15	22 16	25 17	26 18	27 19	28 20	29 21	22	23	24	25	26	27
795			F	PO	PO	F			F			F			F	PO	PO	F			F				7	+	1
380	F			F	PO	PO	F			F			F			F	PO	PO	F						7	+	1
384	FT				F	PO	PO	F			F			F			F	PO	PO	F					6	+	1
801			F			F	PO	PO	F			F			F			F	PO	PO	F				7	+	1
377	F			F			F	PO	PO	F			F			F			F	PO	PO				7	+	1
800	-	-	-	-	-	-	I	R	A	N	-	-	-	-	-	-	-	-	I	R	A	N	-	-	0	+	0
002	BL	BL	FT			F			F	PO	PO	F			F			F			F				7	+	2
381	F			F			F			F	PO	PO	F			F			F						7	+	1
376	PO	F			F			F			F	PO	PO	F			F			F					7	+	1
375	PO	PO	F			F			F			F	PO	PO	F			F			F				7	+	1
797	F	PO	PO	F			F			F			F	PO	PO	F			F						7	+	1
803		F	PO	PO	F			F			F			F	PO	PO	F			F					7	+	1
796			F	PO	PO	F			F		PD	D	O	C	K	BL	BL	FT			F				4	+	2
798	F			F	PO	PO	F			F			F			F	PO	PO	F						7	+	1
382		F			F	PO	PO	F			F			F			F	PO	PO	F					7	+	1
794			F			F	PO	PO	F			F			F		PD	D	O	C	K				5	+	2
379	F			F			F	PO	PO	F			F			F			F	PO	PO				7	+	1
378		F			F			F	PO	PO	F			F			F			F	PO				7	+	1
383			F			F			F	PO	PO	F			F			F			F				7	+	1
793	F		PD	D	O	C	K	BL	BL	FT			F			F			F						4	+	2
799	-	-	-	-	-	-	I	R	A	N	-	-	-	-	-	-	I	R	A	N	-	-	-	-	0	+	0

FORM
6198A5J 149
15 Oct 54
INCLOSURE IV

PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Backline TF - Test Flight

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SQDN ARS MONTH APRIL PROJECTED AIRCRAFT SCHEDULE

A/C NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30					
795			F		PD	D	O	C	K	BL	BL	FT				F				F			PO	PO	F								4	+	2
380	F			F			F	PO	PO	F					F				E			F	PO	PO	F								8	+	1
384		F			F			F	PO	PO	F				PO	O	O	C	K	BL	BL	FT											4	+	1
801			F			F			F	PO	PO	F				F				F			F	PO									7	+	1
377				F			F			F	PO	PO	F				F				F			F									8	+	1
800	-	-	-	-	-	-	-	I	R	A	N	-	-	-	-	-	-	-	-	I	R	A	N	-	-	-	-	-	-				0	+	0
802	PO	PO	F			F			F			F			F	PO	PO	F			F			F			F						7	+	1
381	F	PO	PO	F			F			F					F	PO	PO	F			F			F			F						8	+	1
376		F	PO	PO	F			F			F				F	PO	PO	F			F			F									7	+	1
375			F	PO	PO	F			F			F			F			F	PO	PO	F			F									7	+	1
797	F			F	PO	PO	F			F					F			F			F	PO	PO	F			F						8	+	1
803		F			F	PO	PO	F			F				F			F			F	PO	PO	F									7	+	1
796			F			F	PO	PO	F			F			F			F			F	PO	PO	F									7	+	1
798	F			F			F	PO	PO	F					F			F			F	PO	PO	F									8	+	1
382		F			F			F	PO	PO	F				F			F			PD	DO	C	K									6	+	2
794	BL	BL	FT			F			F	PO	PO	F				F			F			F			F	PO							6	+	2
379				F			F			F	PO	PO	F				F			F			F			F							8	+	1
378	PO	F			F			F			F	PO	PO	F			F			F			F										7	+	1
383	PO	PO	F			F			F			F	PO	PO	F			F			F			F			F						7	+	1
793	F	PO	PO	F			F			F			F	PO	PO	F			F			F			F			F						8	+	1
799	-	-	I	R	A	N	-	-	F	ACCP.		F				F	PO	PO	F			F											4	+	1

FORM 819ASD 149
15 Oct 54
INCLOSURE IVA

PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Beckline TF - Test Flight

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SQDN ARS MONTH MAY PROJECTED AIRCRAFT SCHEDULE

A/C No.	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	24	25	26	27	28
795		F			F			F	PO	PO	F			F				F				F	PO	PO	F			8	+	1
380			F			F			F	PO	PO	F				F				F				F	PO	PO			7	+	1
384	FT			F			F			F	PO	PO	F				F				F				F	PO			7	+	2
801	PO	F				F	-	-	-	-	-	-	-	-	I	R	A	N	-	-	-	-	-	-	-	-	-			2	+	1
377	PO	PO	F			F			F			F	PO	PO	F			F				F							7	+	1
800	F	PO	PO	F			F			F			F	PO	PO	F			F				F						8	+	1
802		F	PO	PO	F			F			F			F	PO	PO	F			F				F					8	+	1
381			F	PO	PO	F			F			F			F	PO	PO	F			F								7	+	1
376	F			F	PO	PO	F			F			F			F	PO	PO	F			F							8	+	1
375		F			F	PO	PO	F			F			F			F	PO	PO	F			F						8	+	1
797			F			F	PO	PO	F			F			F			F		PD	PO	C	K						6	+	2
803	F			F			F	PO	PO	F			F			F			F	PO	PO	F							8	+	1
796		F			F			F	PO	PO	F			F			F			F	PO	PO	F						8	+	1
798			F			F			F	PO	PO	F			F			F			F	PO	PO						7	+	1
382	DOCK	BL	BL	FT			F			F	PO	PO	F			F			F			F	PO						6	+	2
794	PO	F			F			F			F	PO	PO	F			F			F			F						8	+	1
379	PO	PO	F			F			F			F	PO	PO	F			F			F			F						7	+	1
328	F	PO	PO	F		PD	D	O	C	K	BL	BL	FT			F			F			F							5	+	2
383		F	PO	PO	F			F			F		PD	D	O	C	K	BL	BL	FT			F						5	+	2
793			F	PO	PO	F			F			F			F	PO	PO	F			F								7	+	1
799	F			F	PO	PO	F			F			F			F	PO	PO	F			F							8	+	1

FORM 819A53 14º 15 Oct 54

PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Beckline TF - Test Flight

INCLOSURE IV B

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SQDN ARS MCAF MUIR PROJECTED AIRCRAFT SCHEDULE

A/C NO.	3 1	4 2	5 3	6 4	7 5	10 8	11 9	12 10	13 11	14 12	17 13	18 14	19 15	20 16	21 17	24 18	25 19	26 20	27 21	28 22	21	22	23	24	25	26	27	28
795			F			F			F	PO	PO	F			F			F								6	+	1
380	F			F			F			F	PO	PO	F			F			F							7	+	1
384		F			F			F			F	PO	PO	F			F			F							7	+	1
801	-	-	-	-	-	-	I	R	A	N	-	-	-	-	I	R	A	N	-	-	-	-	-	-	-	-	0	+	0
377	F	PO	PO	F			F			F		FD	D	O	C	K	BL	EL	FT								4	+	1
800		F	PO	PO	F			F			F			F	PO	PO	F			F								7	+	1
802			F	PO	PO	F			F			F			F	PO	PO	F										6	+	1
381	F			F	PO	PO	F			F			F			F	PO	PO	F									7	+	1
376		F			F	PO	PO	F			F			F			F	PO	PO	F								7	+	1
375			F			F	PO	PO	F			F			F			F	PO	PO								6	+	1
797	DOCK	BL	BL	FT			F	PO	PO	F			F			F			F	PO								5	+	2
803		F			F			F	PO	PO	F			F			F			F								7	+	1
796			F			F			F	PO	PO	F			F			F										3	+	2
798	F			F			F			F	PO	PO	F			F			F									7	+	1
382	PO	F			F			F			F	PO	PO	F			F			F								7	+	1
794	PO	PO	F			F			F			F	PO	PO	F			F										6	+	1
379	F	PO	PO	F			F			F			F	PO	PO	F			F									7	+	1
378		F	PO	PO	F			F			F			F	PO	PO	F			PD	DOCK							6	+	2
383			F	PO	PO	F			F			F			F	PO	PO	F										6	+	1
793	F			F	PO	PO	F			F			F			F	PO	PO	F									7	+	1
799		F			F	PO	PO	F			F			F			F	PO	PO	F								7	+	1

FORM
SIGARD 149
15 Oct 54
INCLOSURE IV C

PO - Postflight W - Wash H - Gun Harmonization
PD - Predock BL - Backline TF - Test Flight

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Headquarters
307th Bombardment Wing, Medium
Lincoln Air Force Base, Nebraska

3070 19 March 1957

SUBJECT: Stand-Down Period

TO: Squadron Commanders, Staff Directors, Security Officer, Chief of Adjutant, Maintenance

1. The implementation of the 307th Bombardment Wing operations Plan No. 9-56, commonly referred to as "Stand-Down", will have a far reaching effect on both the Squadron Scoring System and assigned Flight Crews. Administrative and Operational Procedures during our day-to-day operation as well as during the period of practice ENP Alerts will require detailed consideration.

2. The required upgrading program imposes a peak workload upon the Wing for the next four months. The wing Stand-Board Section as well as individual Instructor Pilots and Instructor Observers will have a full schedule. It has been determined, however, the program will not allow for all Combat Ready Crews to fly extensively. It should also be noted that the non-ready crews which are being upgraded have been phases into a training program, which will come under the jurisdiction of the 372nd Bombardment Squadron.

3. I am encouraged by the resourcefulness demonstrated in the implementation of this program thus fer. The scheduling and coordination necessary for timely upgrading of new crews will require very close attention. Requirements such as Survival Training at Stead, Special Weapons and Phases II training are but a few of the many prerequisites that will have to be carefully planned, scheduled, monitored, and revised to insure maximum utilization of the calendar time remaining for completion of the proposed upgrading program.

4. In view of the above, following are policies which will apply during the "Stand-Down" period.

a. Squadron Scoring System. The temporary organization of the Tactical Squadrons during this period would cause any attempt at Tactical Squadron Scoring to be unfair and incompetible. It has, therefore, been determined that the provisions of Wing Regulation 5-12 will be suspended for the duration of the "Stand-Down" period.

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b. Crew Scoring System: Objective evaluation of crew effectiveness is necessary in order that the spirit of competition and recognition of high professional performance not be compromised. It is my intent to continue a competitive program for our B-47 Combat Ready Crews. Instructor Crews will, in general, be unable to maintain crew integrity and fly crew training missions as frequently as will non-instructor crews. In order to overcome this handicap, it appears fair to treat Instructor Crews as Stand-Board Crews for Scoring purposes during the "Stand-Down" period. The Instructor Crews will be awarded a rating equivalent to the average rating of the top ten crews established as a result of the competition required by 50-8. Bonus points for Instructor Rides will be dropped. The critical availability of tanker sorties during this period requires that rendezvous and refueling items not be evaluated in the crew scoring system.

c. Troop Management System. Although crews or individual crew members assigned to one squadron may temporarily be under the operational control of another, they will still be identified with and under the specific administrative control of the squadron to which they are permanently assigned. With this understanding, I have decided to continue our Troop Management Program as presently constituted.

d. Squadron Flying Safety Rating: The squadron flying Safety Rating Program will continue to be implemented as in the past. Aircraft flying hours will be equitably distributed among the Tactical Squadrons and the responsibility for the aircraft Accident Prevention Program will remain unchanged.

e. Administration, Alerts, etc: Squadron commanders will continue to be responsible for control of all personnel who are permanently assigned to their squadrons. During EWP alerts, rigid control of assigned personnel is vital to the accomplishment of a successful exercise. This requirement has been reiterated because a high degree of efficiency in this area is mandatory. Each Squadron Commander will be responsible for insuring that his permanent alert system is kept current and in such format that it could be instituted immediately should an unannounced alert be called. All combat ready crew personnel will be notified by and will be expected to report immediately to their squadron of permanent assignment.

f. Disciplinary Action: Each commander will be responsible for exercising such disciplinary action as may be required for personnel who are permanently assigned to his squadron.

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3070, 307BW, 19 March 1957, Subject: Stand-Down Period

5. The above procedural information is of extreme importance to each member of this Wing and particularly to those personnel who are actively engaged in the present Crew Upgrading Program. It is, therefore, mandatory that all responsible personnel be completely familiar with those procedures defined above.

LOUIS G. HORNE
Colonel, USAF
Commander

THIS IS A CERTIFIED TRUE COPY:

JOHN T. PALMERT
1st Lt., USAF

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307th Bombardment Wing

CREW FLIMSY

"BLACK DUCK"

2-807-S

307 BWG

OPSORD

SECRET 228-57 7-S-0399

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
27 February 1957

OPERATIONS ORDER

"BLACK DUCK"

NO. 228-57

This document consists of 30 pages.

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

CREW FLIMSY - "BLACK DUCK"

1. General briefing will be held at 0900 CST in the 307th Bombardment Wing Briefing Room on 4 March 1957. (U)

2. Specialized briefing will be held immediately following the General Briefing. (U)

3. Pre-Take-Off Meeting: Upstairs in Base Operations. (U)

4. Debriefing will be held in the 372nd Bomb Squadron briefing room immediately after landing. 3245th Test Group will conduct the de-briefing. (U)

5. GENERAL SITUATION:

a. A requirement exists by AFOTC to conduct an evaluation and suitability test of MK-36 MOD 1. Tentative X day is 5 March 1957. Unclassified nickname for this operation is "Black Duck". AFOTC will provide the execution order for this test not less than 7 days prior to scheduled execution. (SECRET)

b. Operation "Black Duck" involves four (4) B-47 sorties with air refueling, two (2) sorties to be flown on 7 March 1957 and two (2) on 14 March 1957. A special weapon with dummy capsule will be dropped on each sortie in support of AFOTC Employment and Suitability Test at Eglin Air Force Base, Florida. Necessary air refueling support will be provided by the 307th and 340th Air Refueling Squadrons. Planned On-Loads are 30,000 lbs each. (SECRET)

6. MISSION OUTLINE:

Ops Order No. 228-57

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a. A typical EWP profile type mission will be flown with each weapon. A minimum of seven hours prior to target will be flown with a minimum of one pretarget air refueling. Target gross weight will be a minimum of 120,000 lbs prior to bomb release. For training purposes, optimum breakaway maneuvers will be accomplished in accordance with tactical doctrine after each weapon release. A "dummy run" will be accomplished prior to each live drop. (SECRET)

b. Primary common route points are from Lincoln AFB to level off at 40°57'N, 99°37'W, to North Platte, Nebr., to a turning point at 42°00'N, 112°00'W, to Lewiston, Montana, to Miles City, Montana, to Alexandria, Minnesota, to the Refueling IP at Grantsburg, Minnesota, to 43°31'N, 92°24'W (descent point), to 40°25'N, 92°15'N (ends refueling). At end refueling, aircraft utilizing Eglin range B-52 on 7 March 1957 will proceed to Vichy, Mo., to Campbell, Ky, to Royston, Ga., (VOR) to 30°30'N, 83°00'W (PIP), to Bountstown, Fla (IP), to target at Eglin bombing range, to Lincoln AFB, Nebraska. After refueling, aircraft utilizing Eglin range B-1 on 14 March 1957 will proceed to Texarkana, Texas, to Alexandria, La, to Lafayette, La, to 30°17'N, 90°30'W (PIP), to Mobile Point, Alabama, (IP) to target at Eglin bombing range, to Norfork Reservoir (end 2nd refueling) to Emporia, Kansas to Lincoln AFB, Nebraska. Route details are outlined on a SAC Form I inclosed herein. (UNCLASSIFIED)

7. SPECIAL BRIEFING REQUIREMENTS:

Prior to each strike mission, crews will be briefed on the following: Ops Order No. 228-57

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a. Emergency procedures with weapon aboard. (U)

b. Applicable SAC Atomic SOPs. (U)

c. Eglin AFB Regulation 55-1 and 55-12. (U)

d. Security classification of mission and security precautions. (U)

e. Route and profile to be flown. (U)

f. Aborted mission procedures. (U)

g. Unlocking restrictions on U-2 release mechanism. (U)

8. LOADINGS:

A minimum of two (2) loadings will be conducted at night. (U)

9. WEATHER AND WIND INFORMATION:

Weather and wind information will be obtained from SAC Weather Central employing the same forecast system as would be used to predict weather over enemy territory. (U)

10. REPORTS REQUIRED:

B-11, M-10 and M-15 reports will be submitted in accordance with SAC Manuals 55-8B and 55-8M for each strike mission. (U)

11. FORMS:

Strike crews will provide the AFOTC Project Officer with copies of the following completed forms after each strike mission. (U)

a. SAC Form 50-42, Radar Bombing Flight Record. (U)

b. Weapons Summary Sheet. (U)

c. PLT check sheet. (U)

d. Aircraft wiring check sheet. (U)

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12. INCIDENTS:

In the event of any incident, unusual events, or discrepancies affecting the execution and/or results of this operation, a detailed account will be immediately dispatched to Headquarters SAC (with information copies to Commander, 8th AF and Commander, 818th Air Division) by electrical message utilizing Operation Immediate precedence.

13. EMERGENCY AND/OR ALTERNATE AIRFIELDS:

Priority, consistent with flying safety, will be given to use of SAC Bases. Other fields to be used, in order of priority, are (1) AMC, (2) other Air Force Bases (3) Naval Air Stations and (4) Civilian Airfields.

14. CLEARANCES:

All aircraft will file individual clearances. In the remarks section, include "Black Buck Mission".

15. FLYING SAFETY:

Flying safety is of paramount importance and will take precedence over mission accomplishment.

16. FUEL RESERVES:

a. Lincoln AFB, Nebr 27340 lbs

b. Smoky Hill AFB, Kansas 25340 lbs

c. Whiteman AFB, Mo. 24840 lbs

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ANNEXES:

A. Special Weapons (S)

B. Range Information (S)

C. Master Schedule (S)

D. Crew Schedule (S)

E. Air Refueling (S)

F. Communications (S)

G. Maps (S)

H. Routes (S)

I. Form I (S)

DISTRIBUTION:

SAC	2 cys
8AF	2 cys
818ADIV	1 cy
DET 21, 4TH WEAGP	1 cy
370 BOMRON	9 cys
371 BOMRON	3 cys
307 A&EWAINTRON	1 cy
COMDR APG EGLIN AFB	2 cys
COMDR AFOTC EGLIN AFB	2 cys
BASE HISTORIAN	4 cys

STAFF DISTRIBUTION:

WG COMDR	1 cy
DO	1 cy

OFFICIAL:

A. E. AENCHBACHER
Lt Colonel, USAF
Director of Operations

307BWG OPSORD
NO. 228-57

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ANNEX A

TO

8TH AIR FORCE OPERATIONS ORDER

228-57

SPECIAL WEAPONS

1. Operational check sheets for the MK-36, MOD-1 will be provided by Headquarters SAC and will be included in the Bomb Commander's Folders. (U)

2. Supply transfer of weapons and associated equipment will be accomplished three (3) hours prior to take-off and flight crews should ascertain that the arm baros setting for target B-1 (water) is 6000' and for target 52 (land) is 6176'. (S)

3. Security guards will not be released from guarding loaded aircraft until taxi time. (U)

4. The B-2 will be unlocked only for take-off and landing and while within the confines of the Eglin bombing range. (S)

5. Thermal curtains and radiological devices will not be required for this operation. (S)

6. Voice procedures will be as indicated in the communications portion of this flimsy. (U)

7. Fire baros will be set for minus 3000' for all weapons on this mission. (S)

8. The weight of the MK-36, MOD-1 weapons being utilized for this test is 17,600 lbs. (S)

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9. Emergency Considerations:

a. Should an emergency dictate the release of the weapon, the aircraft will call SAGE and clear to leave the range. The aircraft will attempt a release in the central part of the Eglin Salvo area. Coordinates for the Eglin AFB rectangular-shaped salvo area are 29°49'N-86°28'W, 29°49'N-86°36'W, 29°37'N-86°28'W, and 29°37'N-86°36'W. (U)

b. If the nature of the emergency permits, the capsule will be extracted and a point of release will be selected which assures a minimum distance of one (1) mile from ground zero to the nearest populated area. The weapon should be released "safe" over friendly territory with drag chute deployed. Reference SAC ASOP 55-8, Annex VI. (S)

c. Should the bomb fail to release, the strike aircraft will notify DEVIL, descend to a safe altitude within the bombing range over the Gulf of Mexico, lock the B-2, clear the range and proceed as briefed. (U)

d. With a dummy capsule the minimum release altitude for this weapon is 1000 feet. Reference SAC ASOP 55-8, Annex VI. (S)

e. The selector switch on the T-249 will remain in the "safe" position on this mission until over the IP at the start of the live run. (S)

f. No drops will be made on either Range B-1 or Range 52 if there is any indication that the aircraft bombing system or the ground tracking radars are malfunctioning. (U)

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ANNEX B
TO
8TH AF OPS ORDER 228-57

HEADQUARTERS
307TH BOMBARDMENT WING (M)
United States Air Force
Lincoln AFB, Nebraska
1 March 1957

RANGE INFORMATION

1. BOMBING RANGES: All E&ST weapons expended will be dropped on Range B-1 (water)and Range 52 (land) located at Eglin AFB, Florida. Range and target information is as follows: (U)

a. Range B-1:

(1) Range Location: Range B-1 is established along the coastline of the Gulf of Mexico bewteen Destin and Fort Walton Beach, Florida. (U)

(2) Target Location: Located on Range B-1 at 30° 20' N Lat, 86° 34' W Long, approximately four miles south of the Florida shore line. (U)

(3) Target: A radar reflector on a sea sled anchored on Range B-1, approximately four miles offshore. (U)

(4) Target Elevation: Sea level. (U)

(5) Initial Points:

(a) West to east runs (1400Z to 1700Z) - Mobile Point, Alabama, 30° 13' N Lat, 88° 01' W Long. (U)

(b) East to west runs (1900Z to 2200Z) - Blountstown, Florida, 30° 28' N Lat, 85° 02' W Long. (U)

(6) Direction of Bombing Run:

(a) Strikes between 1400Z and 1700Z: 080½° magnetic. Distance from IP to target: 70 nautical miles. (U)

(b) Strikes between 1900Z and 2200Z: 260° magnetic. Distance from IP to target: 80 nautical miles. (U)

(7) Range Frequencies:

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(a) DEVIL 3 (Range 5[illegible])

1. UHF - Primary - 288 Mc. (U)

2. UHF - Alternate - 379.7 Mc. (U)

3. HF - Primary - 3299 Kc. (U)

4. HF - Alternates:

a. 6470 Kc. (U)

b. 4270 Kc. (U)

b. Range 52:

(1) Range Location: Range 52 is a cleared area approximately 18,000 by 10,000 feet surrounding the target. (U)

(2) Target Location: 30° 35' N Lat, 86° 20' W Long. on Range 52. (U)

(3) Target: A radar reflector centered on a visual target. The visual target consists of three concentric rings of 100-, 300-, and 500- foot radii. (U)

(4) Target Elevation: 176 feet. (U)

(5) Initial Point: Any IP may be selected that meets the direction of bomb run criteria. A possible IP is Quincy, Florida. (U)

(6) Direction of Bomb Run: 270° (± 6°) True. (U)

(7) Range Frequencies:

(a) DEVIL 32 (Range 52)

1. UHF - Primary - 383.00 Mc. (U)

2. UHF - Secondary - 259.20 Mc. (U)

3. HF - Primary - 3299 Kc. (U)

4. HF - Alternates:

a. 6470 Kc. (U)

b. 4270 Kc. (U)

c. Maps and Charts: Target folders will be furnished by SAC Headquarters prior to the start of the test. (U)

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2. RANGE PROCEDURES:

a. Weather Criteria: The weather criteria in the range area will be three-tenths cloud coverage or less and at least five miles visibility. (U)

b. Range Clearance: The strike aircraft will not be dispatched without receipt of confirmation of range clearance from Project Range Controller at Eglin AFB. Range clearance will be secured by the AFOTC Project Officer at the appropriate strike base. (U)

c. Approach: Upon approach, the strike aircraft will contact SATAN for UHF radio frequency checks and range clearance. If no contact can be made, HF will be used. In the event no contact can be made on UHF or HF with SATAN is not achieved within 20 minutes, the aircraft will return to the strike base. For range frequencies refer to paragraph 2n'1) following. (U)

d. Initial Point: Upon receipt of clearance from SATAN, the strike aircraft will contact DEVIL and proceed to the designated IP. (U)

e. Unlocking of Release: Unlocking of the release system will be performed in accordance with SAC procedures. (U)

f. Dummy Run:

(1) At least one dummy bomb run will be required of each strike aircraft to positively identify the radar target. Crews must be alert to preclude the possibility of injury to population or damage to facilities in the immediate area. (U)

(2) Upon completion of the dummy run, the aircraft commander will advise the Project Range Controller if any deviation from altitude and Mach setting listed in Appendix C is anticipated. Such deviations will be transmitted as minus or plus factors to the basic numbers listed in Appendix C. (U)

g. Drop Clearance: When the strike aircraft is 10 minutes from the release point, final check will be made with DEVIL on UHF or HF channels and the count-down outlined in paragraph i below will be started by the aircraft. DEVIL will track the aircraft from the IP and transmit "Clear to Drop" 30 seconds prior to release on the LIVE run. No drops will be made until this transmission is received. (U)

h. Bomb Run: The HF channel will be carefully monitored throughout the bomb run until two minutes after release. UHF bomb release tone will not be started prior to 15 seconds before bomb release. After the release tone has started, all communications will be on the HF frequency until release. In the event of UHF failure, a count-down on HF is authorized. (U)

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i. Bomb Run Count-down (CBF)

(1) For "Dummy" run

(a) "Ten minutes - Dummy."

(b) "Thirty miles - Dummy."

(c) "Two minutes - Dummy."

(d) "One minute - Dummy."

(e) "Thirty seconds - Dummy."

(f) "Fifteen seconds - Dummy" (tone release on). (U)

(2) For "Live" run

(a) "Ten minutes - Live."

(b) "Thirty miles - Live."

(c) "Two minutes - Live."

(d) "One minute - Live."

(e) "Thirty seconds - Live." (DEVIL reply "Clear to Drop").

(f) "Fifteen seconds - Live" (tone release on). (U)

j. Aborts: In case a "Live" run is called off, the words "Dummy Run" will be repeated by the individual aborting the run. This may be the pilot, bombardier, AFOTC technical monitor, or range controller at DEVIL. (U)

k. Release Failure: Should the bomb fail to release, the strike aircraft will notify DEVIL, descend to a safe altitude within the bombing range over the Gulf of Mexico, lock the D-2 release, clear the range, and proceed as briefed. (U)

l. Emergency: Should an emergency dictate the release of the weapon, the aircraft will call SATAN and clear to leave the range. The aircraft will attempt a release in the central part of the Eglin Salvo Area for an airburst. Coordinates for the Eglin AFB rectangular-shaped salvo area are 29° 49' N - 86° 28' W, 29° 49' N - 86° 36' W, 29° 37' N - 86° 25' W, and 29° 37' N - 86° 36' W. (U)

m. Call Signs:

(1) Range clearance - SATAN. (U)

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(2) Range B-1 - DEVIL 3. (U)

(3) Range 52 - DEVIL 32. (U)

(4) Typical designations of call signs for aircraft are:

(a) Weapons 978-5, "Mission five." (C)

(b) Weapon 978-6, "Mission six." (C)

(c) Weapon 978-7, "Mission seven." (C)

(d) Weapon 978-8, "Mission eight." (C)

(5) Crew identification: Bomb Commander - "Chief One." (U)

n. Range Frequencies:

(1) SATAN (Range clearance):

(a) UHF - Primary - 257.00 Mc. (U)

(b) UHF - Alternate - 327.6 Mc. (U)

(c) HF - Primary - 5767.5 Kc. (U)

(2) DEVIL 3 (Range B-1): Reference paragraph 1a (7) above. (U)

(3) DEVIL 32 (Range 52): Reference paragraph 1b(7) above. (U)

o. Communications Security. Security precautions will be exercised when in communication with Eglin Range Control Stations. No geographic locations, aircraft types, or aircraft numbers will be mentioned over communications frequencies while pilots are in contact with Eglin Control. This does not apply in cases of extreme emergency where crew safety is involved.

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ANNEX C
TO

8TH AF OPS ORDER 228-57
MASTER SCHEDULE

WEAPON		FERRY			STRIKE					RANGE
CODE NO.	TYPE	A/C Loading DATE/TIME	A/C Loading BASE	STRIKE DEL BASE	A/C TYPE	MACH	ALT M FT	RELEASE CONF	INITIAL IP DATE/TIME	IDENTITY
978-5	MK-36 MOD 1	28 Feb 57 1500Z	Kirtland AFB, N.M.	Lincoln AFB, Nebr.	B-47	.81	38	Contact Drogue	7 Mar 57 1530Z	52
978-6	MK-36 MOD 1	"	"	"	"	.81	38	Contact Drogue	7 Mar 57 1700Z	52
978-7	MK-36 MOD 1	1 Mar 57 1500Z	"	"	"	.81	38	Contact Drogue	14 Mar 57 1530Z	B-1
978-8	MK-36 MOD 1	"	"	"	"	.81	38	Contact Drogue	14 Mar 57 1700Z	B-1

Annex C To Ops Order 228-57

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ANNEX D
TO

307TH BOMB WING OPS ORDER 228-57

CREW SCHEDULE

7 MARCH 57 (All Times Zulu)

POS	A/C	STATION TIME	PRE-TO MEETING	START ENGINES	TAXI	TAKEOFF	RENDEZVOUS TIME		FIRST IP TIME (APPROX)
							First	Second	
First Acft	Maj Hermann	0430Z	0620Z	0735Z	0750Z	0800Z	1247Z	1713Z	1530Z
Second Acft	Maj Kohlscheen	0600Z	0750Z	0905Z	0920Z	0930Z	1417Z	1843Z	1700Z

14 MARCH 1957 (ALL TIMES ZULU)

First Acft	Capt Hofman	0445Z	0635Z	0750Z	0805Z	0815Z	1302Z	1716Z	1530Z
Second Acft	Capt McCrary	0615Z	0805Z	0920Z	0935Z	0945Z	1432Z	1846Z	1700Z

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Annex D to 307th Ops Order 228-57

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ANNEX E
TO
307TH BOMB WING OPERATIONS ORDER
228-57

Headquarters
307th Bombardment Wing (M)
United States Air Force
Lincoln AFB, Nebraska

AIR REFUELING

REFUELING DATA

Planned Off-Loads 30,000# each refueling

Missed Refueling Alternates: (FIRST REFUELING)

Primary: Lincoln AFB Fuel on board over LAFB; 18,230 #

Secondary: Whiteman AFB Fuel on Board over WAFB; 20,730 #

COMMUNICATIONS

Grace ZI BRAVO procedures as contained in SAC Manual 100-1 apply.

Refueling Frequency: 343.1 (P) Backup; 271.9

APN 12 Tanker: T6R5

APN 76 Receiver: T5R6

APN 69 Code: 1 - 2

HF Emerg: 4731.5

VHF Inter: 120.1

REFUELING TRACKS

Initial Contact Point - Grantsburg VOR 45° 46'N 92° 40'W

Orbit Point 43° 40'N 92° 24'W

SECOND REFUELING

Evergreen VOR 31°29'N 87°20 W (ICP)

Orbit Point 33°57'N 89°32'W

Annex E to Ops Order No. 228-57

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First Refueling		Second Refueling	
Rendezvous Point	42°31'N 92°23'W	Rendezvous Point	34°53'N 90°23'W
Refueling Track	178°	Refueling Track	322°
Refueling Altitude	15,000	Refueling Altitude	15,000

RENDEZVOUS TIMES

	FIRST ACFT First Ref	FIRST ACFT Second Ref	SECOND ACFT First Ref	SECOND ACFT Second Refueling
7 MARCH 1957	1247Z	1713Z	1417Z	1843Z
14 MARCH 1957	1302Z	1716Z	1432Z	1846Z

MISSED REFUELING ALTERNATES (SECOND REFUELING)

PRIMARY	Little Rock AFB, Ark	FUEL ON BOARD over LAFB - 9,100 lbs
Secondary:	Blytheville AFB, Ark	FUEL ON BOARD over BAFB - 9,600 lbs

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ANNEX F TO 8TH AF OPERATIONS ORDER 225-57

COMMUNICATIONS

1. All aircraft will place UHF radio on TR/G position except when actually communicating on another frequency.

2. HF monitor periods 05:08 - 25:28 and 45:48 minutes past the hour will be observed by all aircraft. HF control stations for other than Strike Report are Offutt and MacDill.

3. Each aircraft participating in this operation will make normal ATC position reports. The first words of the text of all ATC reports will contain the phrase "BLACK DUCK MISSION".

4. All aircraft will squawk two on IFF.

5. HF channelization will conform to 307th Bomb Wing HF channelization dated 1 January 1957, except as modified below:

Channel	Frequency	
2	5767.5	SATAN (P)
3	3299.9	DEVIL 3, 32 (P)
4	6470.0	DEVIL 3, 32 (A)
7	4270.0	DEVIL 3, 32 (A)

6. Each aircraft will transmit a strike report after departing the bomb range. HF strike reports will be addressed to the 307th Bomb Wing (Ringleader Bravo) and Headquarters SAC - Eighth Air Force (Fellow).

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Example of HF strike report:

"RAMEY - this is SAFEWAY 99 - relay to RINGLEADER BRAVO and FELLOW - ZIPPO - 081235Z - G-Golf - OVER"

HF strike reports should be sent to AACS air/ground stations 1500 miles or more from the target.

7. UHF channelization will be according to current Radio Facility Charts except as modified below:

CHANNEL	FREQ	USE
7	343.1	Refuel primary (Grace ZI Bravo)
8	271.9	Refuel backup
9	351.0	Interplane
10	364.2	GCI Common
11	311.0	SAC Common
12	321.0	SAFEWAY Control
13	257.0	SAFAN Primary
14	327.6	SAFAN Alternate
15	383.0	DEVIL 32 (Primary) on range 52
16	259.2	DEVIL 32 (Alternate) on range 52
17	288.0	DEVIL 3 (Primary) on range B-1
18	379.7	DEVIL 3 (Alternate) on range B-1

8. See Annex B, Range Information, for call signs to be employed while under control of Eglin Bomb Range.

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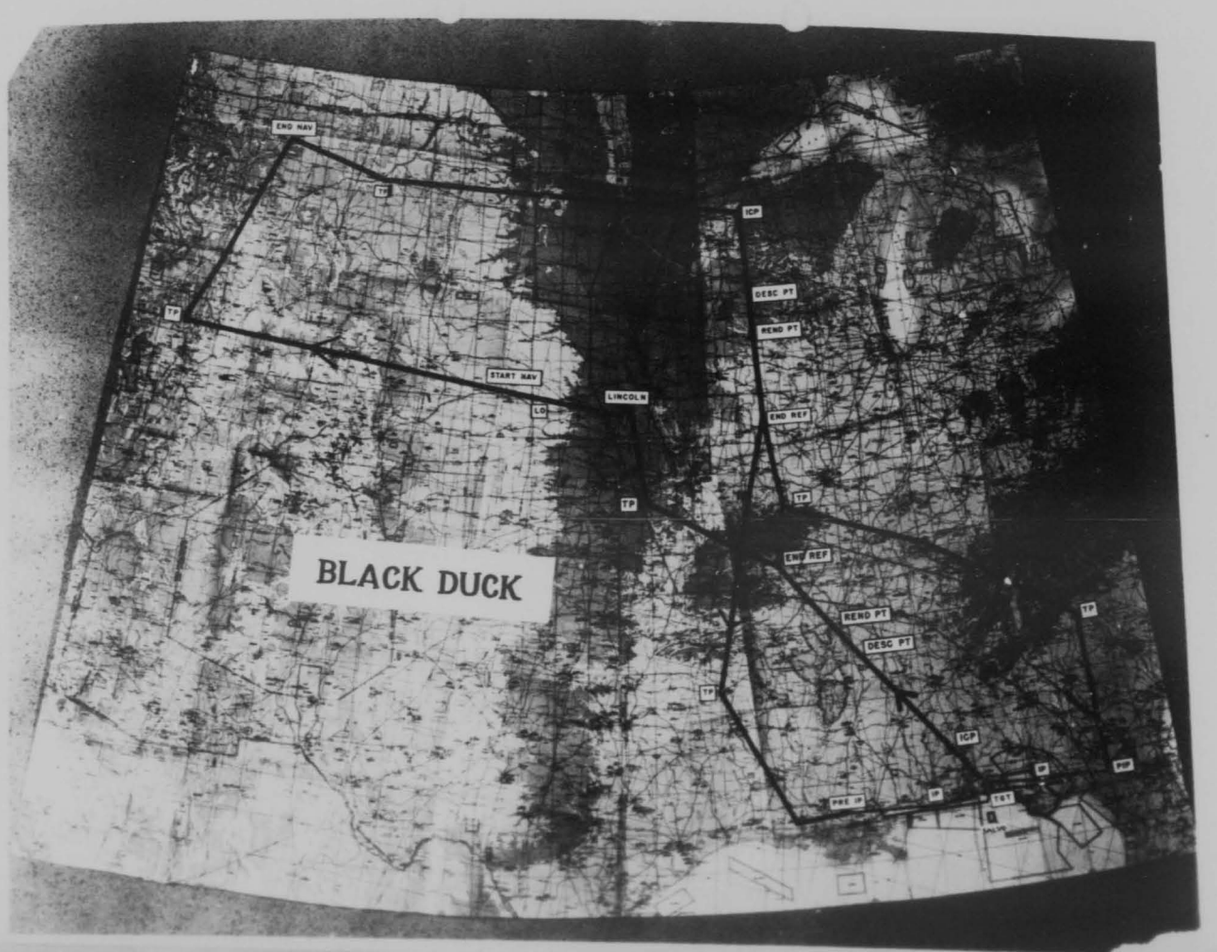

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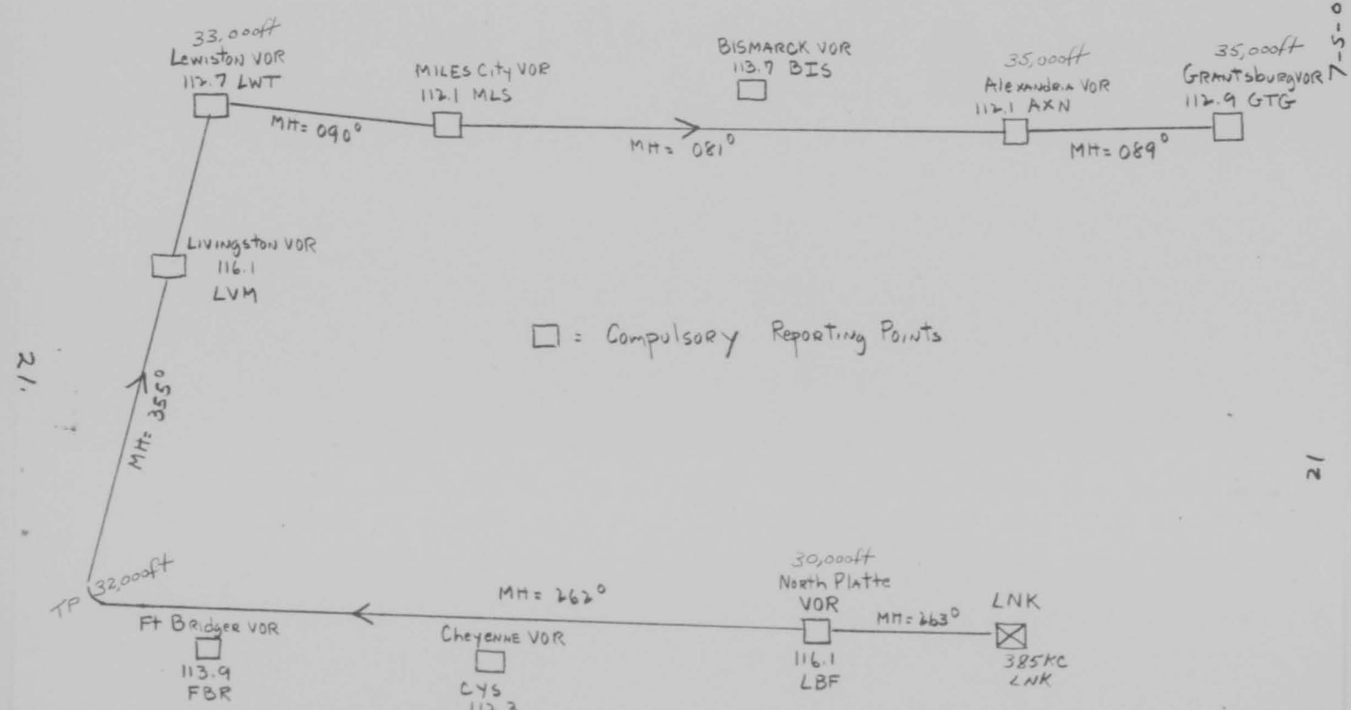

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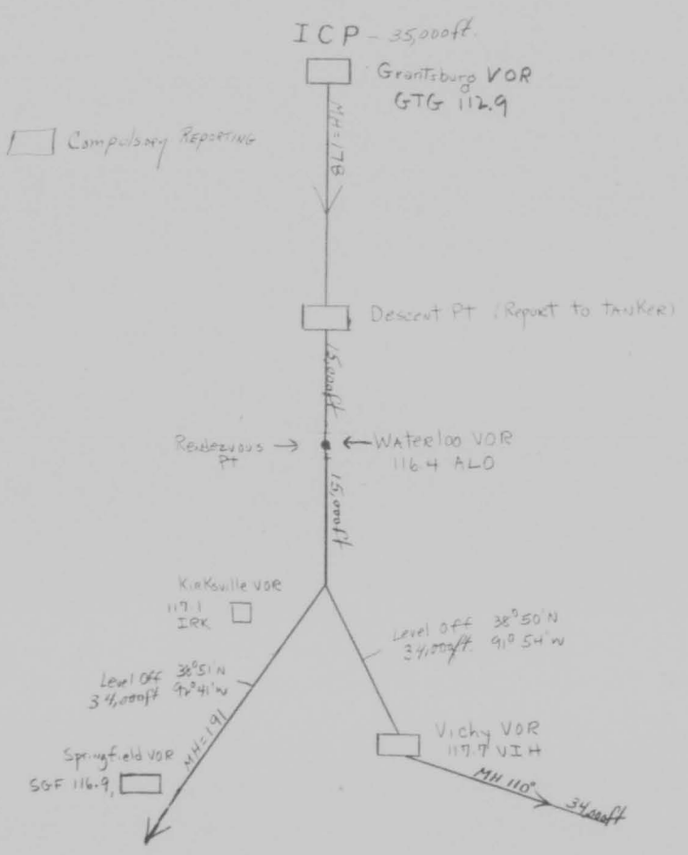

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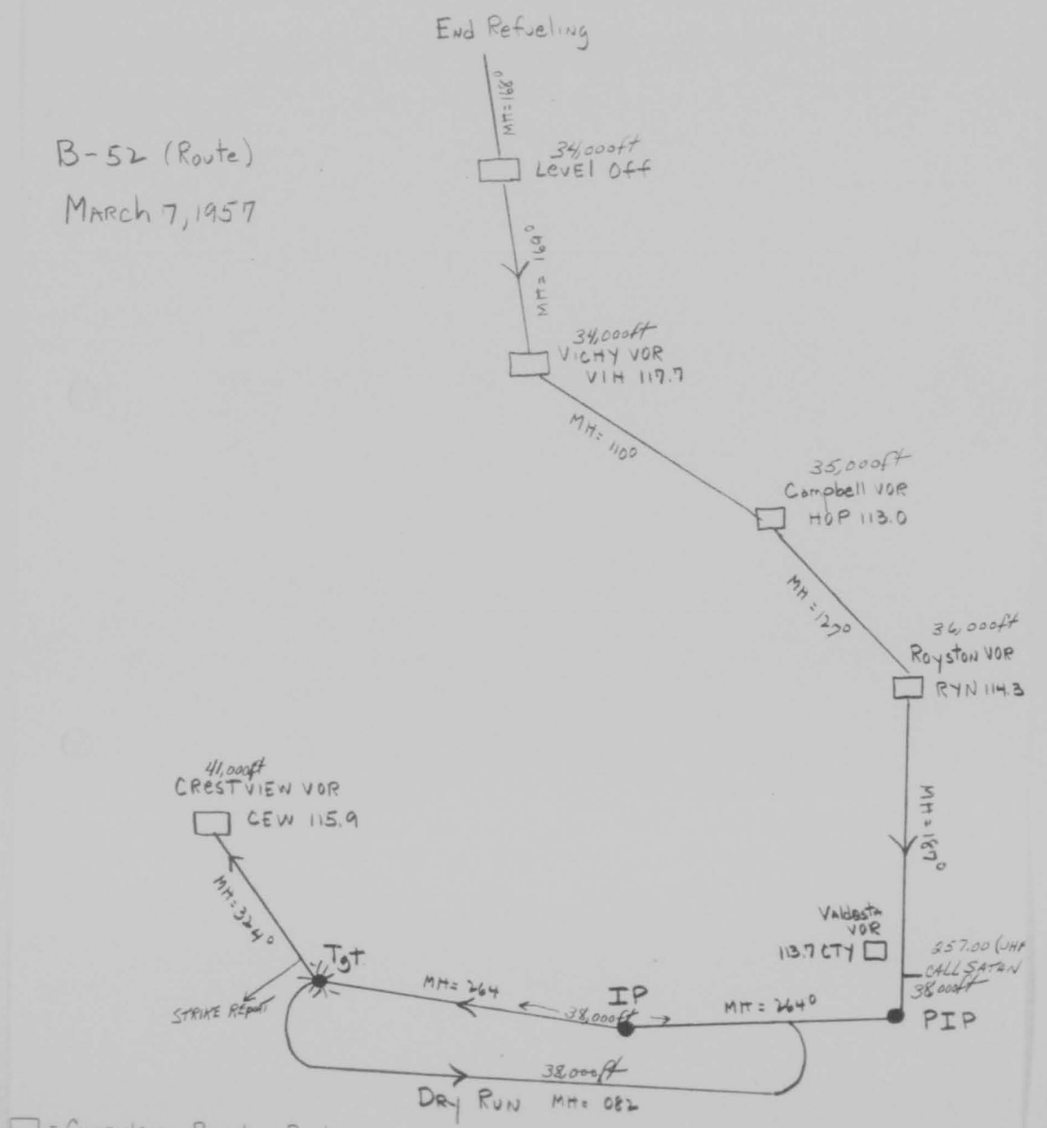
B-52 (Route)

March 7, 1957



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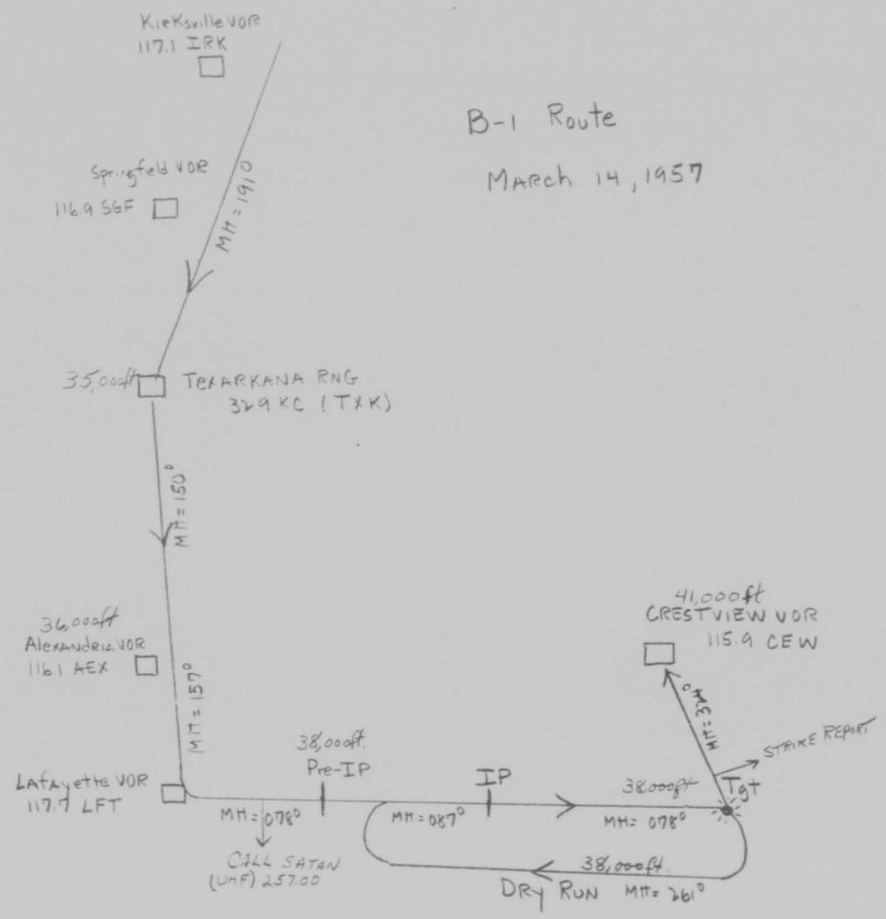
B-1 Route

March 14, 1957



□ = Compulsory Reporting Points

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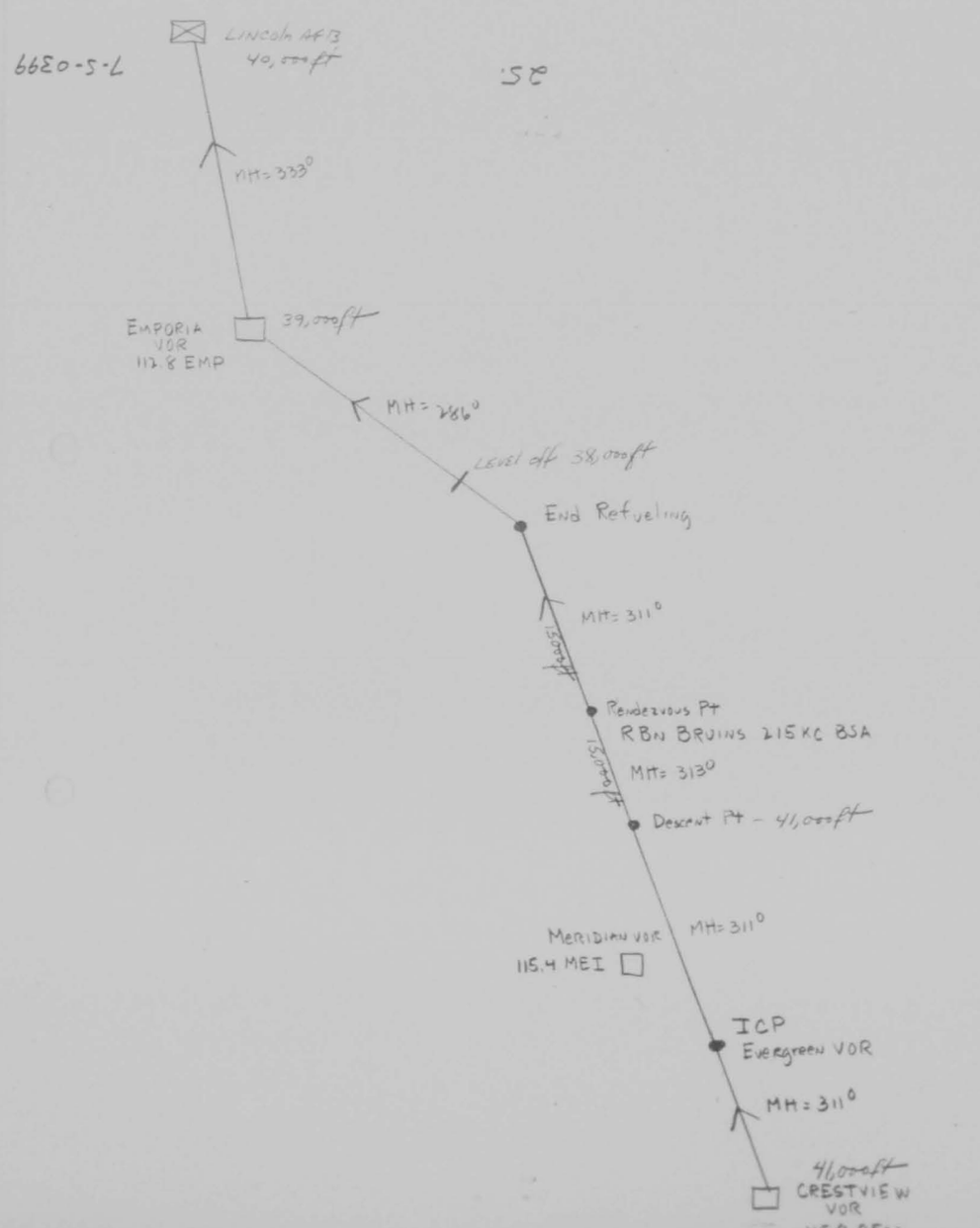

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MISSION FLIGHT PLAN	O. O. AND NICKNAME 8th AF 226-57 BLACK DUCK	UNIT 307th 306th Wing	TYPE ACFT B-47	WAVE March 7	CELL CALL SIGN	REMARKS
	POUNDS		POUNDS	Range B-52	5 Mission 6	RUNWAY
ACFT BASIC	82,200	BOMBS	17,600			PRESSURE ALT 1940 / LENGTH 12,900 / AIR TEMP 45°F
CREW	1 101	AMMO				
OIL	394	WATER AUG	5300			CRITICAL FIELD LENGTH 10,800 / CRITICAL AIR TEMP
ATO		STATIC	200 574	NR FULL ATO REQUIRED		
RACK						TAKE-OFF DISTANCE 9,050 / TAKE-OFF SPEED Best Flaps 175 TOSp 160
EXT TANKS WEIGHT (Empty)		START ENGINES AND TAXI FUEL ALLOWANCE	-3 000	NR EMPTY ATO REQUIRED	Rotate (gear) 134 K	
MISCELLANEOUS	475					CRITICAL WIND COMPONENT
CHAFF						1ST LEG / 2ND LEG / 3D LEG
OPERATING	84 170	TAKE-OFF GROSS	197,574	ATO FIRING SPEED		

Full

TOTAL FUEL 93,504

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS ACC	TIME ACC	AIR DIS ACC	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
Lincoln AFB															93,504	200,574
South Takeoff											10	03	10		5 060	10 360
SETTO channel											10	03	10		88 444	190,214
40°57'N 99°37'W Level Off	CL	275°	270/30 0	275	-10	265	30M	96%	390	361	126 136	21 24	136 146		8 000 80 444	8 000 162 214
START NAV North Platte, Neb	CR	275°	270/55 -1	274	-11	263	30M	.74	425	370	55 191	9 33	64 210		1 864 78 580	1 864 180 350
42°00'N 112°00'W Turning Point	CC	277	0	277	-15	262	32M	✓	✓	371	514 705	0124 0157	594 804		16 250 62 330	16 250 164,100
End NAV 47°02'N Lewiston 109°26'W	CC	019°	-7	012	-17	355	33M	✓	✓	435	325 1030	45 0242	318 1122		6 100 54 230	6 100 156,000
46°25'N 105°47'W Miles City VOR	CC	105°	+2	107	-17	090		✓	✓	479	158 1168	20 0302	142 1264		3 500 50,730	3 500 153,500
45°57'N 95°14'W Alexandria VOR	CC	093°	0	093	-12	081	35M	✓	✓	480	443 1631	56 0358	396 1660		9 250 41,480	9 250 143,250
ICP OR RIP 45°46'N Grantsburg VOR 92°42'W	CC	095°	0	095	-6	089		✓	✓	480	108 1739	13 0411	92 1752		2 000 39,480	2000 141,250
43°31'N 92°24'W Descent Point	CR	178	+7	185	-5	180	35M	✓	✓	430	137 1876	19 0430	135 1887		2 950 36,530	2950 138,300
TIME AND FUEL PAD												9 0439			1900 34,630	1900 136,400
42°31'N 92°23'W Rendezvous Point	DS	178	280/30 +4	182	-5	177	15M	-	465	470	60 1936	8 0447	62 1949		700 33,930	700 135,700
40°25'N 92°15'W End Refueling	CR	178	280/25 +6	184	-6	178	15M	-	460	465	130 2066	30 0517	130 2079		8 000 25,930	8 000 127,700
ON LOAD															30 000	30,000
38°45'N 91°54'W Level Off	CL	168	270/45 +6	174	-6	168	34M		390	398	100 2166	15 0532	97 2176		53 430 5100	157,700 5100
															52,830	152,600

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26.

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SAC FORM 10 AUG 56 1a FC 2720 ANNEX I to 307th B Wg Ops Order 226-57 Page 1 AIR FORCE-SAC, Offutt C-1049(56)

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B-52 (Route) SECRET 7 March 57

ION FLIGHT PLAN — CONTINUATION

FROM / TO	FLT COND	T.C.	WIND D/V CMPT	T.H.	VAR	M.H.	TEMP AL	IAS MACH	T.A.S.	G.S.	ET GND DIS ACC GND DIS	ET TIME ACC TIME	ET AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REQUIRING	FUEL FLIGHT PLAN GROSS
Lexington 38°04'N 91°45'W															50,650	132,[illegible]
38°04'N 91°45'W Vichy VOR	CC	168	270/55 +7	175	-6	169	34M	.74	425	432	41 2207	6 0538	43 2219		1,100 49,730	1,[illegible] 131,[illegible]
38°43'N 87°21'W Campbell VOR	CC	112°	+3	115	-5	110	35M	"	"	478	223 2430	28 0606	198 2417		[illegible]	[illegible]
34°19'N 88°06'W Royston VOR	CC	125°	+4	129	-2	127	36M	"	"	470	254 2684	33 0639	234 2651		5,500	[illegible]
30°30'N 83°00'W Pre-IP	CL CC	179°	270/65 +9	188	-1	187	38M	"	"	470	232 2916	33 0712	234 2885		5,400 [illegible]	[illegible]
30°28'N 85°02'W IP-Blountstown	CR	266	+1	267	-3	264	"	.81	466	400	106 3022	16 0728	144 3009		3,300 30,730	[illegible]
Target 30°35'N 86°20'W	CR	266	+1	267	-3	264	"	"	"	400	80 3102	12 0740	93 3102		2,000 28,730	2,000 100,500
TURN (Left)	CR						"				20 3122	4 0744	31 3133		900 27,830	900 [illegible]
30°18'N 84°05'W	CR	086	-1	085	-3	082	"	"	"	530	130 3252	15 0759	117 3250		2,800 25,030	2,800 [illegible]
TURN (Left)											20 3272	4 0803	31 3281		900 24,130	900 25,900
IP-Blountstown	CR	266	+1	267	-2	265	"	"	"	400	50 3322	8 0811	62 3343		1,600 22,530	1,600 24,300
Target 30°35'N 86°20'W	CR	266	+1	267	-3	264	"	"	"	400	80 3402	12 0823	93 3436		2,200 20,330	2,200 [illegible]
BOMBS AWAY																[illegible]
															20,330	104,500

RETURN BY COMMON ROUTE (Page 5)

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MISSION FLIGHT PLAN — O. O. AND NICKNAME: BLACK DUCK — UNIT: 307th "6 Wing — TYPE ACFT: B-47 — WAVE: 7 and 8 Mission 8 — CELL CALL SIGN — REMARKS: BLACK DUCK 8th AF Ops Order 228-57

	POUNDS
ACFT BASIC	82,200
CREW	1,101
OIL	394
ATO	
RACK	
EXT TANKS WEIGHT (Empty)	
MISCELLANEOUS	475
CHAFF	
OPERATING	84,170

FULL

TOTAL FUEL 93,504

	POUNDS		
BOMBS	17,600	Range B-1	March 14
AMMO			
WATER AUG	5,300		
STATIC	200,574	NR FULL ATO REQUIRED	
START ENGINES AND TAXI FUEL ALLOWANCE	− 3,000	NR EMPTY ATO REQUIRED	Refuel Sync 134 K
TAKE-OFF GROSS	197,574	ATO FIRING SPEED	

RUNWAY

PRESSURE ALT	LENGTH	AIR TEMP
1940	12,900	45°F

CRITICAL FIELD LENGTH: 10,800 — ~~CALCULATED AIR TEMP~~ 175K Best Flaps

TAKE-OFF DISTANCE: 9,050 — TAKE-OFF SPEED: 160 K

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
Lincoln AFB															93,504	200,574
South Takeoff											10	03	10		5,060	10,360
SET TO & Accel											10	03	10		88,444	190,214
40°57'N 99°37'W			270/30								126	21	136		8,000	8,000
Level Off	CL	275°	0	275	-10	265	30M	96%	390	361	136	24	146		80,444	182,214
Start Nav			270/55								55	9	64		1,864	1,864
North Platte, Nb	CR	275°	-1	274	-11	263	30M	.74	425	370	191	33	210		78,580	180,350
42°00'N 112°00'W											514	0124	594		16,250	16,250
Turning Point	LC	277°	0	277	-15	262	32M	"	"	371	705	0157	804		62,330	164,100
End Nav 47°03'N											325	45	318		8,100	8,100
Lewiston 109°26'W	CC	019°	-7	012	-17	355	33M	"	"	435	1030	0242	1122		54,230	156,000
46°25'N 105°47'W											158	20	142		3,500	3,500
Miles City VOR	CC	105°	+2	107	-17	090		"	"	479	1188	0302	1264		50,730	152,500
45°57'N 95°14'W											443	56	396		9,250	9,250
Alexandria VOR	CC	093°	0	093	-12	081	35M	"	"	480	1631	0358	1660		41,480	143,250
ICP or RIP 45°46'N											108	13	92		2,000	2,000
Frantsburg VOR 92°40'W	CC	095°	0	095	-6	089		"	"	480	1739	0411	1752		39,480	141,250
43°31'N 92°14'W											137	19	135		2950	2950
Descent Point	CR	178	+7	185	-5	180	35M	"	"	430	1876	0430	1887		36,530	138,300
												9			1,900	1,900
TIMING CONTROL			PAD									0439			34,630	136,400
42°31'N 92°23'W			280/30								60	8	62		700	700
Rendezvous Point	DS	178	+4	182	-5	177	15M	-	465	470	1936	0447	1949		33,930	135,700
40°25'N 92°15'W			280/25								130	30	130		8,000	8,000
End Refueling	CR	178	+6	184	-6	178	15M	-	260	265	2066	0517	2079		25,930	127,700
ON LOAD															30,000	30,000
															55,930	157,700
38°50'N 92°41'W			270/45								95	15	98		5,100	5,100
Level Off	CL	190°	+7	197	-7	190	34M	96%	390	380	2161	0532	2177		50,830	152,600

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SAC FORM 15 APR 54 Ia FCI 2720

Air Force-SAC, Offutt O-1049(56)

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B-1 (Route) SECRET 14 March 57

MI ON FLIGHT PLAN – CONTINUATION SH

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
Level Off 38°50 92°41															50,830	157,600
33°30'N 94°00'W TEXARKANA	CC	190°	270/155 +8	198	-7	191	35M	.74	425	412	325 / 325	48 / 48	340 / 340		8,100 / 42,730	8,100 / 149,500
31°14'N 92°31'W Alexandria	CC	150°	+7	157	-7	150	36M	✓	✓	450	158 / 2644	21 / 0641	149 / 2666		2,450 / 39,280	3,450 / 141,050
30°06'N 91°59'W Lafayette	CC	157	+7	164	-7	157		✓	✓	445	69 / 2713	9 / 0650	64 / 2730		1,300 / 37,980	1,300 / 139,750
Pre-IP 30°17'N 90°30'W	CL	085	270/65 -1	084	-6	078	38M	✓	✓	490	78 / 2791	10 / 0700	71 / 2801		1,600 / 36,380	1,600 / 138,150
IP - Mobile Point 30°13'N 88°01'W	CR	092	0	092	-5	087	✓	.81	466	530	130 / 2921	15 / 0715	117 / 2918		3,500 / 32,880	3,500 / 134,650
Target 30°20'N 86°34'W	CR	083	-1	082	-4	078	✓	✓	✓	530	73 / 2994	8 / 0723	62 / 2980		1,800 / 31,080	1,800 / 132,850
Turn (Right)	CR										20 / 3014	4 / 0727	31 / 3011		900 / 30,180	900 / 131,950
30°06'N 89°24'W	CR	265	+1	266	-5	261	✓	✓	✓	400	152 / 3166	23 / 0750	178 / 3189		4,100 / 26,080	4,100 / 127,850
Turn (Right)											20 / 3186	4 / 0754	31 / 3220		900 / 25,180	900 / 126,950
IP - Mobile Point	CR	093	+1	094	-5	089	✓	✓	✓	530	74 / 3260	9 / 0803	70 / 3290		2,000 / 23,180	2,000 / 124,950
Target 30°20'N 86°34'W	CR	083	-1	082	-4	078	✓	✓	✓	530	73 / 3333	8 / 0811	62 / 3352		1,900 / 21,280	1,900 / 123,050
BOMBS AWAY																17,600
															21,280	105,450
			RETURN													
			BY COMMON ROUTE													

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7-S-0339

SAC FORM 15 APR 56 1b FC: 2720 ANNEX I to 307th Bomb Wg Ops Order 225-57 PAGE 4 Air Force-SAC, Offutt O-1050(56)

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March 7 and 14 — SECRET — B-1 and B-52 Route

N ION FLIGHT PLAN – CONTINUATION S T

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
BOMBS AWAY																
RETURNING COMMON ROUTE															20,330	104,500
30°54'N 86°30'W Crestview VOR	CC	335	270/155 -7	328	-4	324	41M	.74	425	398	24	4	28		600	600
															19730	103,900
RIP or ICP Evergreen VOR	CC	321	-6	315	-4	311		✓	✓	388	52	8	57		1,200	1,200
															18,530	102,700
34°06'N 89°40'W Descent Point	CR	322	-6	316	-5	311	41M	✓	✓	390	195	30	212		3,200	3,200
															15,330	99,500
34°53'N 10°23'W Rendezvous Point	DS	322	270/40 -4	318	-5	313	15M	-	465	440	60	8	62		700	700
															14,630	98,800
32°35'N 92°03'W End Refueling	CR	322	270/30 -5	317	-6	311	15M	-	260	240	130	32	134		6,925	6,925
															7705	91,875
ON LOAD															30,000	30,000
															37,705	121,875
32°16'N 93°42'W Level Off	CL	298	270/140 -3	295	-6	289	38M	96%	390	353	88	15	98		3875	3875
															33,830	118,000
38°19'N 96°03'W Emporia VOR	CC	295	270/15 -4	294	-8	286	39M	.74	425	375	136	22	156		2700	2700
															31,140	115,300
Lincoln AFB	CC	350	-8	342	-9	333	40M	✓	✓	412	215	31	220		3800	3800
															27,340	111,500
Letdown & Land															4,000	4,000
															23,340	107,500
								B-52			4302	10:53	4408			
								B-1			4233	10:41	4238			

SECRET — 30 — 7-5-0399 — SECRET — SECRET

SAC FORM 15 APR 56 1b FC: 2720 — Annex I to 307th Bomb Wg Ops Order 226-57 — Page 5 — Air Force-SAC, Offutt O-1050(56)

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FM

TO RJEPEO RJEDGD RJAYMD

BT RJEDMH 383

O P 0422Z

FM CINCSAC OFFUTT AFB NEBR

TO RJEPEO/COMAF 8 WESTOVER AFB MASS

ZEN/COMAIOTC EGLI AFB FLA

INFO RJEPNG/COFS USAF WASH DC

ZEN/COMAFCC EGLIN AFD FLA

RJEDGD/COMAIRDIV 63RD LINCOLN AFB NEBR

RJEDGD/COMBOMG 307 LINCOLN AFB NEBR

RJUFKB/SAC RES REP AFSWC KIRTLAND AFB NMEX

BT

/ O N F I D E N T I A L/DOOPE AG57. FOR AFDRC/SA AT USAF. SUBJECT: (UNCLAS) E AND ST. PROJECT NO. APG/SAS/978-A. REFERENCE 307TH BOMB WING OPERATIONS ORDER 220-57, 27 FEB 57, NICKNAMED "BLACK JACK" TOTAL. THIS MESSAGE IN THREE PARTS. PART I. IN REVIEWING ABOVE REFERENCED 307TH BW OPERATIONS ORDER IT IS NOTED THAT IT IS PLANNED TO HAVE NINE THOUSAND SIX HUNDRED (9,600) POUNDS OF FUEL ABOARD OVER MISSED REFUELING ALTERNATE FOR SECOND REFUELING. BECAUSE THE CENTER OF GRAVITY IS RATHER CRITICAL FOR B-47 AIRCRAFT THIS WOULD CAUSE SERIOUS DIFFICULTIES IF FOR ANY REASON THE WEAPON WAS NOT RELEASED AND THE ECOND REFUELING WAS MISSED. AS POINTED

PAGE TWO RJEDMH 383

OUT IN SECRET MESSAGE FROM THE OFFICE OF SAC RESIDENT REPRESENTATIVE, CITE SWL-2-3, 19 FEB 1956, (TO 8TH AF ONLY), APPROXIMATELY TEN THOUSAND (10,000) POUND DIFFERENTIAL BETWEEN THE AFT MAIN TANKS AND THE FORWARD AND CENTER MAIN TANKS IS NECESSARY TO COMPENSATE FOR BOMB WEIGHT. IF AIRCRAFT APORTS IN THE VICINITY OF EGLIN AFB PRIOR TO RELEASE OF BOMB IT APPEARS THAT IT WILL BE NECESSARY TO LAND AT EGLIN AFB AND REFUEL BECAUSE OF LIMITATIONS POINTED OUT ABOVE. PART II FOR 8TH AF: REQUEST PLANS BE ESTABLISHED AND INSTRUCTIONS ISSUED TO COVER POSSIBILITY OF ABORT WITH WEAPON IN EGLIN AREA. PART III FOR AFOTC: IF ITNECESSARY TO LAND STRIKE AIRCRAFT AT EGLIN AFB WITH WEAPON REQUEST YOU PROVIDE ECESSARY SUPPORT OT INCLUSE SECURITY. AIRCRAFT WILL BE RETURNED TO HOME BASE AS SOON AS PRACTICABLE.

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

19 March 1957

SUBJECT: Sea Survival Course, Ramey Air Force Base

TO: Commander
813th Air Division
Lincoln Air Force Base, Nebraska

TO: Commander
Eighth Air Force
ATTN: DCI2
Westover Air Force Base, Massachusetts

1. During February 1957, a Sea Survival Course was established at Ramey Air Force Base, Puerto Rico for SAC base level survival instructors. Eighth Air Force message DCI2 54303 authorized an additional quota of one (1) for Captain Bill F. Francis of the 307th Bombardment Wing.

2. The course began Monday, 25 February 1957, with a general briefing conducted by Captain Eugene A. Flint, OIC of the Ramey Survival School. The remainder of the day was spent in a study of survival equipment, the local coastal area, available fish and plant life, and a demonstration of new developments in life rafts.

EVALUATION: The training received was adequate. The review of equipment and of the local area was necessary due to the students' lack of familiarity with Caribbean survival conditions.

3. Tuesday, 26 February 1957, was spent at the Crash Boat Station and Beach. Here, various techniques of water survival were demonstrated and participated in by each student. Training began with students jumping, fully clothed, off a pier, orally inflating "Mae Wests" and swimming some two hundred (200) yards to shore. This was followed by a cable slide which ran from a cliff some eighty (80) feet above the water and six hundred (600) feet out to sea. Each student, fully clothed and, in addition, equipped with a B-15 jacket, heavy aircrew trousers (Type P-1A), fleece lined boots, M-1A1 anti-exposure suit, "Mae West", parachute harness and one-man raft, rode out to sea on this slide. As his feet hit the water, each man released his parachute canopy and dropped into the water. "Mae Wests" were orally inflated, flares lit, signals flashed by mirror, and one-man rafts inflated and climbed into. Each student then jumped into the sea and swam to a variety of rafts achored nearby. Each was righted and climbed into and then again overturned for the next man. The day ended with a demonstration of swimming through a burning JP-4 slick, helicopter rescue and recovery, and various life saving techniques.

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307 AU, 19 Mar 57, Subject: [illegible] Survival Course, Homey Air Force Base

EVALUATION: A very profitable day. Of particular merit was the cable slide. I have never jumped, but from comments made by students who had, this slide closely approximates an actual over water bail out. It was made particularly effective by each students being burdened with all the gear a crew member normally carries. From the difficulty I experienced and observed others having, I believe that crews participating in aquatic training at base level receive an erroneous and probably dangerous concept of water survival at this point. It is a very difficult job to right a raft and then crawl into it, especially when tired, water soaked and weighted down with boots, clothing and gear. This is not readily apparent when survival is practiced in the base pool and the only encumbering gear is a swim suit. Many men who have successfully ditched or bailed out over water perhaps have died from being unable to right a raft, or to crawl into it after it is righted. From questioning and overheard comments, I believe this was the first realistic training of this nature the majority of instructors had participated in.

.. Wednesday morning, 27 February 1957, we were to board the crash boat for the hypothetical ditching exercise. This was delayed several hours because the crash boat was at sea on a search mission. However, we soon boarded the craft and proceeded to a point five miles NNE of Desecheo (Goat) Island. This point is reputed to have the roughest water in the area as two ocean currents meet there. The students tossed two twenty-man rafts overboard and then jumped into the sea fully dressed. One raft failed to inflate properly and had to be pumped up by hand. In addition, one accessory kit was not attached to a raft and could have been lost. The rafts were bailed out, made sea worthy and stills (1½-2 kits) were blown up and put out as per instructions. Canopies were erected and boats were tied to the center most support. Each item was lashed down to keep it secure in case of capsizing. We then secured for the night.

EVALUATION: The hours spent on the life raft can only be described as horrible. I was in the unenviable position of being the first to succumb to mal de mer and the last to recover, some twenty-four (24) hours later when we reached dry land. Objectively though, I regard the experience as the one most valuable bit of survival training I have ever received. For years I have stressed in my lectures and briefings the "will to survive" as being a primary prerequisite. I have quoted examples from published texts and tried to the best of my ability to instill this spirit in my crews. Now I realize how much I have underrated this factor. I had to experience the "dry heaves" myself and observe them in others to obtain an inkling of just how important this will to live is. During this period I observed men who were miserably ill and who wanted only to quit; men who did nothing to aid the group or add to the total effort.

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307 [illegible], 19 Mar 57, subject: Sea Survival Course, Nancy Air Force Base

I observed others, equally miserable, wet, between and during periods of sea sickness, performed the necessary chores about a raft - the constant bailing and securing, the regular checking of the compass, mast sockets, etc., the little items that kill people in survival situations. Here I saw my companions under a degree of stress which uncovered facade and brought cocio and which gave a rare opportunity for evaluation. These hours were unique in my survival training experience and the most valuable training presented during this period of instruction.

5. Thursday morning, 21 February 1957, at about 1100 hours, the crash boat picked up the rafts and proceeded to a point near Goat Island for the final phase of the exercise.

a. Once again we jumped into the ocean and followed standard procedure. Only six-man 12-man rafts were used at this time. Gear included spear fishing guns and the M-4 Hornet rifle. We proceeded, with extreme caution, to approach the inhospitable and waterless shores of Goat Island. The island has no real beaches and only a few coves. Mostly, it is jagged coral and volcanic rock, festooned with sea urchins. Considerable surf was in evidence.

b. We deboarded in waist deep water to avoid puncturing the rafts. Rafts were secured well above the high water mark. All gear was assembled and carried to a nearby valley where hammocks of parachute panels were erected. These were necessary as the island not only is infested with cactus but has plenty of sand fleas, crabs, scorpions and rats as well.

c. After camp was secured, the life rafts were pumped up and maintained. A hunting party went out for goat; others for sea birds, eggs, shell fish, fish, cactus pears, etc. All were successful.

d. On Friday, a demonstration in spear fishing techniques was given. Each student was urged to try his hand with the spear, face plate, snorkel tube and flippers. This day's efforts were again highly successful in obtaining food. Considerable practice with the M-4 and signal mirror was also accomplished.

e. Saturday morning the exercise terminated with a crash boat pickup.

EVALUATION: The survival phase was particularly effective due to the barren and inhospitable nature of the island. The lack of suitable beaching areas gave valuable practice in reef landing techniques and the abundance of food available in the sea and on the island gave ample opportunity to practice numerous food gathering survival techniques. Of particular interest was the effectiveness of the spear gun in a variety of roles. Within three (3) hours of hunting with it, two (2) men were able to kill enough sea birds to

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provide twenty-three (23) men with an adequate meal. Its capability under water is well known.

6. Quality of Instruction: The outstanding effectiveness and quality of training received was due almost entirely to the untiring effort of Captain Eugene A. Flint, OIC of the Survival School. This officer impressed me as being one of the most enthusiastic and dedicated officers I have ever met in the Air Force. Regularly, throughout his more than four (4) years as OIC of the School, he has subjected himself to a course of instruction similar to that described above. Yet he enthusiastically sold Sea Survival at every opportunity throughout the period we were at Ramey. His manner, bearing and demonstrated leadership clearly indicate an outstanding capability and knowledge of survival matters.

7. Quality of Students: The men attending the course were the most outstanding group of airmen and NCO's it has ever been my pleasure to meet or work with. This outstanding quality is typified by Airman Thall from Abeline Air Force Base, Texas. This airman was a non-swimmer. Yet he successfully completed the entire course of instruction, including the spear fishing indoctrination. As the time approached for him to don the spear fishing gear, his hands were shaking so badly that he had considerable difficulty in putting the flippers on. Yet he spent his allotted period of time diligently fishing. One can only guess at his thoughts as his turn came to jump overboard from the crash boat earlier in the week.

8. Recommendations:

a. That Eighth Air Force set up a Sea Survival School and make it a recurring requirement for all crew members. There are at least two (2) possible sites for such a school:

(1) As Eighth Air Force now has the [redacted] bases, perhaps a Survival School on Newfoundland meets these requirements. During the winter months it could operate as Arctic and Sea Ice Survival and as Sea Survival during the summer.

(2) It would, perhaps, be possible to consolidate with Second Air Force and use the school they are reportedly setting up. Captain Flint is departing Ramey in May 1957 and it is believed his new assignment is to set up a Second Air Force Sea Survival School, probably at MacDill Air Force Base or Homestead Air Force Base. Should Eighth Air Force support this school with instructors, etc., we should be able to obtain adequate quotas for our personnel.

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[illegible], 17 Mar 57, Subject: Sea Survival Course, Nancy Air Force Base

b. That a letter of appreciation or commendation, signed by the Commander, be sent to Captain [illegible], [illegible], for the outstanding training Eighth Air Force personnel received.

c. That the Eighth Air Force Survival Training and Personal Equipment Officer hold a one (1) or two (2) day meeting with Eighth Air Force base level survival [illegible]'s. It is believed this is an urgent requirement. There appears to be little or no standardization of survival training at Eighth Air Force bases. One [illegible] stated that in the fifteen (15) months he had been assigned at his station, only one (1) man had gone through his survival course. Another stated that he had been ordered to show two (2) hours of films on water survival and then sign the cards that these men had met the requirement for water training. A third indicated that no field training was conducted at his base; that annual 50-4 requirements were met by showing films. I have no way of verifying these statements but I did gain a definite impression that the degree of support these men receive varies greatly and that they face numerous problems that could be best solved at a conference. One thing that would be deeply appreciated by these instructors is some type of distinctive insignia, uniform or name plate that would distinguish them as Survival Instructors.

d. That [illegible], Headquarters SAC, be advised of the following:

(1) Spear fishing equipment is desirable for all multi-place rafts.

(2) That an urgent requirement exists for a stainless steel or rust resistant knife in all rafts. The issue knives that I and the others carried were badly rusted by the twenty-four (24) hour exposure in the life rafts. The Clyde Cutlery Company, Clyde, Ohio produces knives that seem to be satisfactory under salt water conditions.

e. That Survival Instructors be placed on the base [illegible] teams. The men I spoke with had little or no concept or training on survival under fall-out conditions. This is particular distressing due to the changes in the concept of survival required by the fall-out problem. In addition, none of the men questioned were familiar with Survival Intelligence Bulletin # 12, SAC Regulation 100-3 or SAC Manual 100-1.

Bill F. Francis

BILL F. FRANCIS
Captain, USAF
OIC, Mission Support

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SCA 137
AC 246
FY [illegible]
DE ROEWC 4
P 181735Z
FM SAWAF 8 WESTOVER AFB MASS
TO SURANDIV 818 LITTLE ROCK AFB ARK
BT
/S E C R E T/RE[illegible]256. SUBJECT: MAINTENANCE PLAN FOR SUPPORTING CREW UPGRADE PROGRAM. REFERENCE HAF MESSAGE NO, SUBJECT: TRAINING RESPONSIBILITIES DURING SPECIAL UPGRADING PERIOD EIGHTH AIR DIVISION DATED 11 JANUARY 1957 AND THIS HQ LET TO DO SAME SUBJECT DATED 2 JANUARY 1957. THIS MESSAGE IN FIVE PARTS. PART I: THE FOLLOWING FACTORS WILL BE CONSIDERED IN YOUR PLAN. (A). THIS SAME CYCLE WILL BE APPLICABLE TO BOTH WINGS. (B). THE MAINTENANCE OPERATION WILL BE ON A 40 HOUR WORK WEEK (5 DAYS PER WEEK) WITH THE MAJORITY OF THE PEOPLE ON THE MAIN SHIFT. (C). THERE IS NO REQUIREMENT TO MAKE ORGANIZATIONAL OR MAJOR STRUCTURAL CHANGES TO SUPPORT THIS UPGRADE PROGRAM. (D). BASED ON CREW AVAILABILITY AND STRENGTHING ALL WINGS IN THIS AIR FORCE IT IS NECESSARY THAT WING MONTHLY POTENTIAL OF AT LEAST 309 B-47 SORTIES AND 158 KC-97 SORTIES BE PLANNED. PART II: IN CONFORMANCE WITH OUR POLICY TO MAINTAIN STANDARDIZED MAINTENANCE FLYING CYCLE SCHEDULES IN THIS COMMAND WE DESIRE THAT FOUR CYCLES SCHEDULED DURING THIS UPGRADE PERIOD BE AS FOLLOWS: FOR B-47 AIRCRAFT: A 13-DAY CYCLE WITH A DOUBLE SORTIE PROGRAMMED FOR THE "F" DAY BETWEEN POSTFLIGHTS: E.G., FIRST DAY, FLY: SECOND AND THIRD DAYS: TURNAROUND MAINTENANCE: FOURTH DAY, FLY DOUBLE SORTIES(F/F); FIFTH AND SIXTH DAYS, TURNAROUND MAINTENANCE: SEVENTH DAY, FLY: EIGHTH AND NINTH DAYS, TURNAROUND MAINTENANCE, TENTH DAY, FLY: ELEVENTH, TWELFTH AND THIRTEENTH DAYS, POSTFLIGHT INSPECTION, FOURTEENTH DAY, FLY, ETC. BASED ON 45 AIRCRAFT ON HAND THIS WOULD PROVIDE A MONTHLY POTENTIAL OF 387 SORTIES. FOR KC-97 AIRCRAFT, THE PRESENT 12-DAY CYCLE WITH A DOUBLE SORTIE PROGRAMMED FOR ONE "F" DAY BETWEEN POSTFLIGHTS: E.G., FIRST DAY, FLY DOUBLE SORTIE (F/F): FIFTH AND SIXTH DAYS, TURNAROUND MAINTENANCE: SEVENTH DAY, FLY; EIGHTH AND NINTH DAYS, TURNAROUND MAINTENANCE; TENTH DAY, FLY; ELEVENTH AND TWELFTH DAYS, POSTFLIGHT INSPECTION; THIRTEENTH DAY, FLY, ETC. BASED ON 20 AIRCRAFT ON HAND THIS WOULD PROVIDE A MONTHL. POTENTIAL OF 184 SORTIES. THREE DESIRABLE POINTS OF THESE CYCLES ARE: (A). PROVISION MADE FOR NEEDED SHORT SORTIES. (B). MINIMUM CHANGE IN PRESENT CYCLES. (C). AT THE END OF UPGRADE PROGRAM, THE DOUBLE SORTIE COULD BE DISCONTINUED, WITH SUFFICIENT SORTIE POTENTIAL (B-47-309 SORTIES: KC-97-158 SORTIES) STILL REMAINING TO KEEP CREWS COMBAT READY. PART III: REFERENCE 25 HOUR POSTFLIGHT INSPECTION INTERVAL. INFORMAL INFORMATION INDICATES THAT I SPECTION MATERIALS FOR THE 25 HOUR POSTFLIGHT INTERVAL WILL BE DISTRIBUTED PRIOR TO 1 MARCH 1957. ACCORDINGLY, THE

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SUBMITTED B-47 AND KC-97 CYCLE INCORPORATES THIS CHANGE IN THE POST/FLIGHT INSPECTION INTERVAL. PART I: REFERENCE TO POTENTIAL SORTIES IN THIS MESSAGE ARE A GROSS SORTIE POTENTIAL THAT THE CYCLE WILL PRODUCE AND DO NOT TAKE INTO CONSIDERATION SORTIE LOSS DUE TO PERIODIC INSPECTION, OR MAJOR MAINTENANCE. THE B-47/KC-97 CYCLE SCHEDULES ARE EXAMPLES; THE DOUBLE SORTIE MAY BE FLOWN ON ANY "F" DAY PROVIDED IT IS SCHEDULED AT THE WEEKLY 60-9 MEETING FOR THAT DAY. THESE DOUBLE SORTIES WILL BE TREATED AS ANY OTHER SORTIE FOR THE PURPOSES OF AIRCRAFT REPORTING, SCHEDULING EFFECTIVENESS, ETC. PART V: REPRESENTATIVES FROM THE 818TH AIR DIVISION (DAL) WILL HAND CARRY THE UNITS' DETAILED MAINTENANCE PLAN AND MAINTENANCE/FLYING CYCLE SCHEDULES TO THIS HEADQUARTERS AND BE PREPARED TO BRIEF THEM ON THE OVERALL PLAN NLT 15 FEBRUARY 1957.
ST
(Date Garbled)

A CERTIFIED TRUE COPY:

JOHN T HALBERT
1/Lt USAF

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Inspection Report

372ESG 3070 8 Mar 57
Col Thorup/er/424

1. I am seriously concerned over the numerous aircraft record discrepancies indicated on the attached inspection form. It is obvious that the crew chief of the aircraft concerned has not been properly performing his duties. Further, it is quite obvious that the flight chief, line chief, and engineering officer have been neglecting this extremely important aspect of their duties, or this condition would not have been allowed to exist. It would also appear that the periodic records checks you are personally required to make, in accordance with my directive and in compliance with regulation, are either not being accomplished or are ineffectual. It is implied that other aircraft records in your squadron may also be in poor and unsatisfactory condition.

2. At the personal direction of the Commander, Eighth Air Force this Wing expended considerable effort during the closing months of 195[illegible] in bringing assigned aircraft records to a satisfactory condition. On the bases of the attached inspection report, it would appear that the action and continued emphases required in this vital area is lacking in your squadron.

3. You are directed to take immediate and positive command action to assure that the records of all aircraft assigned to your squadron are maintained in satisfactory condition at all times. Request reply by comment hereon as to specific action and/or contemplated, to include any action taken and results obtained since actual date of inspection report.

1 Incl
Inspection Report

LOUIS G. THORUP
Colonel, USAF
Commander

John T. Halbert

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ANNEX E
TO
OPERATION PLAN
MARCH SUPPLEMENTAL
AND REVISED DATA

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ANNEX E
TO
OPERATION PLAN

Headquarters
307th Bombardment Wing (M)
United States Air Force
Lincoln AFB, Nebraska
1 March 1957

MARCH REVISED AND ADDITIONAL DATA

1. GENERAL:

This Annex contains revised and supplemental data for the period 1-31 March 1957. In cases of conflict, the schedules and instructions in this Annex take precedence over those contained in the basic plan and Annexes A through D.

a. Except as noted above, the provisions of Operations Plan 9-56 will apply throughout the period.

2. READY CREW TRAINING:

Ready crew flying program will be based on obtaining the maximum training consonant with aircraft resources available after the needs of the CCTS have been filled.

a. Substitute Captain Hofman for Major Kohlscheen for Instructor Pilot duties indicated in the basic plan.

b. EWP study schedule for ready B-47 crews is attached. KC-97 crew EWP study will be conducted at the Air Refueling Squadron under supervision of the Wing Plans Division.

c. Revised ready crew schedules are attached.

d. Practice Pace Setter missions will be conducted by the 307th Bombardment Wing on 13 and 20 March and once in April. All ready crews flying on those dates will participate as well as selected non-readies. In addition, 98th Bombardment Wing is conducting practice missions on 12, 19 and 27 March. Ready crews flying on these latter dates should be scheduled on these missions.

e. The following named crews will participate in a higher headquarters directed mission, "Black Duck". Project Officers are Major Mattick (Operations) and Major Hyman (Weapons):

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CREW	AIRCRAFT COMMANDER
L-01	Hermann
L-02	Sullivan
L-05	McCrary
R-39	Hofman

f. One (1) KC-97 will be dispatched to Westover Air Force Base, on 4 March to carry 818th Air Division, 98th Bombardment Wing and 307th Bombardment Wing personnel to conduct Pace Setter VII briefing.

g. RBS and range schedules are attached.

h. Crews will be provided to ferry the following aircraft to the depot for modification:

	TAKE IN		TAKE IN	
SQUADRON	ACFT	DATE	ACFT	DATE
370BS	228	6 Mar	910	8 Mar
370BS	Commercial Transportation		911	11 Mar
371st	223	8 Mar	912	12 Mar
371st	Commercial Transportation		228	12 Mar
370th	140	22 Mar	223	22 Mar
371st	141	26 Mar	Commercial Transportation	
370th	142	27 Mar	Commercial Transportation	

i. In order to achieve the maximum utilization of aircraft, priority will be given to flying available aircraft over Special Weapons, Block and other ground training.

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ANNEX "E"
TO

OPERATION PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

ANNEX "E" (MAINTENANCE) TO OPERATION PLAN NO. 202-57

1. GENERAL:

a. This Maintenance Plan presents the flying schedule for March 1957 and reflects all known requirements.

b. The sortie schedule contained in Appendix's IA, IB, IC, & ID, implement the flying requirements approved at the monthly scheduling meeting as directed by SAC Manual 60-3 and SAC Regulation 60-9. The total B-47 sorties will be two hundred and seventy two (272) for a total of one thousand, six hundred and thirty two (1632) hours. The KC-97 aircraft will fly one hundred and thirty (130) sorties for a total of seven hundred and fifteen (715) hours.

c. All sorties are scheduled on a two (2) day turn around time.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday. Work accomplished on weekends and during periods other than normal duty hours will be on an overtime basis and on individual aircraft.

e. Sorties programmed for Mondays or a day following a holiday will not be scheduled for take off prior to 1100 hours.

f. Daily meetings of all Maintenance Officers will be held at 0930 hours Monday through Friday, to confirm aircraft tail numbers and requirements.

g. Flight line security measures will be in effect and personnel will exercise vigilance to insure that only those personnel having a "Right & Need" will be allowed access to aircraft, offices and/or shops.

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APPENDIX IA
TO
ANNEX "E"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

370TH BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide eighty nine (89) sorties for a total of five hundred and thirty four (534) hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces eighth nine (89) pre-flight and twenty one (21) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s), as needed, submitted and the prescheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publications.

g. The following aircraft will undergo periodic inspection during the month of March.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
214	4 Mar	22	5/8 Mar	11/12 Mar	13 Mar
222	7 Mar	21	8/13 Mar	14/15 Mar	18 Mar
901	15 Mar	22	18/21 Mar	22/25 Mar	26 Mar
241	22 Mar	21	25/28 Mar	29 Mar/1 Apr	2 Apr

h. Crew Chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Section for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that the aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft are scheduled for compass swings on the dates as indicated.

139 - 1 Mar 1957
143 - 4 Mar 1957

j. Eight (8) turn around sorties are scheduled during March. This requirement is also reflected in inclosure 1 this appendix.

k. Aircraft #232 will enter the hangar for a three (3) day technical order compliance program on 4th of March. During this period a 50 hour post-flight inspection will be accomplished and the forward strut lubricated in accordance with existing directives. The technical orders as outlined in appendix II, this annex will be complied with during this three (3) day period.

l. The detailed technical order program for the month is reflected by Squadron, tail number and dates in appendix II this annex.

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MAINTENANCE FLYING SCHEDULE
307TH BOMBARDMENT WING

MONTH
MARCH

SQUADRON
[illegible]TH BOMB SQUADRON

ACFT #	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
916	F	X	X	F				F	X	X	F	X	X	F	X	X	V				F
[illegible]	X	[illegible]	X	X	F				F	X	X		X	X		X	X				
[illegible]	X	X	FF	X	X	F			F	X	X	F	X	X		F	X	X	F		
[illegible]		X	X		X	X	F			F	X	X	F	X		X	F	X	X	F	
[illegible]	X	F	X	X	F	X	X	F				FF	X	X		X	X		X	X	
[illegible]14	X	X		X	X		X	X					FF	X		F		X	X	F	X
[illegible]	F	X	X	F	X	X	F	X	X	F				F	X	X	F	X	X	F	X
936		F	X	X	F	X	X	F	X	X	F				F	X	X	F	X	X	F
210			F	X	X	F	X	X	F	X	X	F				F	X	X	FF	X	X
232				F	X	X		X	X	F	X	X	F				F	X	X	F	X
208	F				F	X	X	F	X	X	F	X	X	F				FF	X	X	X
222	X	F					X	X	X	X		X	X	FF				F	X	X	
143	X	X	F				F	X	X	F	X	X	F	X	X	F				FF	X
241	F	X	X	F				F	X	X	F	X	X	F	X	X					
242	X	F	X	X	F				FF	X	X	F	X	X	F	X	X	F			

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APPENDIX IB
TO
ANNEX "E"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

371ST BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide eighty eight (88) sorties for a total of five hundred and twenty eight (528) flying hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces eighty eight (88) pre-flight and twenty (20) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s), as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of March.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
220	1 Mar	21	4/7 Mar	8/11 Mar	12 Mar
218	11 Mar	22	12/15 Mar	18/19 Mar	20 Mar
911	13 Mar	21	14/19 Mar	20/21 Mar	22 Mar
243	25 Mar	22	26/29 Mar	1/2 Apr	3 Apr

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that the aircraft Commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft are scheduled for compass swings on the dates as indicated:

138 - 5 March 1957

j. Thirteen (13) turn around sorties are scheduled during March. This requirement is also reflected in inclosure 1 this appendix.

k. Aircraft #918 and #227 will enter the hangar for a three (3) day technical order compliance program on 9 March and 21 March 1957. During this period of time, a 50 hour post-flight inspection will be accomplished and the forward strut lubricated in accordance with existing directives. The technical orders as outlined in appendix II this annex will be complied with during this three (3) day period.

l. The detailed technical order program for the month is reflected by Squadron, tail numbers and dates in appendix II this annex.

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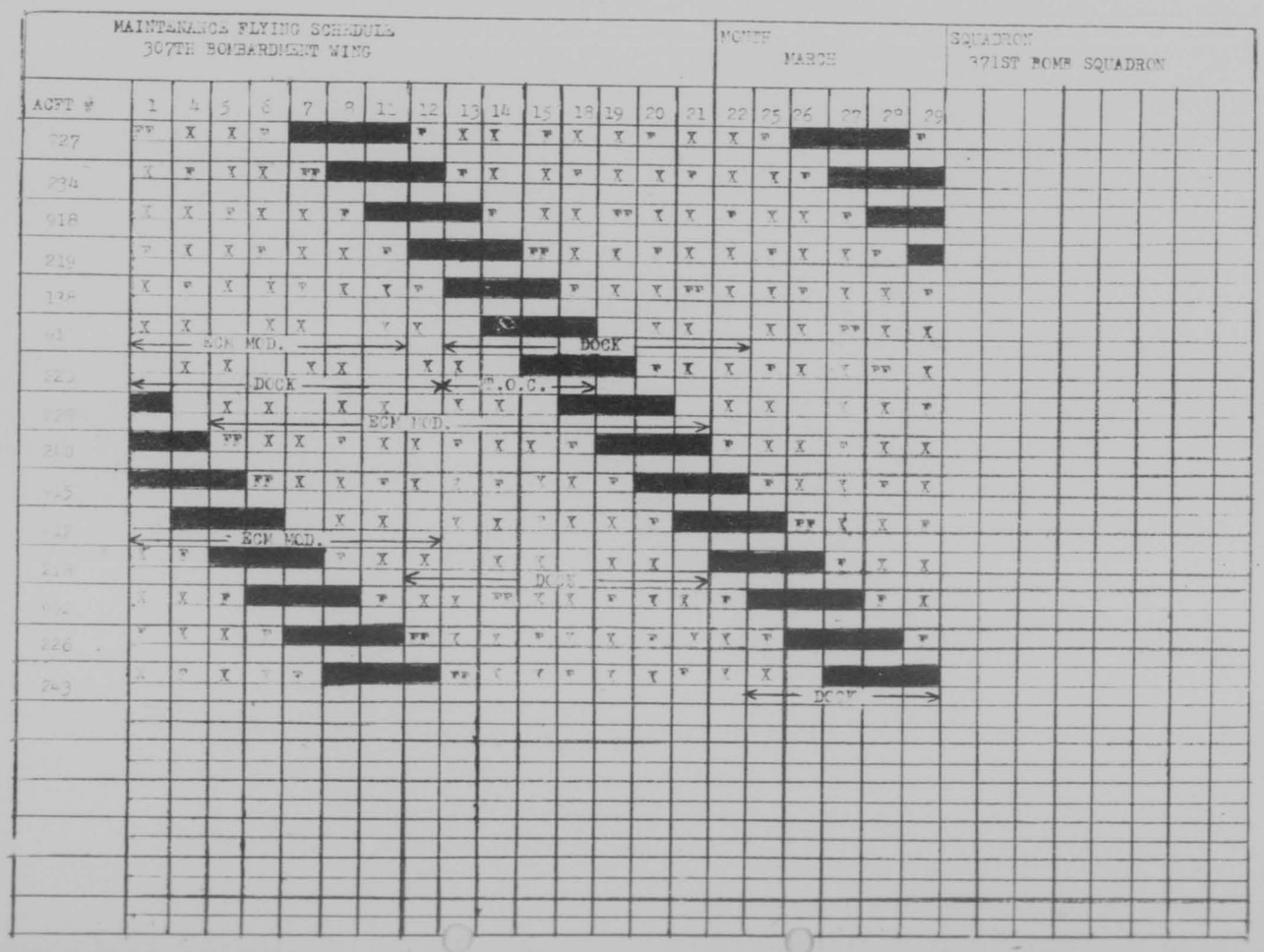
MAINTENANCE FLYING SCHEDULE
307TH BOMBARDMENT WING

MONTH MARCH

SQUADRON 371ST BOMB SQUADRON



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APPENDIX IC
TO
ANNEX "E"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

372ND BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide ninety five (95) sorties for a total of five hundred and seventy (570) flying hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces ninety five (95) pre-flight and nineteen (19) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s), as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of March.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
413	26 Feb	22	27 Feb/4 Mar	5/6 Mar	7 Mar
223	28 Mar	21	29 Mar/3 Apr	4/5 Apr	8 Apr

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commander are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft are scheduled for compass swings on the dates as indicated.

134 - 14 March 1957
223 - 4 March 1957
225 - 8 March 1957

j. Eight (8) turn around sorties are scheduled during March. This requirement is also reflected in inclosure 1 this appendix.

k. Aircraft #244, #134 and # 917 will enter the hangar for a three (3) day technical order compliance program on the 9th, 14th and 28th March 1957. During this period of time a 50 hour post-flight inspection will be accomplished and the forward main gear lubricated in accordance with existing directives. The technical orders as outlined in appendix II this annex will be complied with during this three (3) day period.

l. The detail technical order program for the month is reflected by Squadron, tail number and dates in appendix II this annex.

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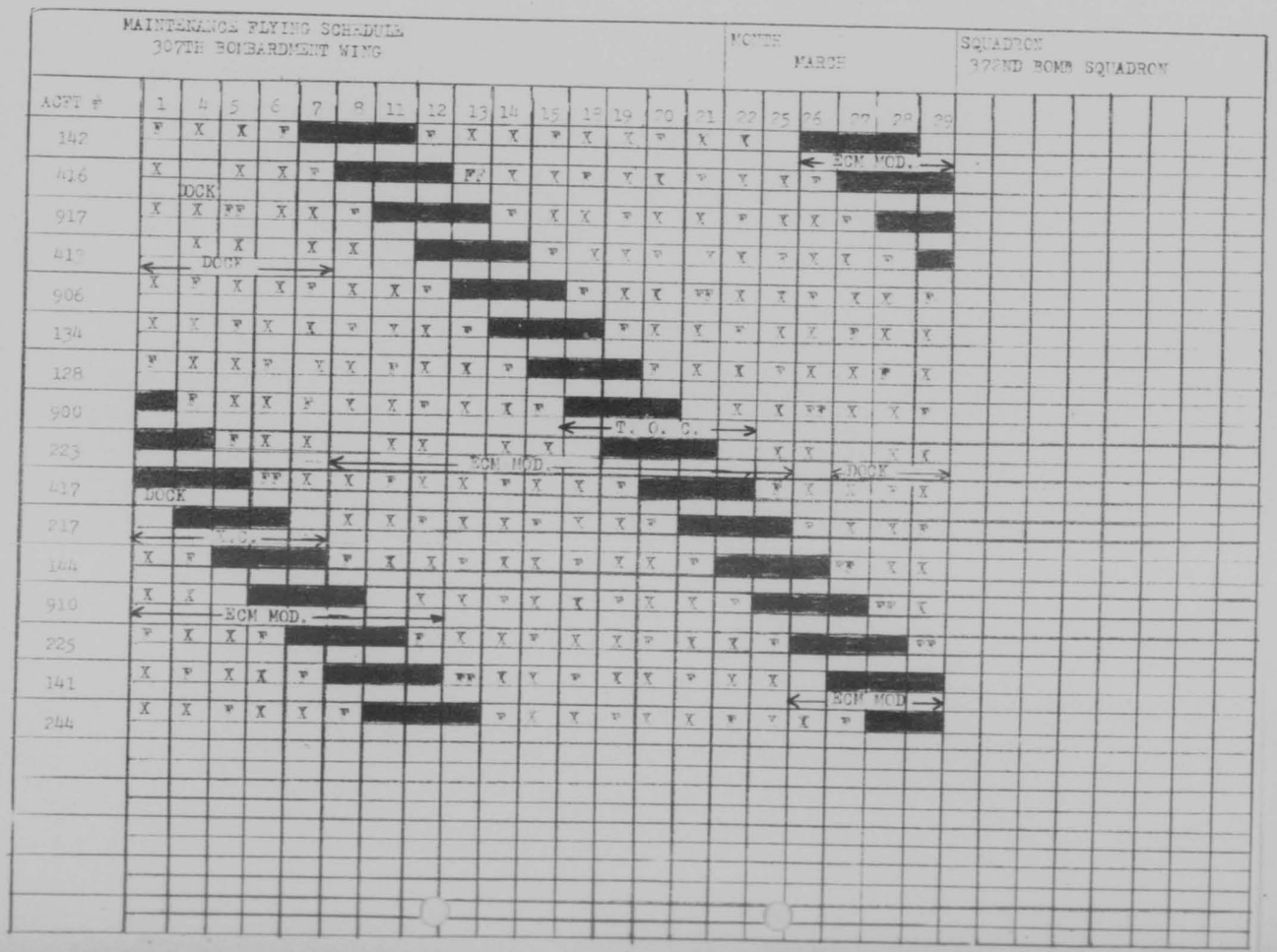

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APPENDIX ID
TO

ANNEX "E"
TO

OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

307TH AIR REFUELING SQUADRON

1. GENERAL:

a. This unit will provide one hundred and thirty (130) sorties for a total of seven hundred and fifteen (715) flying hours (see inclosure to this appendix).

b. The flying schedule (see inclosure) produces one hundred and thirty (130) pre-flight and twenty eight (28) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crew and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s), as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of March.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
802	26 Feb	20	27 Feb/4 Mar	5/6 Mar	7 Mar
793	4 Mar	20	5/8 Mar	11/12 Mar	13 Mar
803	12 Mar	20	13/18 Mar	19/20 Mar	20 Mar
384	25 Mar	20	26/29 Mar	1/2 Apr	3 Apr

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft Commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft will be prepared by 0800 hours on the dates indicated for Weight and Balance. The aircraft will be defueled and a 780 check made. Job Control will schedule hangar space one (1) day prior to the scheduled dates.

1. 380 8 March 1957

j. Compass swings installed on KC-97 will be accomplished on each periodic inspection and engine change flight test.

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MAINTENANCE FLYING SCHEDULE
307TH BOMBARDMENT WING

MONTH: MARCH

SQUADRON: 307TH AIR REFUELING SQDN.

ACFT #	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
802		X	X					X	X	P	Y	Y	P	X	Y	P			P	Y	X
	← DOCK →																				
377	X	P	X	X	P			PP	X	Y	P	X	Y	P	Y	X	P			P	X
384	X	X	P	X	X	P			P	X	X	P	X	Y	PP	X	X				
																← DOCK					→
375	P	X	X	PP	X	X	P			P	X	X	P	X	Y	P	X	X	P		
380	X	P	X	X	P	X	X	P			P	X	X	P	X	X	P	X	X	P	
376	X	X	P	X	X	P	X	X	P			PP	X	X	P	X	X	P	X	X	P
795	P	X	X	P	X	X	P	X	X	P			P	X	X	P	X	X	P	X	X
379		P	X	X	P	X	X	P	X	X	P			P	X	X	P	X	X	P	X
800				X	X		X	X		X	X					X	X		X	X	
	←				IRAN											IRAN					→
801	PP			P	X	X	P	X	X	P	X	X	P			P	X	X	P	X	X
381	X	P			P	X	X	P	X	X	P	Y	Y	P			P	X	Y	P	X
382	X	X	P			P	X	X	P	X	X	P	X	X	P			P	X	X	PP
383	P	X	X	P			P	X	X	P	X	X	P	X	X	P			P	X	X
797	X	P	X	X	P			P	X	X	P	X	X	P	X	X	P			P	X
803	X	X	P	X	X	PP			X	X	X	X	X			X	X	PP			P
						←					DOCK				→						
794		X	X	P	X	X	P			P	X	X	P	X	X	P	X	X	P		
793	X	P	X	X		X	X				X	X	P	X		X	P	X	X	P	
			←			DOCK						→									
378	X	X	PP	X	X	P	X	X	P			P	X	X	PP	X	X	P	X	X	P
796		X	X	P	X	X	P	X	X	P			P	X	X	P	X	X	P	X	X
798		P	X	X	P	X	X	P	X	X	P			P	X	X	P	X	X	P	X
799				X	X		X	X		X	X					X	X		X	X	
	←				IRAN											IRAN					→

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APPENDIX IE
TO
ANNEX "E"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

307TH PERIODIC MAINTENANCE SQUADRON

1. GENERAL:

a. Provide personnel, tools, and equipment to process the following B-47 and KC-97 aircraft through periodic inspection.

B-47

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
413	26 Feb	22	27 Feb/4 Mar	5/6 Mar	7 Mar
220	1 Mar	21	4/7 Mar	8/11 Mar	12 Mar
214	4 Mar	22	5/8 Mar	11/12 Mar	13 Mar
222	7 Mar	21	8/13 Mar	14/15 Mar	18 Mar
218	11 Mar	22	12/15 Mar	18/19 Mar	20 Mar
911	13 Mar	21	14/19 Mar	20/21 Mar	22 Mar
201	15 Mar	22	18/21 Mar	22/25 Mar	26 Mar
241	22 Mar	21	25/28 Mar	28 Mar/1 Apr	2 Apr
243	25 Mar	22	26/29 Mar	1/2 Apr	3 Apr
223	28 Mar	21	29 Mar/3 Apr	4/5 Apr	8 Apr

KC-97

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
802	26 Feb	20	27 Feb/4 Mar	5/6 Mar	7 Mar
793	4 Mar	20	5/8 Mar	11/12 Mar	13 Mar
803	12 Mar	20	13/18 Mar	19/20 Mar	21 Mar
384	25 Mar	20	26/29 Mar	1/2 Apr	3 Apr

b. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

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APPENDIX IF
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ANNEX "E"
TO

OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

307TH FIELD MAINTENANCE SQUADRON

1. GENERAL:

a. This unit will provide tools, equipment and personnel to support two hundred and seventy two (272) pre-flight and sixty (60) post-flight inspections for B-47 aircraft. In addition support one hundred and thirty (130) pre-flight and twenty eight (28) post-flight inspections for KC-97 aircraft.

b. Provide personnel, tools and equipment to process the B-47 and KC-97 aircraft through periodic inspection as outlined in appendix V para. 3 and 4 this annex.

c. Specialists to accomplish technical orders will be furnished in accordance with the schedule as established in appendix IX.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. Ground power will be provided to support the maintenance schedule as reflected in inclosure to appendix I,II,III, and IV.

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APPENDIX IG
TO

ANNEX "E"
TO

OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

307TH ARMAMENT & ELECTRONICS SQUADRON

1. GENERAL:

a. Provide necessary personnel, tools and equipment to accomplish two hundred and seventy two (272) pre-flight and sixty (60) post-flight inspections for B-47 aircraft. In addition support one hundred and thirty (130) pre-flight and twenty eight (28) post-flight inspection for KC-97 aircraft.

b. Provide personnel, tools and equipment to process the B-47 and KC-97 aircraft through periodic inspection as outlined as appendix V para. 3 and 4, this annex.

c. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

d. Special Weapons Loading requirements will be reflected in the weekly 60-9 publication.

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APPENDIX IH
TO

ANNEX "E"
TO

OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

MAINTENANCE QUALITY CONTROL

1. GENERAL:

a. This inspection plan will include all aircraft undergoing periodic inspection which will be inspected upon completion of the inspection and prior to flight test.

b. A minimum of sixteen (16) flight line inspection will be accomplished averaging four (4) per Squadron.

c. The following activity inspections will be accomplished.

ORGANIZATION	DATE
307th Field Maintenance	11 March 1957
307th Periodic Maintenance	25 March 1957

d. A list of all discrepancies will be left at each section at the time of inspection. A formal report will be forwarded to the respective Squadron Commander at the end of the month in a statement of the corrective action by indorsement therto.

e. Special inspections will be accomplished as recuired.

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APPENDIX II
TO

ANNEX "E"
TO

OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 March 1957

T.O.C. SCHEDULE

1. The inclosed thirteen (13) pages reflect the T.O.C. program for March for the B-47 and KC-97 aircraft.

2. Co-ordination between each Squadron is a must in order that the schedule can be met.

3. It is requested that each individual concerned familiarize himself with this schedule and additional information as needed may be obtained by calling Job Control on extention 911. (Maintenance Expediter).

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KC-97 POST FLIGHT T.O.C. SCHEDULE

TOC & KIT STATUS	SHOP & M/hr REQUIREMENT	BRIEF TITLE	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25
1C-97-513 in Supply	Elect-2 Hrs.	Instl of Magnetic Ampl. Type Exciter Regulator				3R2				375	3R0	376		379					
1C97-292B None Reqd.	Paint-30 Min.	Emergency Power Provision for Pitot Heater		793		3R2			3R4	R03		376	~~795~~ 796	79R					R02
1C97-531 in Supply	Elect. 2 Hrs.	Repl of Prop RPM Manual Control circuit Breaker				3R2	3R3	797	3R4	375	3R0	37R	796	379 79R					R02
1C97-546 none Reqd.	1 c/c-1 Hr.	Insp of Q12A&A-14 Oxygen Regulators												79R					
1C97-555 none Reqd.	Inst-30 Min.	Mod of drift meter done.				3R2	3R3	797		375	3R0	37R	796	379 79R					R02
1-1-647 No Kit Reqd.	c/c& A&E 4 Hrs.	Insp of test & Repl of Vibration isolator of installed Equip.										796		798					
1C97(K)-513 in Supply	Inst. 1 Hr.	Inst of Type K-3 Air-speed indicators		R01			3R3						795	79R		3R0			
1C97(K)-529 in supply	2 Elect-2 Hrs.	Revision of Wng Flap warning horn swt.				3R2		797		375 794			796		3R0				R02
12P6-2APS42-501 in supply	Radio-1:30	Mod. of external blower Assy.				3R2	3R3	797			3R0	378	796	379 79R					R02
12R5-2ARA26-501 in Supply	Radio-30 Min.	Mod. of Meyer KY65/ ARA26-AN/ARA26				3R2					3R0	37R	796	379 79R					R02
~~1C97-569 none Reqd.~~	~~1 c/c 1 Hr.~~	~~Insp of Rudder Lock Mechinism~~									3R01			79R					
12R2-2A/C10-502 No Kit Reqd.	1 Radio-30 Min.	Mod. of Dym DY76/A1C AN-A1C-10				3R2		797	3R4	375		37R	795 796	379 79R					R02
12R2-ARC27-501	1 Radio 1 Hr.	Indentification of Rework of RT178/ARC27 &AN/ARC27		R01	3R1	3R2	3R3	377 797	3R4	375 794	3R0	376 37R	795 796	379 79R					R02

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J-47 POST FLIGHT T.O.C. SCHEDULE

TOC & KIT STATUS	SHOP & M/hr. REQUIREMENT	BRIEF TITLE	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22
1-1-647 No Kit Req.	c/c & Po Flt. 4 M/hr.	Insp Test & Repl. as necessary, the Vibration Isolators on Installed Equip	223		144	902	142 226 916	141 242 416	236 910	219	906		139	900	240			
1B-47-765 Inst Shop Reqn.	Inst. Shop 1 M/hr.	Installation of Improved Altimeter				902							139					
1B-47-827 c/c Reqn.	2 Elect. 3 hrs.	Revision of Bail-out Alarm Sys.				902		242			906			900				
1B-47-857 No Kit Req.	1 A/R-1 hr.	Rework of Brake Chute Doors					142		910					900				228
1B-47-900 No Kit Req.	c/c-1 hr.	Insp. of 40 KVA Alt. Drive oil System Thermostatic Valve						242					139					
1B-47-906 c/c Reqn.	c/c-30 Min.	Canopy Saftey Lock Metal Cal. Revision	223			902	142 916	141 242	236 910	219	906		139	900	240			
1B-47E-554 c/c Reqn.	1 Elect-30 Min.	Insp & Rework of Starting Circuit												900				
12P5-2APN-510 Radio Shop Reqn.	1 Radio-2 Hrs.	Modi. to insure adequate second pulse in RT/316	223			143 902	142	141 242 416	910				139					228
12R5-2ARA26-501 Radio Shop Reqn.	1 Radio-30 Min.	Mod. of keyer KY-65/ ARA 26-AN/ARA 26					142	141 242 416						900				228
Z-J47-364 c/c Reqn.	1 c/c-3:30/Engr. 1 C/C or " " 1 Po/F or " "	Removal of Air Inlet Screen Sys.			217 2&3E 218 1,2&3E	143 #1E	225 5&6E 226 #2&3 902 #2&3	#2&3E 236 #2&4 416 #4&5	234	219 2&3	140 #2E 906 #2&3		139 #2&3E		210 #2&3E 240 #2&3 900 #2&3		912 #2&3	228 #2&3

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B-47 POST FLIGHT T.O.C. SCHEDULE

TOC & KIT STATUS	SHOP & M/hr. REQUIREMENT	BRIEF TITLE	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22
2J-J47-534 No Kit Req.	1-c/c or o/c 30 Min.per Eng. after tail pipe removal	Mod. Of Thermocouple Assy.	736		144	143	142	141 228 416	204	219	140 906		139	900	240			228
1B-47-881 c/c Reqn.	3-Hyd-7 Hrs.	Inst'l. of liquid Oxy. check valve.	915	208	144	143	142	141	236	219	140		139	900	210		912	228
1B-47E-559 No Kit Req.	1 s/M-4 Hrs.	Rev.of Blackout Curtin Support Frame	915	208	144 217	143 902	142 225	141 234	236 910	219	140 906		139	900	210 240		912	228
10A5-5-5-501 Camera Reqn.	1 Camera-8 Hrs.	Mod. of Control Circuit on Exposure Freq. LD-6	915		144 217	143 902	142 225 226	141 234 416	236 910	219	140 906		139	900	210 240		912	228
12R4-2APX-501 Radio Reqn.	1-Radio-1 Hr.	Mod. of Filter Box Assy. on R/T-279	915	208	144 217	143 902	142 225 916	141 234 416	236 910	219	140 906		139	900	210 240		912	228
12R2-2ARC27-501 Radio Reqn.	1 Radio-1 Hr.	Ident. Rework of R/T 178	915	208	144 217	143 902	142 225 916	141 234 416	236 910	219	140 906		139	900	210 240		912	228
13A1-2-512 c/c Reqn.	c/c will bring Belt to s/m Shop	Installation of Cyl. Block on Eastern Rotocraft Automatic Lap Belts	915	208	144 217	143 902	142 225 916	141 234 416	236 910	219	140 906		139	900	210 240		912	228
10A5-6-5-501 Cam. Reqn.	1 Camera-2 Hrs.	Mod of Intervalometer for runaway Oper.	915		144 217	143 902	142 225 916	141 234 416	236 910	219	140 906		139	900	210 240		912	228
11W1-12-2-520 A/5 Reqn.	2 A/5 2 Hrs. per Gun.	Inst. new improved parts on 20MM-M24-1 Guns.	915	208	144 217	143 902	142 225 916	141 234 416	236 910	219	140 906		139	900	210 240		912	228

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B-47 TOC MASTER LOG

TOC #	KIT STATUS	SHOP & M/HR REQUIREMENT	BRIEF TOC DESCRIPTION
1-1-647	No Kit Req.	C/C & A&E 4 Hrs	Insp & test vibration Isolators On installed Equipment.
1-1-651	Inst Shop	1 - Inst 30 Min	Remove & Rework aerosonic airspeed Indicator.
1B-1-518	C/C Reqn.	C/C 30 Min	Repl. of type D-2 Oxy Reg with Latex Diaphram
1B-1-532	No Kit Req.	1 Elect 30 Min	Deactivation of Oxy Warn lite Sys.
1B-47-765	Inst. Shop	1 Inst. 1 Hr.	Inst. of Improved Altimeter
1B-47-816	C/C Reqn.	3 Elect 11 Hrs.	Rev of IFI & IFC PWR
1B-47-827	C/C Reqn.	2 Elect 3 Hrs.	Rev. of bailout alarm sys.
1B-47-857	No Kit Req.	1 A/R 1 Hr.	Rework of drag chute door seal Inst.
1B-47-868	No Kit Req.	C/C 2 Hrs.	Drop tank chafing elimination
1B-47-899	No kit Req.	1 Elect 1 Hr.	Removal of L/G Ctr Sw.
1B-47-900	No Kit Req.	C/C 1 Hr. per Eng	Insp of 40KVA drive oil sys. Thermostatic Va.
1B-47-906	C/C Reqn.	C/C 30 Min	Canopy safety lock metal cal. Rev.
1B-47E-553	No Kit Req.	C/C 2:30/Eng	Insp of 40KVA Drive oil sys. Pres. Rel. Valve.
1B-47E-554	C/C Reqn	1 Elect 30 Min	Insp & Rework of starting Circuit
11F46-14-501	A/5 Reqn.	1 A/5 2 Hrs.	Inst. of sector guard on MD-4 F/C System.
12P5-2APN-510	Radio Reqn.	1 Radio 2 Hrs.	Mod. to insure adequate second pulse on RT/316.
12R5-2ARA26-501	Radio Shop Rqn.	1 Radio 30 Min	Mod of Keyer KY-65
2J-J47-364	C/C Reqn.	1 C/C 3:30/Eng	Removal of Air inlet screen system
2J-J47-534	No Kit Req.	1 C/C or U/C man 30 Min after Remov. of Tail Pipe	Mod. of tail pipe thermocouple Assy
2J-J47-545	C/C Reqn.	1 U/C 4 Hrs/Eng	Repl. of turbine wheel air bellows
11B28-2-2-506	No Kit Req.	1 K man 30 min.	Removal of DC4 compound in bomb/Nav system.
11B12-7-5-501	No Kit Req.	1 K man 30 Min	Mod. to provide hi-grain option in radar control unit.
1B-47-881	C/C Reqn.	3 Hyd 7 Hrs.	Inst. of liquid Oxy check valves.
1B-47E-559	No Kit Req.	1 S/M 4 Hrs.	Rev. of blackout curtain support frame.
10A5-5-5-501	Cam. Reqn.	1 Cam 8 Hrs.	Mod. of control circuit on LD-6 Camera
12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.	Mod. of filter box assy on RT/279
12R2-2ARC27-501	Radio Reqn.	1 Radio 1 Hr.	Ident. Rework of RT/178
13A1-2-512	C/C Reqn.	C/C bring to S/M Shop	Inst. of Cyl block on Eastern Rotocraft Auto Lap belt.

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15X8-5-1-502	Tact Orgn's Recn.	C/C 15 Min	Repl. of Oxy filler valves.
10A5-6-5-501	Cam Shop	1 Cam 2 Hrs.	Mod. of Intervalometer for Runaway Oper.
11W1-12-2-520	A/5 Recn.	1 A/5 Man 2 Hr./Gun	Inst. of New improved parts in 20 M.M. Gun

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B-47 PERIODIC INSPECTION T.O.C. SCHEDULE
"NOTE" - For additional Information, Consult T.O.C. Master Log.

ACFT #	ORG.	PRE-DOCK DATE	T.O.C.'s TO BE COMPLIED WITH		
220	371	1 March 57	1-1-647	2J-J47-545	12P4-2APX-501
			1B-47-906	11B-28-2-2-506	12R2-2ARC27-501
			11F46-14-501	11B12-7-5-501	13A1-2-512
			12P5-2APN-510	1B-47-881	15X8-5-1-502
			12R5-2ARA26-501	1B-47E-559	10A5-6-5-501
			2J-J47-534	10A5-5-5-501	11W1-12-2-520
214	370	4 March 57	1-1-647	11B28-2-2-506	10A5-6-5-501
			1B-1-532	11B12-7-5-501	11W1-12-2-520
			1B-47-900	1B-47-881	
			1B-47-906	1B-47E-559	
			11F46-14-501	10A5-5-5-501	
			12P5-2APN-510	12P4-2APX-501	
			12R5-2ARA26-501	12R2-2ARC27-501	
			2J-J47-534	13A1-2-512	
			2J-J47-545	15X8-5-1-502	
222	370	7 March 57	1-1-647	1B-47E-559	15X8-5-1-502
			1B-47-906	10A5-5-5-501	10A5-6-5-501
			2J-J47-534	12P4-2APX-501	11W1-12-2-520
			2J-J47-545	12R2-2ARC27-501	
			1B-47-881	13A1-2-512	
218	371	11 March 57	2J-J47-364(4-5&6 Eng)	10A5-5-5-501	10A5-6-5-501
			2J-J47-534	12P4-2APX-501	11W1-12-2-520
			2J-J47-545	12R2-2ARC27-501	
			1B-47-881	13A1-2-512	
			1B-47E-559	15X8-5-1-502	
911	371	13 March 57	1-1-647	12R5-2ARA26-501	12P4-2APX-501
			1B-47-857	2J-J47-534	12R2-2ARC27-501
			1B-47-868	2J-J47-545	13A1-2-512
			1B-47-906	1B-47-881	15X8-5-1-502
			1B-47E-553	1B-47E-559	10A5-6-5-501
			12P5-2APN-510	10A5-5-5-501	11W1-12-2-520
901	370	15 March 57	1-1-647	2J-J47-534	12P4-2APX-501
			1B-47-827	2J-J47-545	12R2-2ARC27-501
			1B-47-868	11B28-2-2-506	13A1-2-512
			1B-47-900	1B-47-881	15X8-5-1-502
			1B-47-906	1B-47E-559	10A5-6-5-501
			1B-47E-553	10A5-5-5-501	11W1-12-2-520
			12P5-2APN-510		
241	370	22 March 57	1-1-647	2J-J47-545	12P4-2APX-501
			1B-47-900	11B28-2-2-506	12R2-2ARC27-501
			1B-47-906	11B12-7-5-501	13A1-2-512
			12P5-2APN-510	1B-47-881	15X8-5-1-502
			12R5-2ARA26-501	1B-47E-559	10A5-6-5-501
			2J-J47-534	10A5-5-5-501	11W1-12-2-501
243	371	28 March 57	1-1-647	1B-47-906	10A5-5-5-501
			1-1-651	12P5-2APN-510	12P4-2APX-501
			1B-1-518	12R5-2ARA26-501	12R2-2ARC27-501
			1B-1-532	2J-J47-534	13A1-2-512
			1B-47-827	2J-J47-545	15X8-5-1-502
			1B-47-857	1B-47-881	10A5-6-5-501
			1B-47-899	1B-47E-559	11W1-12-2-520
			1B-47-900		

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B-47 PER INSP TOC SCHED (CONT'D)

ACFT #	ORG	PRE-DOCK DATE	TOC'S TO BE C/W	
223	372	28 March 57	2J-J47-364(4&5 Eng)	12P4-2APX-501
			2J-J47-534	12R2-2ARC27-501
			2J-J47-545	13A1-2-512
			1B-47-881	15X8-5-1-502
			1B-47E-559	10A5-6-5-501
			10A5-5-5-501	11W1-12-2-520

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MAJOR T.O.C. LOG & HANGAR SCHEDULE

ACFT #	ORG	DATE TO HGR	TOC #	KIT REQ. BY	SHOP & M/H REQMT	REMARKS
909	370	27 Feb	1-1-647	No Kit Req.	C/C & A&E 4 Hrs.	
			1B-47-816	C/C Reqn.	3 Elect 11 Hrs	
			12P5-2APN-510	Radio Reqn.	1 Radio 2 Hrs.	
			2J-J47-534	No Kit Req.	1 C/C or U/C 30 Min per Eng After tail pipe removal	All 6 Engs.
			1B-47-881	C/C Reqn.	3 Hyd. 7 Hrs.	
			1B-47E-559	No Kit Req.	1 S/M 4 Hrs.	
			10A5-5-5-501	Cam Reqn.	1 Cam 8 Hrs.	
			12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.	
			13A1-2-512	C/C Reqn.	1 S/M & A/R 1 Hr	Remove Both and Disp. E Hgr Shop
			15X8-5-1-502	Tact Org Reqn.	1 C/C 15 Min	
			10A5-6-5-501	Cam Reqn.	1 Cam 2 Hrs.	
			11W1-12-2-520	A/5 Reqn.	2 A/5 2 Hr Per gun	
138	371	28 Feb	1B-47-816	C/C Reqn.	3 Elect 11 Hrs	
			2J-J47-364	C/C Reqn.	1 C/C 3:30/Eng	#1,3,4,5, & 6 Eng
			1B-47-881	C/C Reqn.	3 Hyd 7 Hrs.	
			1B-47E-559	No Kit Req.	1 S/M 4 Hrs.	
			10A5-5-5-501	Cam Reqn.	1 Cam 8 Hrs.	
			12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.	
			12R2-2ARC27-501	Radio Reqn.	1 Radio 1 Hr.	
			13A1-2-512	C/C Reqn.	1 S/M A/R 1 Hr.	Remove Both and Disp. E Hgr Shop
			15X8-5-1-502	Tact Org Reqn.	1 C/C 15 Min	
			10A5-6-5-501	Cam Reqn.	1 Cam 2 Hrs.	
			11W1-12-2-520	A/5 Reqn.	2 A/5 2 Hrs Per gun	
232	370	4 March	1B-47-816	C/C Reqn.	3 Elect 11 Hrs	
			1B-47-900	No Kit Req.	C/C 1 Hr.	
			2J-J47-534	No Kit Req.	1 C/C orU/C Man 30 Min per Eng Tail pipe removal	All 6 Engs

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Major T.O.C. Cont'd

			2J-J47-545	C/C Reqn.	1 C/C 4 Hrs. per Eng	All 6 Engs.
			1B-47-881	C/C Reqn.	3 Hyd 7 Hrs.	
			1B-47E-559	No Kit Rec	1 S/M 4 Hrs.	
			10A5-5-5-501	Cam Reqn.	1 Cam 8 Hrs.	
			12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.	
			12R2-2ARC27-501	Radio Reqn.	1 Radio 1 Hr.	
			13A1-2-512	C/C Reqn.	1 S/M & 1 A/R 1 Hr.	Remove Both and Have Ac W/M Shop.
			15X8-5-1-502	Tact Orgn Reqn.	1 C/C 15 Min	
			10A5-6-5-501	Cam. Reqn.	1 Cam 2 Hrs.	
			11W1-12-2-520	A/5 Reqn.	2 A/5 2 Hrs per gun	
244	372	11 March	141-647	No Kit Req	C/C & A&E 4 Hrs.	
			1-1-651	Inst Shop Reqn.	1 Inst 1 Hr.	
			1B-1-518	C/C Reqn.	C/C 30 Min	
			1B-1-532	No Kit Req.	1 Elect 30 Min.	
			1B-47-765	Inst Shop Reqn.	1 Inst 1 Hr.	
			1B-47-816	C/C Reqn.	3 Elect 11 Hrs.	
			1B-47-827	C/C Reqn.	2 Elect 3 Hrs.	
			1B-47-857	No Kit Req	1 A/R 1 Hr.	
			1B-47-899	No Kit Req	1 Elect 1 Hr.	
			1B-47-906	C/C Reqn.	C/C 30 Min	
			12P5-2APN-510	Radio Reqn.	1 Radio 2 Hrs.	
			12R5-2ARA26-501	Radio Reqn.	1 Radio 30 Min	
			1B-47-881	C/C Reqn.	3 Hyd 7 Hrs.	
			1B-47E-559	No Kit Req.	1 S/M 4 Hrs.	
			10A5-5-5-501	Cam Reqn.	1 Cam 8 Hrs.	
			12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.	
			12R2-2ARC27-501	Radio Reqn.	1 Radio 1 Hr.	
			13A1-2-512	C/C Reqn.	1 S/M & 1 A/R 1 Hr.	Remove Both and Have C W/M Shop.

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Major T.O.C. Cont'd

			15X8-5-1-502	Tact Orgn Reqn.	1 C/C 15 Min
			10A5-6-5-501	Cam Reqn.	1 Cam 2 Hrs.
			11W1-12-2-520	A/5 Reqn.	2 A/5 2 Hrs Per gun
918	371	11 March	1-1-647	No Kit Req	C/C & A&E 4 Hrs.
			1B-47-816	C/C Reqn.	3 Elect 11 Hrs.
			1B-47-868	No Kit Req.	C/C 2 Hrs.
			1B-47-906	C/C Reqn.	C/C 30 Min
			1B-47E-553	No Kit Req.	C/C 2:30
			12P5-2APN-510	Radio Reqn.	1 Radio 2 Hrs.
			12R5-2ARA26-501	Radio Reqn.	1 Radio 30 Min
			2J-J47-364	C/C Reqn.	1 U/C or C/C 3:30 per Eng - All 6 Engs
			2J-J47-534	No Kit Req	1 C/C or U/C man 30 Min after tail pipe removal - All 6 Engs
			1B-47-881	C/C Reqn.	3 Hyd 7 Hrs.
			1B-47E-559	No Kit Req.	1 S/M 4 Hrs.
			10A5-5-5-501	Cam Reqn.	1 Cam 8 Hrs.
			12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.
			12R2-2ARC27-501	Radio Reqn.	1 Radio 1 Hr.
			13A1-2-512	C/C Reqn.	1 S/M & 1 A/R 1 Hr. Remove Bolts and Block to W/C Shop
			15X8-5-1-502	Tact Org. Reqn.	1 C/C 15 Min
			10A5-6-5-501	Cam Reqn.	1 Cam 2 Hrs.
			11W1-12-2-520	A/5 Reqn.	2 A/5 2 Hrs Per gun
134	372	14 March	1B-47-816	C/C Reqn.	3 Elect 11 Hrs.
			1B-47-906	C/C Reqn.	C/C 30 Min
			12P5-2APN-510	Radio Reqn.	1 Radio 2 Hrs.
			2J-J47-364	C/C Reqn.	1 U/C 3:30 Per Eng - All but #6
			2J-J47-534	No Kit Req.	1 C/C or U/C man 30 Min. After tail cone removal - All 6 Engs
			1B-47-881	C/C Reqn.	3 Hyd 7 Hrs.
			1B-47E-559	No Kit Req.	1 S/M 4 Hrs.

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Major T.O.C. Cont'd

			10A5-5-5-501	Cam Reqn.	1 Cam 8 Hrs.	
			12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.	
			12R2-2ARC27-501	Radio Reqn.	1 Radio 1 Hr.	
			13A1-2-512	C/C Reqn.	1 S/M & 1 A/R 1 Hr.	Nacelle Bulkhead Nos 2 & 5 Engs
			15X8-5-1-502	Tact Org. Reqn.	1 C/C 15 Min.	
			10A5-6-5-501	Cam Reqn.	1 Cam 2 Hrs.	
			11W1-12-2-520	A/S Reqn.	2 A/S 2 Hrs. Per gun	
227	371	21 March	1-1-647	No Kit Req.	C/C & A&E 4 Hrs.	
			1B-47-816	C/C Reqn.	3 Elect 11 Hrs.	
			1B-47-906	C/C Reqn	C/C 30 Min	
			2J-J47-364	C/C Reqn.	1 U/C 3:30 Per Eng	All 6 Engs
			2J-J47-534	No Kit Req	1 C/C or U/C 4 Hrs/ Eng	All 6 Engs
			1B-47-881	C/C Reqn	3 Hyd 7 Hrs.	
			1B-47E-559	No Kit Req.	1 S/M 4 Hrs.	
			10A5-5-5-501	Cam Reqn.	1 Cam 8 Hrs.	
			12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.	
			15X8-5-1-502	Tact Org Reqn.	1 C/C 15 Min	
			10A5-6-5-501	Cam Reqn.	1 Cam 2 Hrs.	
			11W1-12-2-520	A/S Reqn.	2 A/S 2 Hrs. Per gun	
917	372	28 March	1-1-647	No Kit Req	1 C/C & A&E 4 Hrs.	
			1B-47-816	C/C Reqn.	3 Elect 11 Hrs.	
			1B-47-906	C/C Reqn.	C/C 30 Min	
			12P5-2APN-510	Radio Reqn.	1 Radio 2 Hrs.	
			2J-J47-364	C/C Reqn.	1 U/C 3:30/Eng	All 6 Engs.
			1B-47-881	C/C Reqn.	3 Hyd 7 Hrs.	
			1B-47E-559	No Kit Req	1 S/M 4 Hrs.	
			10A5-5-5-501	Cam Reqn.	1 Cam 8 Hrs.	

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Major T.O.C. Cont'd				
	12P4-2APX-501	Radio Reqn.	1 Radio 1 Hr.	
	12R2-2ARC27-501	Radio Reqn.	1 Radio 1 Hr.	
	13A1-2-512	C/C Reqn.	1 S/M & 1 A/R 1 Hr.	Remove Belts Bring to W/M Shop
	15X8-5-1-502	Tact Org Reqn.	1 C/C 15 Min	
	10A5-6-5-501	Cam Reqn.	1 Cam 2 Hrs.	
	11W1-12-2-520	A/5 Reqn.	2 A/5 2 Hrs. Per gun	

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KC-97 PERIODIC INSP. TOC SCHED.

Acft. No.	Org.	Date to Pre Dock	TOC-No	Kit Req'd By	Shop & M/hr Req.	Remarks
793	ARS	4 Mar	1C97-292B	None	Paint-1:30	
			1C97-530	In Supply	2 Radar-8 Hrs.	
			1C97-531	In Supply	1 Elect-2 Hrs.	
			1C97-555	None	1 Inst-30 Min.	
			1C97-529	None	2 Elect-2 Hrs.	
			12P6-2APS42-501	In Supply	1 Radar-1:30	
			3H1-11-509	In Supply	1 Prop-10 Hrs.	#3 & 4 N/C/W
			1C97(K)528	None	2IFR-8 Hrs.	
			12R2-12ARC27-501	None	1 Radio-1 Hr.	
803	ARS	12 Mar	1C97-292-B	None	1 Paint-3o Min.	
			1C97-530	In Supply	2 Radar-8 Hrs.	
			1C97-531	In Supply	1 Elect-2 Hrs.	
			1C97-555	None	1 Inst-30 Min.	
			1C97-529	None	2 Elect-2 Hrs.	
			12P6-2APS42-501	In Supply	1 Radar-1:30	
			12R5-2APA26-501	In Supply	1 Radio-30 Min.	
			3H1-11-509	In Supply	1 Prop-10 Hrs.	#1 & 3 N/C/W
			12R2-2A1C10-502	None	1 Radio-30 Min.	
			1C97(K)528	None	1 IFR-8 Hrs.	
			12R2-12ARC27-501	None	1 Radio-1 Hr.	
384	ARS	25 Mar	1C97(K)-512	In Supply	2 S/M-24 Hrs.	
			1C97(K)F-506	In Supply	1 S/M-12 Hrs.	
			"	"	1 IFR-12 Hrs.	
			12P6-2APS42-501	In Supply	1 Radar-1:30	
			3H1-11-509	In Supply	1 Prop-10 Hrs.	#3 N/C/W
			1C97(K)528	None	1 IFR-8 Hrs.	

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APPENDIX III
TO

ANNEX E
TO

OPERATION PLAN

Headquarters
307th Bombardment Wing (M)
United States Air Force
Lincoln AFB, Nebraska
1 March 1957

ASSOCIATED TRAINING

1. INSTRUMENT GROUND SCHOOL (PILOTS):

The Base Instrument Ground School will be conducted in Room 26, Base Ground Training Building on 7 and 8 March and again on 18 and 19 March. Classes will commence at 0800 hours. All pilots listed below, whose instrument certificates expire within the next ninety (90) days, will attend one of these classes. If circumstances preclude attendance at one of these classes, proper notification will be made to the Wing Ground Training Office.

370BS

NAME	DATE OF EXPIRATION
OUDERKIRK	13 APRIL 57
RHODES	31 MARCH 57
FINCH	2 MAY 57
SULLIVAN	5 MAY 57
BRUMBAUGH	13 MAY 57
FARLEY	16 MAY 57

371BS

SUTTON	1 APRIL 57
HAMEL	7 APRIL 57
MACK	16 APRIL 57
MILLER	19 APRIL 57
RICHARD	13 MAY 57
PETERSON	17 MAY 57
PHILLIPS	6 JUNE 57
BIFFORD	11 JUNE 57

APPENDIX III
ANNEX E To Opn Plan No. 9-56

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372BS

NAME	DATE OF EXPIRATION
DRUM	15 MARCH 57
HERRIDGE	16 MAY 57
NORDSTROM	17 MAY 57
HULL	4 JUNE 57
HOLST	10 JUNE 57
MIDDLETON	18 JUNE 57

STAFF

Colonel Vaughn	20 MAY 57
L/Col Anderson	3 MAY 57
Major Mairist	15 MARCH 57
Captain Messer	1 MAY 57
1/Lt Bibo	10 JUNE 57
1/Lt REEVE	5 JUNE 57

2. INSTRUMENT TRAINERS (PILOTS):

Link trainer time is allocated to organizations as follows:

a. C-11 Link Trainer:

MARCH	1	4-8	11-15	18-22	25-29
0830	372	372	370	371	372
1030	370	370	371	372	370
1230	371	371	372	370	371

b. P-3 Link Trainer:

This trainer will be available to the 307th Air Refueling Squadron on Mondays, Wednesdays and Fridays from 0830 to 1630 hours. From 1 March through 18 March, and from 0830 to 1230 hours from 20 March through 29 March.

NOTE: All instrument trainers are located in Room 22, Building 1230. If additional trainer time is required, it may be obtained by making arrangements through the Wing Ground Training Officer, Ext: 8036.

3. PHYSIOLOGICAL TRAINING:

Spaces for basic and refresher courses are allocated as follows:

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a. Basic Course (3 days):

20 MARCH 1957

A/1c Adcox	371BS	S/Sgt Irwin	307A&ES
A/2c LaFontaine	371BS	S/Sgt McElroy	307PMS
A/2c Alessi	371BS	A/1c Quiroz	372BS
A/2c Voeringer	307A&E	A/1c Lewis	307FMS

b. Refresher Course (2 days):

Lt Berggren
Lt Grammes
Lt Setterberg

NOTE: All personnel attending this training will have accomplished a current flight physical examination within the previous twelve (12) months. Air Force Form 702, "Physiological Training Record" and a certificate of the flight physical examination will be in the possession of each individual. Personnel will report to Lieutentant Gleason, OIC, 9th Altitude Chamber Indoctrination Flight, Smoky Hill AFB, Kansas, NLT 0800 hours on training day indicated. Individual oxygen equipment may accompany individual, if possessed.

4. MONTHLY MEETINGS:

The time and dates of the Wing Commanders Call and Character Guidance lectures will be annouced to the Squadrons by DD Form 96 (DF).

b. Flying Safety: Tactical Squadrons will accomplish the SAC Regulation 50-24 Flying Safety requirements within their organizations.

c. Squadron Hour: Unit Commanders will be responsible for accomplishing this phase of associated training.

APPENDIX III
ANNEX E To Opn Plan No. 9-56

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APPENDIX IV
TO

ANNEX E
TO

OPERATION PLAN

Headquarters
307th Bombardment Wing (M)
United States Air Force
Lincoln AFB, Nebraska
1 March 1957

B-47 AIRCREW TRAINING (SAC REG 50-24)

1. B-47 PHASE I BLOCK TRAINING:

Due to heavy flying commitments, no crews will be scheduled for Block Training during the month of March.

2. INFLIGHT-MAINENANCE TRAINING:

Each B-47 observer must accomplish two (2) hours of this training during each month as specified by SAC Reg 50-24, and another two (2) hours as required by Wing Letter 50-2, total of four (4) hours. Classes will be conducted 1400 to 1600 hours daily at the A&E bldg. A maximum of three (3) observers per day will be scheduled from each squadron for this training.

3. SPECIAL WEAPONS TRAINING:

a. Special Weapons Academic:

This training will be conducted in building 1472, at 0810 hours, Wednesday, Thursday and Friday of each week. The total annual academic requirements as specified in SAC Regulation 50-24, is 60 hours. However, only twenty (20) hours can be credited for any four month period. Each squadron will be required to schedule one (1) crew per week for this training.

b. Flight Line Exercise: All ready and lead crews are required one (1) exercise per training phase. A minimum of one (1) crew per squadron per day will be scheduled for this training. Arrangements for this training exercise must be made by coordinating with the Special Weapons Officer at the weekly 60-9 meeting.

c. Simulator Training: (UDT) Each combat ready crew will be required to receive three (3) hours of simulator training each phase. Squadrons will schedule one (1) crew each day. Crews will report to building 1472 at 0830 or 1300 hours, daily.

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4. SYNTHETIC TRAINERS:

a. T-2A Ultrasonic Trainer: This trainer will be available to the squadrons at times and dates indicated below. Crews with EWP assignments will utilize these periods to accomplish the minimum requirements of five (5) runs per month per month for both primary and alternate target assignments (Ref para 5c (2) 8AF Reg 50-2). EWP target plates will be available at the Target Intelligence Section, located in bldg 968. EWP ultrasonic training will be supervised by the target intelligence personnel. It is desired that complete crews participate in EWP ultrasonic training.

T-2A ULTRASONIC TRAINER

MARCH	1	4-8	11-15	18-22	25-29
1230	372	370	371	372	372
1330	370	371	372	370	370
1430	371	372	370	371	371
1530	372	370	371	372	372

T-3 ULTRASONIC TRAINER

Same Schedule as above.

NOTE: If additional ultrasonic trainer time is required, late evening periods may be arranged by contacting Wing Ground Training, Ext: 8056

T-1A GUNNERY TRAINER

MARCH	1	4-7	8	11-14	15	18-22	25-29
1230	372	370	STNBD	371	STNBD	372	370
1330	372	370	STNBD	371	STNBD	372	370
1430	370	371	STNBD	372	STNBD	370	371
1530	371	372	STNBD	370	STNBD	371	372

NOTE: T-1A Trainer Time one the first two (2) Fridays of the month is allotted to Wing Standboard. Wing Standboard will be held accountable for any "No Shows" during this scheduled time. Squadrons are reminded that combat-ready co-pilots are required to accomplish twelve (12) hours of T-1A Trainer time annually (SAC Reg 50-24). Since no more than two (2) hours trainer time a month may be credited to this annual twelve (12) hour requirement, it is strongly suggested that each combat ready co-pilot be programmed to accomplish at least one (1) hour of trainer time each month in order to fulfill the annual twelve (12) hours requirement.

5. CAMP PHILLIPS OQ GUNNERY RANGE:

Personnel scheduled for this training will report to Lt. Simmons, Base Training Flight at Smoky Hill AFB, Kansas, not later than 0730 hours on reporting date. Instruction on OQ Range will start at 0800 hours and terminate at 1700 hours the day following.

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4 Mar Brumbaugh, Drum, Brunnelle, Taylor, Goyer, Daniels

2 Mar Clark, Finch

27 Mar 372BS (CCTS)

6. EWP TRAINING AND SCHEDULE:

The following listed crews, as projected in Annex A to the Basic Plan 9-56, will attend EWP Study on the dates indicated:

MARCH

4 R-13

5 L-66

6 R-62, R-15, R-65, R-40, R-59, R-73

8 R-74, R-10, R-06, L-05, L-37, R-42

11 R-09

12 R-08

[illegible] L-71, R-79, R-16, R-45, R-75, R-68, R-67

22 L-01, R-11, R-33, L-61, R-39, R-31, L-02, R-14, R-41, R-43

25 L-36, R-12, R-77, R-34, R-70, R-13

Presently assigned individuals who are projected to be upgraded will attend as follows:

MARCH

6 Christians, Coley, Pumford, McKenzie, Thomas

8 Baker, Flynn, Kminek, Parks

11 Freeman

15 Mack

20 Pearce

22 Knight, Ferrara

25 Masserini, Meeks

APPENDIX IV
ANNEX E To Opn Plan No. 9-56

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7. ELECTRONIC COUNTERMEASURES:

Electronic countermeasures classes will be conducted within the 51-19 Block Training Program. Additional training may be arranged by contacting Wing Ground Training Office, Ext: 8036.

8. TN TRAINING: (120005)

The following crews and crew members will attend TN Training at McConnell AFB, Wichita, Kansas, starting on dates indicated. Classes will be of 5 days duration.

18 MARCH

Composite Crew Reilly, Pumford, Meyer

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APPENDIX V
TO

ANNEX E
TO

OPERATION PLAN

Headquarters
307th Bombardment Wing (M)
United States Air Force
Lincoln AFB, Nebraska
1 March 1957

TRAINING

1. KC-97 PHASE I BLOCK TRAINING:

A minimum of one (1) KC-97 Ready Crew will be scheduled each week for training. Crews designated for this training will be placed on Division Special Orders TDY to the Base Training Flight for the period of training. Crews or crew members will not be withdrawn from training, without the approval of the Division Director of Operations. The KC-97 Block Training course lasts for four (4) days (Monday through Thursday). Crews will report in Class A uniforms to building #1230, room #33 on Monday at 0830. Schedule for March is as follows:

4 Mar through 8 Mar - Crews: T-24

11 Mar through 15 Mar - Crews: T-12

18 Mar through 22 Mar - Crews: T-23

25 Mar through 28 Mar - Crews: T-25

2. EWP, TRAINING AND STUDY:

This training will be conducted by the Air Refueling Squadron under the supervision of the Wing Plans Office.

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APPENDIX VI
TO

ANNEX E
TO

OPERATION PLAN

Headquarters
307th Bombardment Wing (M)
United States Air Force
Lincoln AFB, Nebraska
1 March 1957

DUTY ROSTERS

1. DUTY ROSTERS:

a. Airdrome Officer: 1 through 15 March 1957 - 307AREFS

b. Flight Planning & Briefing: 1 through 10 March 1957 - 307AREFS

c. Jet Tower Officer:

	4 Mar - 10 Mar	11 Mar - 17 Mar
370BS	0830 - 2030	2030 - 0830
371BS	2030 - 0830	0830 - 2030

NOTE: Tactical Tower Officer will be selected from Aircraft Commanders qualified in B-47 aircraft. The tour of duty for each officer will not exceed 12 hours. Therefore, indicated tower officer assignment dates will demand a minimum of 2 qualified officers on each date of assignment. Shifts will change at 0830 and 2030 each day. Assignment dates to individual squadrons are for 24 hour periods effective at 0831 hours on date assigned.

d. Senior Flying Supervisor (8AF Interim Reg 55-1): The officers listed below will serve on dates indicated or arrange for a suitable substitute. The officer scheduled for this duty will also serve as Phase I alert officer. Duty hours will be from 1645 to 0800 Monday through Friday. Officer will be on duty in the Wing Control Room during periods of flying and/or Phase I weather alerts. He will be on thirty (30) minutes call at all times.

	MARCH	APRIL
Major Burford	7, 16, 26	5, 14, 24
Major Dorothy	8, 17, 27	6, 15, 25

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	MARCH	APRIL
Major Griffin	9, 18, 28	7, 16, 26
Major Herridge	19, 29	17, 27
Major Mattick	1, 10, 20, 30	8, 18, 28
Major Minor	2, 11, 21, 31	9, 19, 29
Major Ouderkirk	3, 12, 22	1, 10, 20, 30
Major Tisdale	4, 13, 23	2, 11, 21
Major Webber	5, 14, 24	3, 12, 22
Standboard	6, 15, 25	4, 13, 23

d. Phase I Weather Alert Officers: The officers listed below will serve on dates indicated or arrange a suitable substitute. Subject officers will be on duty in the Control Room during Phase I weather alerts and on 30 minute call at all other times. Officers assigned this duty will advise the controller on duty in the control room of his whereabouts at all times. Tour of duty as indicated:

Major Hyman	02/0600 - 02/1800
Major Jenkins	02/1800 - 03/0600
Captain Newman	03/0600 - 03/1800
Captain Messer	03/1800 - 04/0600
Major Jenkins	09/0600 - 09/1800
Captain Elliot	09/1800 - 10/0600
Major Morris	10/0600 - 10/1800
Captain McDonald	10/1800 - 11/0600
Captain Francis	16/0600 - 16/1800
Captain Scott	16/1800 - 17/0600
Captain Jolly	17/0600 - 17/1800
Captain Bilek	17/1800 - 18/0600
Captain Van Houten	23/0600 - 23/1800

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Captain Biaett	23/1800 - 24/0600	
Major Kutscher	24/0600 - 24/1800	
Captain Beightol	24/1800 - 25/0600	

e. Officer of the Day:

1/Lt Paul D. Carter	1 March 1957	307HSS
1/Lt David J. Cohen	2 March 1957	307PMS
1/Lt Max G. Bodenhausen	3 March 1957	307HSS
Capt Patrick C. Pedracine	4 March 1957	307HSS
1/Lt Lawrence B. Robinson	5 March 1957	370BS
2/Lt William R. Soukup	6 March 1957	307HSS
Capt William T. Kimberlin	7 March 1957	307HSS
Capt Martin Berkovitz	8 March 1957	307HSS
Capt Warren G. Van Houten	9 March 1957	307HSS
Capt Stanley M. Newman	10 March 1957	307HSS
Capt Lucian W. Nowlin	1st Alternate	307HSS
W/O Henry L. Olsen	2nd Alternate	307FMS
Capt John Messer	3rd Alternate	307HSS
1/Lt William J. Todd	4th Alternate	307FMS
1/Lt Bill C. Grigsby	5th Alternate	307A&ES
Capt Earl O. Atkinson	6th Alternate	307A&ES

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APPENDIX VII
TO
ANNEX E
TO
OPERATION PLAN

Headquarters
307th Bombardment Wing (M)
United States Air Force
Lincoln AFB, Nebraska
1 March 1957

MEETINGS

1. PLANNING MEETINGS:

The following meetings are scheduled for the month of March:

a. Meeting: Monthly 60-9

Time and Place: 1500, 13 March - Current Operations Briefing Room.

To Be Present: Aircraft Scheduling Committee (Ref SAC Reg 60-9), Chief of Standboard, Chief, Special Weapons Branch, and Operations Officer of each Tactical Squadron.

Purpose: Plan April Flying Schedule.

b. Meeting: Weekly 60-9

Time and Place: 1500, 7, 14, 21, 28 March - Current Operations Briefing Room

To Be Present: Same as above (Monthly 60-9)

Purpose: Plan succeeding week's flying schedule.

c. Meeting: Weekly Pre 60-9 Planning Meeting:

Time and Place: 1000, 6, 13, 20, 27 March (each Weds) - Current Ops Brief Room

To Be Present: Squadron Operations Officers, Flying Training Officer, Site Scheduling Officer, Special Weapons Officer, Chief of Standboard, Aircraft Scheduling Officer.

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d. Meeting: Weekly Operations Officer.

Time and Place: 1330, 6, 13, 20, 27 March - Director of Operations Office.

To Be Present: Director of Operations, Chief, Training Division, Air Training Officer, Special Weapons Officer, Squadron Operations Officers, Standboard Representative.

Purpose: Review operations problems, disseminate pertinent information, and coordinate the following week's air refueling requirements.

e. Meeting: Weekly Ground Training.

Time and Place: 1500, 7, 14, 21, 28 March - Training Division Office.

To Be Present: Chief of Training Division, Wing Ground Training Officer, Squadron Training Representatives.

Purpose: Review and coordinate following week's ground training schedule.

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SCHEDULE FOR MONTH OF MARCH — 372ND BOMB SQUADRON

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29		
HORNER																							
N76 OHRVALL																							
WILSON																							
HELLER		F		F	TOW-	(FERRY)			F		F			F		F	EWP	F		F			
R77 GILSTRAP		F		F	ER	(FERRY)			F		F			F		F	EWP	F		F			
SHORT		F		F	OFF	(FERRY)			F		F			F		F	EWP	F		F			
MEYER			FSB			SBP	EWP	F		F	EWP	SB AR			F				F				
R79 ESPING			F				EWP				EWP	SB AR			F				F				
WELSH			F				EWP				EWP	SB			F				F				

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SCHEDULE FOR MONTH OF MARCH — 372ND BOMB SQUADRON

	AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
	WHEELER				EWP																	
R69	BARNICOAT				EWP																	
	CASEY				EWP																	
	MORRISON	F		F			F		F			F		F			F	EWP	F			
R70	DRUM													F				EWP				
	KENNEDY													F				EWP				
	KOHLSCHEEN					F	(FERRY)			F	TOW-				F		EWP			F		
L71	THOMAS					F	(FERRY)			F	ER				F		EWP			F		
	WALRATH					F	(FERRY)			F	OFF				F		EWP			F		
	TERRY	F		F	EWP		F		F			F		F			F		F	F		
R73	MIDDLETON				EWP												F			F		
	ROSELING				EWP												F			F		
	REILLY				F		EWP				F				F			F				
R74	SULLIVAN				F		EWP				F				F			F				
	MEYER				F		EWP				F				F			F				
	DODGE		TOW ER						TOW ER			EWP		F			F		F			
R75	LAWSON		OFF						OFF			EWP		F			F		F			
	PALMQUIST											EWP		F			F		F			

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SCHEDULE FOR MONTH OF MARCH — 372ND BOMB

	AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
	HOLDEN									F SB				F		F	E&T		F			
161	PERRIS									F SB				F		F	E&T		F			
	SMITH GT									F SB				F		F	E&T		F			
	WELL	F		F	E&T		F		F			F		F			F		F			F
162	TAYLOR				E&T				F													
	LeVellow				E&T				F													
	Goldbeck	F		F	E&T		F		F	SB F		F SB		F			F		F	F		
165	Fowler				SB					FLY		F SB								F		
	Wolf				E&T					SB		F SB								F		
	Gilbert			E&T									F	F								
166	Lahue			E&T									F	F								
	Hughes			E&T									F	F								
	Cain		F			F		T-W		F		E&T	F			F			F			
167	Waner		F			F		ER OFF		F		E&T	F			F			F			
	Davis		F			F				F		E&T	F			F			F			
	Phillips		F SB FLT			F SB FLY F		TOW- er OFF		F SB FLT AR		E&T		F			F			F		
168	Ogren											E&T		F			F			F		
	Hathaway		O									E&T		F			F			F		

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SCHEDULE FOR MONTH OF MARCH — 370TH BOMB SQUADRON

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29		
RUDRAU			F	EWP				F			TOW-		F		F		F		F				
[illegible]LST			F	EWP				F			ER		F		F		F		F				
[illegible]LVES			F	EWP				F			OFF		F		F		F		F				
[illegible]LBARGER		F			F		F			F	EWP	F			F		F		F				
[illegible]DRICH										F	EWP												
[illegible]ONS										F	EWP												
WARD		TOW-		F		F		F		SB		SB			SB		F		SB				
		ER		F		F		F		EX-		FLY			FLY		F		FLY				
		OFF		F		F		F		AMS		P			O		F		AR				

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SCHEDULE FOR [illegible] OF MARCH

	AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29		
	Chappelle		SB		SB		SB					F	F		F			F		F				
NO9	Rhodes		FLY		FLY		FLY					F	F		F			F		F				
	Jones		P		AR		O					F	F		F			F		F				
	Shaver	F		F		SB	EWP	SB	Tow-		SB			F		F		F		SB				
R10	Brunelle	F		F		Ex-	EWP	FLY	er		FLY			F		F		F		FLY				
	Schisler	F		F		ams	EWP	P	Off		O			F		F		F		AR				
	Biggs				F			F					F		F		EWP				F			
R11	TALLER				F										F		EWP							
	EVANS				F										F		EWP							
	DANCE	MP	F	-	-	-	-	L	E	A	V	E	-	-	-	-	L	E	A	V	E	-		
R12	GODEC	MP	F	-	-	-	-	L	E	A	V	E	-	-	-	-	L	E	A	V	E	-		
	KRETCHMER	MP	F	-	-	-	-	L	E	A	V	E	-	-	-	-	L	E	A	V	E	-		
	CLARK	PRIMARY TEST				(MP	F)	F	L	IGHT -		-	L	E	A	V	E	-	-	-	-	-		
R13	MERKEL	PRIMARY TEST				(MP	F)	F	L	IGHT -		-	L	E	A	V	E	-	-	-	-	-		
	DAGNEY	PRIMARY TEST				(MP	F)	FLIGHT		-	-	-	L	E	A	V	E	-	-	-	-	-		
	MILLS		F			(TEST)		TOW-		F		F			F		EWP			F				
R14	GARRETT		F			(FLIGHT)		ER		F		F			F		EWP			F				
	NAJERA		F			"		OFF		F		F			F		EWP			F				

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SCHEDULE FOR MONTH OF March — 370th Bomb SQUADRON

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
Hermann					F		F			F		F			F	EMP	F			F	
LO1 Baker					F											EMP					
Weber					F											EMP					
Sullivan				F	F	C-1					F		F			EMP					
LO2 Bangar					F						F		F			EMP					
Bathurst					F						F		F			EMP					
Loudsi	F	F			F		F			F		F			F		F				
RO3 Lowell	F						F														
Flynn	F						F														
McCrary						EMP				F		F				F					
LO5 Brzywczy						EMP				F		F				F					
Gronberg						EMP				F		F				F					
Crook		F		Tow-		EMP			F					F					F		
RO6 Brumbaugh		F		er offi-		EMP			F					F					F		
Biaett		F		cer		EMP			F					F					F		
Brooks				SB		Tow-	SB	EMP		SB	---	S	E	C	O	N	D	A	R	Y	FLIGHT TEST
RO8 Struempler				Fly		er	FLY	EMP		FLY	---	S	E	C	O	N	D	A	R	Y	FLIGHT TEST
Mattioli				AR			P	EMP		O	---	S	E	C	O	N	D	A	R	Y	FLIGHT TEST

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SCHEDULE FOR MONTH OF MARCH — 371ST BOMB SQUADRON

	AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29		
	FERRARA																							
148	CLARK																							
	SMALLWOOD																							
	BATH	F			TOW			EWP		F		TOW	F			F		F						
149	COFFIN	F			ER			EWP		F		ER	F			F		F						
	PELLETIER	F			OFF			EWP		F		OFF	F			F		F						

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SCHEDULE FOR MONTH OF MARCH — 3715T FCUR SQUADRON

	AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
	[illegible]	F		F	EMP		F		F	F SB		F		F	SB		F		F			F
R40	[illegible]			F SB	EMP					F SB					F							
	[illegible]			F SB	EMP					F SB					P							
	[illegible]		F			F		F			TOW LR				F		EMP		F	F		
R41	[illegible]		F			F		F			OFF				F		EMP		F	F		
	[illegible]		F			F		F							F		EMP		F	F		
	[illegible]	SECONDARY		TEST -		EMP		FLIGHT		-	-	-	P	R	I	M	A	R	Y	TEST FLIGHT		
R42	[illegible]	SECONDARY		TEST -		EMP		FLIGHT		-	-	-	P	R	I	M	A	R	Y	TEST FLIGHT		
	[illegible]	SECONDARY		TEST -		EMP		FLIGHT		-	-	-	P	R	I	M	A	R	Y	TEST FLIGHT		
	WILLIAMS	F				F					F	TOW	LEAVE - - - - -				EMP		LEAVE - - - - -			
R43	[illegible]	F				F					F	LR	LEAVE - - - - -				EMP		LEAVE - - - - -			
	JORGENSON	F				F					F	OFF	LEAVE - - - - -				EMP		LEAVE - - - - -			
	BEHAN	F		F	F	F	F		F			EMP		F			F		F			F
R45	[illegible]				F		F					EMP										
	[illegible]				F		F					EMP										
	[illegible]																					
R47	[illegible]			SB F	F		SB F				F			F		F		F				
	[illegible]										F			F		F		F				

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SCHEDULE FOR MONTH OF MARCH — 371ST BOMB SQUADRON

	AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
	ACKS		F	TOW-ER		F			F SB	TOW-ER OFF		F SB			F SB		EMP				F	
R31	COX		F	OFF		F			F SB			F			F SB		EMP				F	
	JOHNSON		F			F			O			F SB			AR		EMP				F	
	KINNICK				F		F			F		F			F SB		EMP			F		
R33	PHILLIPS				Stn bd P					Stn O bd					AR		EMP			F		
	WALSH														F SB		EMP			F		
	HOOVER	L	E	A	V	E	-	-	-	-	-	-	-		F		F	EMP				
R34	MEEKS	L	E	A	V	E	-	-	-	-	-	-	-		F		F	EMP				
	MONROE	L	E	A	V	E	-	-	-	-	-	-	-		F		F	EMP				
	DAHDEN								F			F						EMP				
L36	GEE,								F			F						EMP				
	DICAK								F			F						EMP				
	BIFFORD		F		F	F	EMP	F		F	F		F			F		F		F	F	
L37	HAHN				F		EMP			F			F								F	
	HESSE				F		EMP			F			F								F	
	HOFMAN										F						EMP				F	
R39	SAWYERS										F						EMP				F	
	BARDWELL										F						EMP				F	

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AIRCRAFT ALLOCATION ~~SCHEDULE~~ FOR MONTH OF MARCH — 307th Bomb Wing

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
Primary Sorties	10	14	10	12	12	9	9	13	12	12	14	11	12	15	10	11	13	10	12	12	12
Turn Around		1	3	2	1			1	3	1	1	2	2		2			3	3	2	
To SOS				70 1		71 1										70 1		71 1	70 1		
TOTAL	10	15	13	15	13	10	9	14	12	13	15	13	14	15	12	11	14	14	16	14	12
To CCTS	6	4	6	0	4	6	4	6	0	4	6	4	6	0	4	6	4	12	0	10	12
Remaining	4	11	7	15	9	4	5	8	12	9	9	9	8	15	8	5	10	2	16	4	0
FOR 370	2	6	3	8	4	2	3	4	6	4	5	4	4	8	4	2	5	1	8	2	-
FOR 371	2	5	4	7	5	2	2	4	6	5	4	5	4	7	4	3	5	1	8	2	-
Crews To Marietta						911 1-70									228 1-71						
TOTAL SORTIES	2	6	6	6	5	5	7	7	6	7	7	4	7	7	6	7	7	5	7	7	5
TO CCTS	4	3	3	0	2	4	3	3	0	2	4	3	3	0	2	4	2	3	0	3	3
TO 370	-	-	1	2	-	-	-	1	3	-	-	-	1	2		-	-	1	3		-
TO 371	-	-	-	3	1	-	-	-	2	1	-	-	-	3	1	-	-	-	2	1	-
TOTAL AR	4	3	4	5	3	4	3	4	5	3	4	3	4	5	3	4	2	4	5	4	3
TO 307 BOM AR		3	2	1	2	1	4	3	1	4	3	1	3	2	3	3	5	1	2	3	2

1-47

KC-97

APPENDIX XI To Ops Plan No. 9-56
ANNEX X

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B-47 Allocation

SCHEDULE FOR MONTH OF March

307th Bomb Wing

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
To 0 TS	6	4	6	0	4	6	4	6	0	4	6	4	6	0	4	6	4	12	0	10	12
To 370	2	6	3	8*	4	**2	3	4	6	4	5	4	4	8	4	2	*5	1	*8	2	0
To 372	2	5	4	7	5	*2	2	4	6	5	4	5	4	7	***4	3	5	*1	8	2	0

*Includes ferry one aircraft to [illegible] & ferry aircraft back

*Includes ferry one aircraft to [illegible] & return commercially

*** Plus one crew to Marietta commercially to return aircraft on 11th or 22nd

APPENDIX XII To Opn Plan No. 9-56
ANNEX E

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KC-97 Allocation — SCHEDULE FOR MONTH OF March — 307 AREF SQUADRON

AIRCRAFT AND/OR CREW	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29		
Total Sorties	2	6	6	6	5	5	7	7	6	7	7	4	7	7	6	7	7	5	7	7	5		
To [illegible]	4	3	3	0	2	4	3	3	0	2	4	3	3	0	2	4	2	3	0	3	3		
Other AR			1	5	1			1	5	1			1	5	1			1	5	1				
Total AR	4	3	4	5	3	4	3	4	5	3	4	3	4	5	3	5	2	4	5	4	3		
AR to 370*			1	2				1	3				1	2				1	3				
AR to 371*				3	1				2	1				3	1				2	1			
Ferry to 307	-	3	2	1	2	1	4	3	1	4	3	1	3	2	3	3	5	1	2	3	2		

*Division of AR Sorties to 370th and 371st is for planning and will be adjusted as needed. Standardization sorties are indluded in these figures

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ANNEX E

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RCS: AU-D5

307TH BOMBARDMENT WING (M)

1-31 MAY 1957
(Unclassified Title)

This document was prepared
by T/Sgt Kenneth W. Stevens
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Robert B. Morell, Col, USAF
FOR AND IN THE ABSENCE OF
ELKINS READ JR.
Colonel, USAF
Commander

SECRET RM-[illegible] 2416

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COLONEL ELKINS READ JR.

COMMANDER, 307TH BOMBARDMENT WING (M)

LINCOLN AIR FORCE BASE, NEBRASKA

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HISTORY OF THE

307TH BOMBARDMENT WING (H)

1-31 MAY 1957

CHAPTER I - ORGANIZATION AND ADMINISTRATION

SECTION I - Mission Developments

Activated by President Roosevelt in April 1942, the 307th Bombardment Group was formed at Geiger Field, Washington and furnished with B-17 Aircraft. In May 1942, the 307th Bomb Group was assigned to Spirate, Washington with the mission of defending the coast of Alaska against the enemy forces of Japan. (U)

In December of 1942, the 307th Bomb Group was assigned to Hawaii, and participated in all Central Pacific Campaigns until the end of the war in 1945. Flying a total of 573 missions during the war, the 307th Bomb Group picked up the nickname, "Long Rangers", and received two Presidential Unit Citations for its' accomplishments. (U)

The 307th Bomb Group was deactivated in November of 1945 and reactivated as the 307th Bombardment Wing, in August of 1946, at MacDill Air Force Base, Florida, and was assigned B-29 aircraft, taking part in all Strategic Air Command Operations until the outbreak of the Korean conflict in 1950. (U)

After a successful campaign in Korea, receiving another Presidential Unit Citation and a citation from President Syngman Rhee, of South Korea, the 307th Bomb Wing was returned to the United States and assigned to Lincoln Air Force Base, Nebraska, in October 1954. In a period of 15

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months the 307th Bomb Wing was converted to B-47 aircraft, and on 1 April 1956 had reached combat readiness. (C)

After a temporary additional duty movement to the United Kingdom during July, August, and September 1956, the Wing settled down to the work of increasing their combat effectiveness. (U)

Beginning with the month of March 1957, the 307th Bomb Wing became engaged in a four month stand down period designed to advance non-ready crews to a combat ready status. More information on this phase of training may be found in the Third Chapter, Operations and Training. (U)

MISSION: The mission of the 307th Bombardment Wing (M) is to:

Organize and train a force capable of immediate and sustained long range offensive bombardment and air to air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced weapons.

Be prepared to perform those tasks assigned in current emergency plans and related Operations Orders.

Train and administer assigned reserve personnel and units.

Participate in disaster relief and other domestic emergencies when required.

Perform such special missions and assignments as may be directed by higher headquarters.

SECTION II - Command

A change in the Commander of the 307th Bomb Wing was made in May when Colonel Louis G. Thorup was transferred to Headquarters Eighth Air

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Force. In leaving, Colonel Thorup expressed his appreciation for the loyal support given him as commander. He left the Wing with a sense of pride and satisfaction, knowing that it had been solidly established.[1] (U)

Prior to his leaving, Colonel Thorup had established within the 307th Bomb Wing an Incentive and Award Program. This program was designed to highlight activities such as: Individual recognition for outstanding performances; Combat crew operational achievements; Unit performance in operations and materiel; Special mission awards; Troop management awards; and Flying safety awards. To keep the 818th Air Division Commander aware of this program he originated a letter to Him indicating scoring procedures utilized, and the awards given for each. Colonel Thorup indicated to the Division Commander that it was his contention that the incentive systems had been of considerable value to the Wing and the recognition given has paid increased dividends. He also expected the award system to expand and improve in future months.[2] (U)

Colonel Robert B. Nowell, who was assigned as Deputy Commander 307th Bomb Wing on 22 April 1957,[3] assumed command of the Bomb Wing on 13 May.[4] (U)

On 18 May 1957, Colonel Elkins Read Jr., former Deputy Commander of the 98th Bomb Wing, assumed Command of the 307th Bomb Wing.[5] Colonel Read

---

1. Letter of Farewell from Col Thorup to 307th BW, dated 9 May. Appendix # 1.
2. Letter, 307C to 818th ADiv, subj: 307th Bomb Wing Incentive and Award Program, dated 7 May 1957. Appendix # 2.
3. General Orders Number 1, 307th Bomb Wing, dated 22 Apr 57. Appendix # 3.
4. General Orders Number 2, 307th Bomb Wing, dated 13 May 57. Appendix # 4.
5. General Orders Number 3, 307th Bomb Wing, dated 18 May 57. Appendix # 5.

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entered military service in 1940, and also received his Pilots rating in 1940. He served as a flying instructor until 1942 when he was reassigned to Harlington Air Force Base as the Commander of a Flexible Gunnery Squadron until June 1943. From June to October 1943 he served as Air Inspector, and from October 1943 until April 1944 was assistant Air Inspector for Gunnery at the Flying Training Command, Fort Worth, Texas. He was then transferred to the China-Burma-India Theatre where he served as Chief, Crew Training. While in this theatre he was assigned to the Headquarters Eighth Air Force on Okinawa from April to October 1945. He served 18 months overseas in World War II, and flew 10 combat missions in B-29 type aircraft. Colonel Read was discharged from the service in February 1946 and ordered back to active duty on 5 March 1947. He was the Commander of a Flying Training Squadron at Randolph Air Force Base, Texas, from April 1947 until January 1948. He was transferred to Goodfellow Air Force Base in January where he served as Director of Flying and Director of Training. In August 1950, after attending the University of Pittsburgh, where he earned his Master's Degree in Literature, he was transferred to the 3rd Bomb Wing, Far Eastern Air Force, Japan, as Commander of an Air Base Group. In August 1951, he was assigned to headquarters, Far Eastern Air Force, as Director of Budget, Office of the Comptroller. In August 1953 he became Director of Comptroller for Headquarters Eighth Air Force.

Colonel Read spent 36 months overseas following World War II, and flew 21 Combat Missions in B-26 type aircraft during the Korean Conflict.

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He has been awarded the Legion of Merit, Bronze Star, Air Medal with two Oak Leaf Clusters, Commendation Ribbon, Unit Citation, American Defense Medal, Asiatic-Pacific Campaign Medal with five battle stars, and the United Nations ribbon.[6] (U)

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6. Biographical Data Sheet, filed in Information Services Office.

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CHAPTER II - PERSONNEL

SECTION I - Military Personnel

STATUS: During the month of May 1957, the average authorized strength for the 307th Bomb Wing was 2,000. This was an aggregate total formed by combining the authorization for 432 officers, and 1,568 airmen. To form the assigned aggregate total of 1,991, totals of 439 officers and 1,552 airmen were combined. This was a respective decrease under the preceding month of seven and two assigned, while the authorization for officers remained the same and the airmen were decreased two.[1] (U)

The average authorized and assigned strengths for the individual squadrons of the 307th Bomb Wing during the month of March were as follows:[2] (U)

ORGANIZATION	OFFICERS AUTH	OFFICERS ASSIGNED	AIRMEN AUTH	AIRMEN ASSIGNED
Hq, 307th Bomb Wing	64	58	141	152
370th Bomb Squadron	74	85	96	83
371st Bomb Squadron	74	79	96	88
372nd Bomb Squadron	74	85	96	88
307th Air Reflg Sq	99	109	220	218
307th Fld Maint Sq	8	5	415	409
307th Per Maint Sq	3	3	106	96
307th A&E Maint Sq	11	8	316	339
307th TAC Hospital	25	17	82	79
TOTAL	432	439	1568	1552

1. Report, "Lincoln Air Force Base Strength Report", prepared by Statistical Services for the month of May 1957. Appendix # 6.

2. Ibid.

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SECTION II - Crews

The availability of combat crews for the 307th Bomb Wing is reflected with a total of 70 B-47 crews, and 25 KC-97 crews. The organizational breakdown of these crews during March were as follows:[3] (U)

370th Bomb Squadron		371st Bomb Squadron	
Lead Crews	1	Lead Crews	2
Combat Ready	12	Combat Ready	11
Non-Combat Ready	12	Non-Combat Ready	10
372nd Bomb Squadron		**307th Air Refueling Squadron**	
Lead Crews	3	Combat Ready	21
Combat Ready	11	Non-Combat Ready	4
Non-Combat Ready	8		

The differences in the numbers for May as compared to April were created when crew B-05 and L-01 from the 370th Bomb Squadron, and crew M-35 from the 371st Bomb Squadron were sent to B-52 training.[4] (U)

There were no new B-47 or KC-97 crews formed during the month of May. One B-47 co-pilot was gained along with three KC-97 pilots. There was one B-47 aircraft commander, co-pilot, and navigator lost, and one KC-97 navigator and one KC-97 aircraft commander lost during May.[5] (C)

The projected date for upgrading KC-97 crew K-28 was changed from

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3. Combat Crew Roster, dated 1 June 1957, filed in 307th Director of Personnel Combat Crew Section.

4. Ibid.

5. Report "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, Appendix # 7, and RCS: 9-SAC-T12, Appendix # 8, prepared by the 307th Bomb Wing for the month of May 1957.

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1 May to 30 June. This set back was due to an excessive number of aborts which prevented the accomplishment of certain 50-43 minimums.[6] (C)

SECTION III - Manning

OFFICERS: During the month of May the 307th Bomb Wing had an effective measurement of 93 percent of the officers required being in the required specialties. With the number of officers assigned to the Wing being in required specialties, they had 91.3 percent.[7] (C)

There were 35 officers assigned who were not effective for various reasons ranging from awaiting reassignment to being in a combat crew.[8] (U)

The 370th and 371st Bomb Squadrons and the 307th Periodic Maintenance Squadron were all 100 percent effective, and the 372nd Bomb Squadron was close behind with 99 percent. The squadron with the lowest effectiveness was the 307th Tactical Hospital with 56 percent, followed by the 307th Field Maintenance Squadron with 62 percent effectiveness.[9] (C)

For airmen, in direct support skills, only 83 percent of the number required were in required specialties and only 79.5 percent of those assigned were in required specialties. For the indirect support skills 77.2 percent of those required and 78 percent of those assigned were in the required specialties.[10] (C)

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6. Report, "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for the month of May 1957. Appendix # 8.
7. Report, "Management Control Statement" RCS: 1-SAC-T35, prepared by the 307th Bomb Wing for the month of May 1957. Appendix # 9.
8. DF, 307DPO to 307 Comptroller, subj: Officer Manning as of 31 May 57, dated 3 June 1957. Appendix # 10.
9. Ibid.
10. Report, "Management Control Statement" RCS: 1-SAC-T35, prepared by the 307th Bomb Wing for the month of May 1957. Appendix # 9.

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SECTION IV - Shortages

OFFICER: The most critical shortages for officers during this month was in the 6424 AFSC where they were short five officers. Other critical AFSC's were in the 7024 career field, with three short, the 43XX career field with one short, the 32XX career field with one short, and the 7324 career field with one short.[11] (U)

AIRMEN: The critical AFSC's in the airmen career fields were in the seven level for the 43, 45, and 46 fields. The 46 field was projected to be eased to normal with an input of personnel in the near future. The 47 career field was in the same category except the shortage was in the five level. The 60 career field was also listed as critically manned.[12] (U)

SECTION V - Reenlistment and AWOL

REENLISTMENT: The reenlistment rate for the 307th Bomb Wing was still climbing during the month of May 1957 and finished out the month with 66.7 percent of those airmen eligible, reenlisting.[13] This was the highest rate on the base and helped considerable in winning the highest rating for the bases in the Eighth Air Force. This was also much higher than the Strategic Air Command average for May which was 54.4 percent.[14] (U)

AWOL: The AWOL rate for May remained the same as for April. A total of

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11. DF, 307DPO to BPO, subj: Officer Personnel Accounting as of 31 May 57, dated 5 June 1957. Filed in 307th DPO.

12. DF, 307DPA to BPA, subj: Airmen Personnel Accounting as of 31 May 57, filed in 307th DPA.

13. Report, Separation & Reenlistment Rate for May 1957. Appendix # 11.

14. Personal Interview with Base Reenlistment Officer, and SAC Retention Folder on file in Base Reenlistment Office.

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four airmen went AWOL from an average strength of 2,045, giving a rate of two percent per 1,000 airmen assigned.[15] (C)

SECTION VI - Key Personnel

A big and regrettable change was made during May when Colonel Louis G. Thorup was relieved of the duties of Commander 307th Bomb Wing and reassigned to Headquarters Eighth Air Force.[16] (U)

Colonel Robert B. Nowell was appointed as Deputy Commander 307th Bomb Wing, and in the absence of a commander, he assumed command of the Wing on 13 May 1957.[17] (U)

Colonel Elkins Read Jr., former Deputy Commander of the 98th Bomb Wing was reassigned to the 307th Bomb Wing and assumed command on 18 May 1957.[18] (U)

On 15 May 1957, Lieutenant Colonel Delos Richards was assigned the duties of Director of Materiel, replacing Colonel Ralph G. Vaughan, who has been reassigned.[19] (U)

First Lieutenant William Soukup was appointed as Comptroller for the 307th Bomb Wing, in May. Lt. Soukup was previously assigned duties in the office of the Comptroller and as of this writing no orders other than verbal have been issued appointing him to his new position.[20] (U)

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15. Report, "Management Control Statement" RCS: 1-SAC-T35, prepared by the 307th Bomb Wing for the month of May 1957. Appendix # 9.
16. Special Orders Number 96, 818th ADiv, dated 8 May 1957.
17. General Orders Number 1, 307th Bomb Wing, dated 22 Apr 57. Appendix #3.
18. General Orders Number 3, 307th Bomb Wing, dated 18 May 57. Appendix #5.
19. General Orders Number 4, 307th Bomb Wing, dated 14 Jun 57. Appendix #12.
20. Personal Interview with M/Sgt Myrt Baskins, 307th BW Sergeant Major.

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The 371st Bomb Squadron acquired a new Commander in Lieutenant Colonel Jesse B. Stay. Colonel Stay was appointed as commander on 21 May 1957.[21] (U)

An error was made in the key personnal roster for the month of April in reporting the commanders of the 307th Air Refueling Squadron and the 370th Bomb Squadron. These errors have been corrected and the roster for the month of May is complete and up to date.

SECTION VII - Awards

Technical Sergeant Walter R. Sears, 307th Field Maintenance Squadron, received the award for being the Outstanding Non-Commissioned Officer in the 307th Bomb Wing during May 1957.[22] (U)

Maintenance Man of the Month went to Airman First Class Donald S. Willis, also from the 307th Field Maintenance Squadron.[23] (U)

Airman of the Month Honors were given to Airman First Class Charles E. Percell, from the 370th Bomb Squadron.[24] (U)

Up to this date there has not been any Wing Regulations to provide guidance on the matter of Awards and Decorations. It was the Wing Commander's contention that such a regulation should include the criteria for Letters of Appreciation, Letters of Commendation, Commendation Ribbons,

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21. Special Orders Number 15, 371st Bomb Squadron, dated 21 May 1957.

22. Letter of Appreciation from the 307th Bomb Wing Commander to the airman concerned. Filed in 307C.

23. Ibid.

24. Ibid.

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the Legion of Merit, and any others that may possibly be awarded to members of the 307th Bomb Wing. A format to be used as a basis for recommendation for an award was given to the Director of Personnel for possible utilization with the new regulation to be prepared by the Director of Personnel.[25] (U)

SECTION VIII - Safety

There were no major or minor aircraft accidents during the month of May 1957. One reportable incident occurred on 13 May when an engine experienced a sudden seizure due to a foreign object entering the intake, causing it to be torn from the wing of a B-47.[26] (U)

Squadron Commanders were again instructed to place maximum emphasis on the prevention of vehicle and ground accidents. This action was prompted by a wire from Colonel Perry M. Hoisington, 823th Air Division Commander, who was subjected to personal embarrassment at the Eighth Air Force Commanders Conference because of the low standing of the Division.[27] (U)

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25. DF, 307C to 307DP, subj: Recognition, Awards and Decorations, dated 16 May 1957. Appendix # 13.

26. Personal Interview with Major Leman M. Merridge, 307 BW D/Safety.

27. DF, 307DO to Sq Comdrs, Staff Agencies. Subj: Government Vehicle, Personal Vehicle, and Ground Accident Rate, LAFB. Dated 2 May 1957. Appendix # 14.

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CHAPTER III - OPERATIONS AND TRAINING

SECTION I - General

FLYING HOUR CUT: The flying hour cut reported in the April 1957 historical report continued to effect the Wing in an adverse condition throughout the month of May. Approximately 700 hours could not be flown because of the cut.[1] The May schedule included 290 hours scheduled for each tactical squadron, and 467 hours for the KC-97 aircraft.[2] The schedule for B-47's was modified slightly during the month with the tactical squadrons being programmed for 911 hours, including 40 hours for test flights.[3] The Air Refueling Squadron's programming remained the same as was scheduled.[4] Eighth Air Force received additional flying hours from Headquarters Strategic Air Command for utilization between 1-24 May, and in turn, on 3 May, increased the 307th Bomb Wing allocations by 173 hours for B-47 aircraft, and 68 hours for KC-97 aircraft.[5] These hours were to have been completed prior to 0400 hours 25 May. At this time a mandatory stand down from flying was to go into effect.[6] Weather

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1. Report, "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

2. Annex "B" to Ops Plan 9-56, May Supplemental and Revised Data. Appendix # 15.

3. Report, "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

4. Report, "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

5. Message, 8AF to 818ADiv, subj: (Uncl) Flying Hour Allocation (Tactical). Dated 3 May 1957. Appendix # 16.

6. Message, 8AF to 818ADiv, subj: (Uncl) Tactical and Non Tactical Stand Down Period. Dated 16 May 1957. Appendix # 17.

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cancellations precluded the Wing from completing all their time within the first 24 days and a request was made to continue flying with the assurance that they would be complete by 28 May.[7] Eighth Air Force approved the request for flying on 27 and 28 May 1957.[8]

CREW UP-GRADING: The crew training under this program amounted to 601 hours programmed by Eighth Air Force for non combat ready B-47 crew training and 270 hours for B-47 ready crew training. A total of 607:45 hours were accomplished in the non combat ready training and 344:30 hours in combat ready training. The extra hours accomplished were the result of the additional hours provided by the Eighth Air Force.[9]

The non combat ready training for the Air Refueling Squadron was devided into two segments. Eighty hours were programmed for crew training and 130 hours for individual upgrading. Only 14 hours were accomplished by crews where 134:55 hours were accomplished by the individual upgrading. The programmed time could not be accomplished by integral crews due to the non availability of primary crew members which in turn necessitated the flying of an increased amount of

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7. Message, 81SADiv to 8AF, subj: (Uncl) Tactical and Non-Tactical Stand Down Period. Dated 17 May 1957. Appendix # 18.

8. Message, 8AF to 81SADiv, subj: Flying Hour Utilization. Dated 20 May 1957. Appendix # 19.

9. Report "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

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individual training sorties. The hours programmed for the combat ready training were 242, with 269:25 being accomplished. This increase in accomplished hours for KC-97's was also the result of an increase in total hours provided by the Eighth Air Force.[10] (C)

The projected upgrading date for each non ready crew remained the same in May for B-47[11] and KC-97 crews with one exception. KC-97 crew 1-28, originally scheduled for upgrading on 31 May, was set back to 30 June. An excessive number of aborts prevented accomplishment of certain 50-43 minimums.[12] (C)

The special upgrade training period was extended to one August because of the cut in flying hours. It was the contention of the Wing that in-as-much as they were curtailed during April and May, and virtually no training would be accomplished toward crew upgrading in June, that the extension should be for July and August. They also pointed out that August, being a special training month, could be used to complete the upgrading of non ready crews.[13] (C)

The Wing had one recommendation to make regarding the upgrading program. This was, that regulations such as 51-19, 50-43, 50-8,

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10. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

11. Report "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

12. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

13. Report "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

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51-26 and 51-4 should be changed with a quarterly or semi-annual review, with the publication of the revised regulation. This would eliminate the utilization of a cumbersome system of message changes. Extreme difficulty has been encountered in keeping track of the requisites when they are in message form. Revised regulations should also become effective at the beginning of the next training quarter.[14] (C)

PACE SETTER: The results of the Eighth Air Force directed bomber stream mission "Pace Setter VII", flown during April, were received by the Wing on 31 May. The 307th Bomb Wing placed fourth in a field of ten. Their sister wing at Lincoln Air Force Base, the 98th Bomb Wing, placed in eighth place.[15] (U)

In an effort to improve the overall operation of future Pace Setter missions the Wing was querried as to the method preferred by them. They had a choice of launching the entire 70 percent minimum force requirement on successive waves in two equal increments, launch 70 percent minimum force in its entirety and in one wave, or launch 70 percent minimum force requirement in three equal waves, with the three waves to be scheduled to not conflict with other agencies and on three consecutive nights.[16] (U)

The 307th Bomb Wing has attempted to compare the Pace Setter

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14. Ibid.

15. Message, 8AF to 818ADiv, subj: Pacesetter VII. Dated 31 May 1957. Appendix # 20.

16. Message, 8AF to 818ADiv, subj: Scheduling of Pace Setter Missions. Dated 7 May 1957. Appendix # 21.

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missions with that of a unit simulated combat mission in-as-much as they test the overall operational and maintenance capabilities of the Wing. They indicated that they favored the scheduling of one wave because it would present a realistic test of a units capability, permit the maximum concentration of command and supervisory effort, and enable the buildup of maximum interest among crews and maintenance personnel. This system would also be the least disruptive in regard to other training programs. The least amount of good weather would be required to complete the mission, and should weather conditions prevail, sufficient extra days could be provided to fly the mission.[17] (U)

The second choice of the 307th Bomb Wing was the two wave concept. This would permit greater flexibility but at the same time dilute the advantages of the one wave concept.[18] (U)

The three wave concept was definitely not favored by the Wing. They felt it took too much away from the normal training program. They thought that while it had the convenience of scheduling aircraft in a normal cycle, it degraded the importance that has been placed on the Pace Setter missions.[19] (U)

SECTION II - Flying Training

B-47: There were no higher headquarters directed missions during the

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17. Message, 818ADiv to 8AF, subj: Scheduling of Pace Setter Missions. Dated 17 May 1957. Appendix # 22.

18. Ibid.

19. Ibid.

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month of May. Eighth Air Force directed training included four priorities plus test flights and individual and 5X training. The requirements of Air Force Regulation 60-2, priority one, were programmed and accomplished concurrent with priority two, three, and the individual and 5X training. Priority two was the non combat ready crew training, programmed for 601 hours, of which 807:45 hours were accomplished. The third priority was for ready crew training. Two-hundred seventy hours were programmed and 344:30 hours were accomplished. The increase here was the result of the additional flying hours allocated during the month. Priority four was 3AC Regulation 51-26, and was programmed and accomplished concurrent with priority three. Test flights were programmed for 40 hours, of which 22 hours were accomplished. Individual and 5X training originally was not programmed for. However, due to the increase in the flying hours for the month of May this was completed with 119:55 hours.[20] (C)

KC-97: Seven hours and fifteen minutes were flown in a ferry flight which was the only higher headquarters commitment during May. Four Eighth Air Force training priorities were flown. Number one, was Air Force Regulation 60-2, and was programmed and accomplished concurrent with other flying. Priority two was the non combat ready training and individual upgrading. Eighty hours were programmed and 14 hours completed for the former, and 130 hours were programmed with 184:55 accomplished for the latter. The programmed non combat ready time could not

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20. Report "Wing Commanders Remarks" RCS: 4 and 5-3AC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

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be accomplished by integral crews due to the non availability of primary crew members which necessitated the flying an increased amount of individual training sorties. The third priority was the combat ready training. This was programmed for 242 hours, and 269:25 hours were accomplished. Priority four was given to test flights, ferry, and 5K, and was programmed for 15 hours. This priority was exceeded when 46:40 hours were accomplished. The increase in both priority three and four was the result of an increase in flying time for the month of May.[21] (C)

AFR 60-2 REQUIREMENTS: Emphasis was placed on the completion of 60-2 requirements this month by Colonel Douglas A. Conlan, 813th Air Division Director of Operations. It was the desire of the Director of Operations that these requirements be completed by 1 June by all rated personnel, with the possible exception of a few extenuating cases. A great improvement was made over that of a year ago , due primarily to the Division Commander's insistance that they be completed by 1 May 1957. The lack of completions by this date was due largely to people not getting the word or choosing to ignore it.[22] (U)

CANCELLED SORTIES: Twenty-three B-47 sorties for approximately 115 hours were cancelled during May, along with approximately 700 hours that could not be flown because of the restriction on flying hours.[23] (C)

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21. Report "Wing Commanders Remarks" RCS: 9-3AC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

22. DF, 813ADiv DO to 98C and 307C, subj: Completion of AFR 60-2 Requirements, dated 9 May 1957. Appendix # 23.

23. Report "Wing Commanders Remarks" RCS: 4 and 5-3AC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

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Only six KC-97 sorties were cancelled which amounted to approximately 20 hours flying time. These were cancelled due to weather or local conditions.[24] (C)

SECTION III - Training Accomplishments

B-47: The average number of non-combat ready crews during May was 29.3, while the average number of combat ready and above crews was 40.8.[25] (C)

Wing reliability in bombing was running pretty high in May. Forty-eight out of 53 Radar (RB) bombings were accomplished and accepted for a score of 90.6 percent. Visual RBS bombing netted 100 percent with two accomplished and two acceptable. The night celestial navigation netted 100 percent with ten accepted out of ten accomplished. Grid celestial navigation netted 88.9 percent with eight of nine being acceptable.[26] (C)

KC-97: The average number of non-combat ready crews during the month was four percent. Combat ready crews totaled 21 percent.[27] (C)

Wing reliability for night celestial navigation amounted to 100 percent with four of four being acceptable. Grid celestial navigation was only 72.7 percent with eight out of 11 acceptable, and the percent score for rendezvous was 91.3 with 21 of 23 acceptable.[28] (C)

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24. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

25. Report "Management Control Statement" RCS: 1-SAC-T35, prepared by the 307th Bomb Wing for May 1957. Appendix # 9.

26. Ibid.

27. Ibid.

28. Ibid.

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SECTION IV - Ground Training

B-47: As of the month of May, 24 of 36 crews responsible for SAC Regulation 50-24 requirements have completed. There were 18 crews scheduled for block training this month and 14 crews attended and completed this training. One crew did not attend because of the need for a flight test, one observer was sent to TW training, and two aircraft commander's had Instructor Pilot commitments for upgrading.[29] (C)

The cumulative total number of combat ready crews responsible for the special weapons academic training in accordance with SAC Regulation 50-24 was 40. Two crews have completed in the last four months, and only two crews were scheduled.[30] (C)

KC-97: There have been 20 combat ready crews completing the SAC Regulation 50-24 requirements out of 21 originally scheduled. Three crews were scheduled for this month with three completing. Only one combat ready crew was left to be trained and it was scheduled for the month of June 1957.[31] (C)

SECTION V - Refueling Data

B-47: B-47 aircraft logged up a total of 49 refueling sorties that were scheduled and confirmed during April. From this total they

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29. Report "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

30. Ibid.

31. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

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produced 46 airborne sorties, 35 sorties effecting complete electronic rendezvous, and had 36 sorties involving transferring of required fuel. Thirteen sorties failed to transfer the required fuel on a double refueling mission, of which six were tanker cancellations and aborts, two were from tanker delay, and five were due to receiver cancellation and aborts.[32] (C)

KC-97: There were 59 air refueling sorties scheduled and confirmed for the 307th Air Refueling Squadron during May. From this total of 59 sorties, 41 were airborne, 37 effected a complete electronic rendezvous, and five completed electronic rendezvous on double refueling missions. Four sorties did not complete the rendezvous due to the receiver not descending, in two cases, the receiver elected to make the rendezvous in one case, and tanker equipment malfunction accounted for one. Forty sorties were made wherein the transfer of required fuel was made, and five sorties were made transferring the required fuel on double refueling missions. A total of 19 sorties failed to transfer required fuel. There was 19 aborts from five different causes. The largest amount was nine, for maintenance cancellations. Five were due to receiver cancellations, two for adverse weather, two for aircraft malfunction, and one for refueling equipment malfunction.[33] (C)

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32. Report "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

33. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

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A total of seven mass night cell refueling sorties were confirmed, and a total of eight sorties were airborne. Seven of these sorties completed the electronic rendezvous, and seven sorties transferred the required fuel.[34] (C)

The total amount of fuel transferred was 560,000 pounds, 86,000 gallons.[35] (C)

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34. Ibid.

35. Ibid.

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CHAPTER IV - MATERIEL

SECTION I - General

STAND DOWN: Maintenance sorties for the month of May included 66 sorties for each tactical squadron for a total of 370 hours. The Air Refueling Squadron was scheduled to provide 110 sorties for a total of 467 flying hours. All sorties were scheduled on a two day turn around time.[1] (U)

SURVEY: A survey of the forward operating bases, to be utilized by the 307th Air Refueling Squadron, was directed by the Wing Commander. The objectives of this survey were to prepare a guide for their deployment which was to take place on or about 2 July 1957. The survey was conducted from 6 May to 13 May, and included an evaluation of SAC Manual 400-1B against the actual conditions at the forward base, a determination of the support capability of the base, and a determination of the support capability of the enroute base, Goose Air Force Base, Labrador. A detailed survey was also made to facilitate the advanced deployment and to determine how fast normal operations could be resumed once the Air Refueling Squadron arrived at the base.[2] (C)

The opinion of the team which made the survey was that Goose Air Force Base had the capability to support the 307th Air Refueling Squadron's

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1. Annex "B" to Ops Plan 9-56, May Supplemental and Revised Data. Appendix # 15.

2. 307th Air Refueling Squadron Survey Report. Appendix # 24.

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enroute maintenance operation during the deployment, and that facilities were excellent and the personnel were not only experienced in the operation of the Strategic Air Command but were dedicated to the role they have been assigned in supporting the deployment.[3] (S)

Detailed information was included in the survey indicating the significant aspects of Thule Air Force Base's capability in handling the personnel and equipment of the 307th Air Refueling Squadron. In addition to the above, information was included giving the reception plan, information folders, base layouts, and base directories.[4] (S)

Facilities at Thule were spread out all over the base, but are still adequate. A bus route system was to be set up by the 4083rd Strategic Wing, who was also to provide maintenance support vehicles.[5] (C)

Resources at Thule were less than desired and considerable maintenance delays should be anticipated.[6] (C)

SECTION II - Materiel

MATERIEL: The shortage of MD-3 generators continued to adversely effect the operation of the Wing. The 371st Bomb Squadron was short two generators, the 372nd Bomb Squadron was short four generators, and the 370th Bomb Squadron was short two generators. Headquarters Strategic Air Command recommended two each be shipped from Forbes Air Force Base, and

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3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.

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that five others be made available from excesses in other commands. No action has been taken on this recommendation as of 31 May 1957.[7] (C)

The two air compressors previously listed as critical were still not available. The latest information on these compressors was that they would be available during the later part of June 1957.[8] (C)

N-1 Compasses have not been installed in seven of the "F" type aircraft in the 307th Air Refueling Squadron, which precludes their maximum utilization.[9] This will require these aircraft to deploy in pairs if the N-1 compass has not been installed prior to the deployment.[10] In addition, none of the aircraft have been fitted with the Solar power unit. This will also preclude effective operation during the cold weather operations.[11] (C)

GAIN AND LOSS: One TB-47, aircraft number 51-037, was assigned this Wing on 15 May from McConnell Air Force Base, Kansas. Three B-47B aircraft, tail numbers 53-2128, 53-1915, and 53-4224, were lost to and returned from Marietta, Georgia, for Electronic Counter Measure modifications during the month. One KC-97G, number 52-2801, was lost to the DCAN facilities at the Oklahoma City Air Materiel Area, and one KC-97G, number 52-2800, was gained from them during the month. The KC-97

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7. Report "Wing Commanders Remarks" RCS: 4 and 5-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 7.

8. Ibid.

9. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

10. 307th Air Refueling Squadron Survey Report. Appendix # 24.

11. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for May 1957. Appendix # 8.

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quick engine change modification program was implemented this month with an anticipated completion date of 26 June 1957. No adverse maintenance trends developed during the month. Completion of the KC-97 quick engine change modification will alleviate the heretofore serious problem of power pack replacement shortage, due to configuration misfits.[12] (U)

QUALITY CONTROL: During the month of May, the Quality Control Section accomplished a total of 70 special inspections and investigations. Nine periodic inspections were made on B-47 aircraft, and three periodic inspections, six engine changes, six aileron changes or trim, nine Technical Order Compliances, and one miscellaneous inspection, were made on KC-97 aircraft during the month.[13] (U)

SCHEDULING: The aircraft that were scheduled for periodic inspections during May were as follows:[14] (U)

Squadron	Tail No.	Pre Dock	Post Dock	Flight Test
370th Bomb Sq	143	15 May	22/23 May	24 May
370th Bomb Sq	140	27 May	3/4 June	5 June
371st Bomb Sq	226	24 April	1/2 May	3 May
371st Bomb Sq	228	8 May	15/16 May	17 May
371st Bomb Sq	234	17 May	24/27 May	28 May
372nd Bomb Sq	910	1 May	8/9 May	10 May

12. Report, MOS: 2-AF-A1, for month of May 1957. Filed in 307th Maintenance Report and Administration Office.

13. Inspection Dispatch Log, and Test Flight Log, filed in 307th Quality Control Office.

14. Annex "G" to Ops Plan 9-56, May Supplemental and Revised Data. Appendix # 15.

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372nd Bomb Sq	906	2 May	9/10 May	13 May
372nd Bomb Sq	141	9 May	16/17 May	20 May
372nd Bomb Sq	134	23 May	30/31 May	3 June
307th AREFLG Sq	378	1 May	8/9 May	10 June
307th AREFLG Sq	382	9 May	16/17 May	20 May
307th AREFLG Sq	797	21 May	28/29 May	30 May
307th AREFLG Sq	383	29 May	6/7 June	10 June

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ROSTER OF KEY PERSONNEL

Commander	Colonel Elkins Mead Jr.
Deputy Commander	Colonel Robert B. Nowell
Adjutant	Captain Earlan L. Seawards
Director of Operations	Lt. Colonel Arthur E. Aenchbacher
Director of Materiel	Lt. Colonel Delos Richards
Director of Personnel	Lt. Colonel Edward E. Lundak
Director of Safety	Major Leman R. Herridge
Comptroller	1/Lt William Soukup

SQUADRON COMMANDERS

307th Air Refueling Squadron	Lt. Colonel Everett Thurlow
370th Bomb Squadron	Lt. Colonel Raleigh D. Smith
371st Bomb Squadron	Lt. Colonel Jesse E. Stay
372nd Bomb Squadron	Lt. Colonel Karl F. Benson Jr.
307th A & E Maint Squadron	Lt. Colonel Ralph L. Smith
307th Field Maint Squadron	Lt. Colonel Herbert A. Tillapaugh Jr.
307th Periodic Maint Squadron	Lt. Colonel Howard C. Johns
307th Headquarters Squadron	Captain Robert W. Gottlieb
307th Tactical Hospital	Captain Kent Scholl

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GLOSSARY

ADiv	Air Division
A & E	Armament and Electronics
AREFLG	Air Refueling
AWOL	Absent Without Leave
Bomb	Bombardment
BW	Bombardment Wing
C	Commander
DC	Deputy Commander
DF	Disposition Form
DP	Director of Personnel
DPA	Director of Personnel Airmen Section
DPO	Director of Personnel Officer Section
FY	Fiscal Year
Ibid	In the Same Place
IN	Not Checked Out - B-47 Crew
IR	Not Checked Out - KC-97 Crew
IRAN	Inspect and Repair as Necessary
K	Incompleted Crew - KC-97
Maint	Maintenance
Mgt	Management
Msg	Message
N	Non-Combat Ready B-47 Crew
Nav	Navigation
Off	Officer
RCS	Reports Control Symbol
SAC	Strategic Air Command
Stmt	Statement
Sq	Squadron

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APPENDIX

APPENDIX

Number	Nomenclature
1.	Letter of Farewell from Col Thorup to 307th Bomb Wing, dated 9 May 1957.
2.	Letter, 307C to 818ADiv, subj: 307th SAC Incentive and Award Program, dated 7 May 1957.
3.	General Orders Number 1, 307th Bomb Wing, dated 22 Apr 57.
4.	General Orders Number 2, 307th Bomb Wing, dated 13 May 57.
5.	General Orders Number 3, 307th Bomb Wing, dated 18 May 57.
6.	Lincoln Air Force Base Strength Report for May 1957.
7.	Wing Commanders Remarks, RCS: 4 and 5-BAC-T12, for May 1957.
8.	Wing Commanders Remarks, RCS: 9-BAC-T12, for May 1957.
9.	Management Control Statement, RCS: 1-BAC-T35, for May 1957.
10.	DF, 307DPC to 307 Comptroller, subj: Officer Manning as of 31 May 1957, dated 3 June 1957.
11.	Separation and Reenlistment Rate for May 1957.
12.	General Orders Number 4, 307th Bomb Wing, dated 14 June 1957.
13.	DF, 307C to 307DF, subj: Recognition, Awards and Decorations, dated 16 May 1957.
14.	DF, 307DC to Sq Comdrs and Staff Agencies, subj: Government Vehicle, Pers Vehicle, and Ground Accident Rate, dated 2 May 57.
15.	Annex "G" to Ops Plan 9-56, May Supplemental and Revised Data.
16.	Message, SAF to 818ADiv, subj: Fly Hour Allocation, dated 3 May 1957.
17.	Message, SAF to 818ADiv, subj: Tactical and Non Tactical Stand Down Period, dated 16 May 1957.
18.	Message, 818ADiv to SAF, subj: Tactical and Non Tactical Stand Down Period, dated 17 May 1957.
19.	Message, SAF to 818ADiv, subj: Fly Hour Utilization, dated 20 May 1957.

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20. Message, SAF to 813ADiv, subj: Pacesetter VII, dated 31 May 57.

21. Message, SAF to 818ADiv, subj: Scheduling of Pace Setter Missions, dated 7 May 1957.

22. Message, 818ADiv to SAF, subj: Scheduling of Pace Setter Missions, dated 17 May 1957.

23. DF, 818ADiv DO to 98I and 3070, subj: Completion of AFI 60-2 Requirements, dated 9 May 1957.

24. 307th Air Refueling Squadron Survey Report.

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

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3070

9 May 1957

SUBJECT: Letter of Farewell

TO: All Personnel of the 307th Bombardment Wing

1. Upon my departure from the 307th Bombardment Wing, I wish to say "Goodbye" to all assigned personnel, and to express my sincere appreciation for the loyal support you have given me while serving as your commander. I feel that it will be difficult to find another group of people who will be as fine, as hard working, and as dedicated to the accomplishment of their mission as you have been. I have a high regard for you as a group, and regret that I will not have the opportunity of saying farewell to each of you individually.

2. Because of your individual and collective efforts, the 307th Wing has made highly significant progress in the past, and has now reached a status whereby top-flight performance can be expected as standard in day-to-day operations. I leave the Wing with a great sense of pride and satisfaction, knowing that it has been established on a solid foundation, that its programs and procedures are sound, that its achievements have been honestly attained, and that its assigned personnel are competent and fully capable of carrying on in accordance with the highest traditions of the Air Force.

3. I place great value on the friendships established in the Wing and will sincerely miss the close association I have had with you during the past several years. I wish each of you personal success, and the continued satisfaction that comes with the successful accomplishment of important work.

4. I shall always be interested in the progress of the 307th Wing, and shall monitor your activities closely from my new position in Eighth Air Force Headquarters. Your future accomplishments will continue to be a source of pride to me.

LOUIS G. THOMUP
Colonel, USAF
Commander

A CERTIFIED TRUE COPY

John T. Halbert

JOHN T. HALBERT
1/Lt USAF

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

307C 7 May 1957

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SUBJECT: 307th Bombardment Wing Incentive and Award Program

TO: Commander
818th Air Division
Lincoln Air Force Base, Nebraska

1. This Wing has long recognized the importance of incentive systems as a management tool and has evolved a number of these programs in the various areas of wing activities during the past few years. This report of the Incentive and Awards Program which presently exists in the 307th Bombardment Wing is forwarded for your information.

2. The program is designed to highlight the following major activity areas, which I feel are of predominant importance in the conduct of our daily business:

a. Individual recognition - for outstanding performance.

b. Combat crew recognition - for outstanding operational achievement.

c. Tactical Bomb Squadron Award - for outstanding unit performance in the general areas of operations and maintenance.

d. Special Mission Award - for outstanding unit performance on Pace Setter missions, USCM's, etc.

e. Troop Management Award - for outstanding unit performance in the general areas dealing with administration and control of assigned personnel.

f. Flying Safety Award - for outstanding tactical unit performance in the general area of accident prevention.

The details of these incentive award systems are listed in the following paragraphs.

3. This Wing is following the provisions of SAC Regulation 34-16 and selects an Outstanding Master Sergeant of the Wing at the end of each fiscal year. This Master Sergeant, who receives wide recognition within the Wing, is nominated to the Division for consideration as the Outstanding Master Sergeant of the Division. In addition, we select an Outstanding NCO and Airman from each squadron

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semiannually in January and July. Our supplement to SAC Regulation 34-16 also provides for the selection of an Outstanding NCO and Airman and an Outstanding Maintenance Man for the Wing each month. These individuals are recognized at the Wing Commander's Call. The Wing Regulation provides for the presentation of certificates suitable for framing, a letter from the Wing Commander to the individual and also to his family, and publicity in the local and hometown papers. They are also given special consideration for three-day passes and for R&R flights. In addition, their pictures are placed in a prominent location in Wing Headquarters.

4. At the end of each month, and similarly at the end of each training quarter, an Outstanding B-47 Crew is selected within the Wing. The selection of this outstanding B-47 crew is based upon the following criteria:

a.	Completion of 51-26 activities	100 points
b.	Completion of 50-8 activities	300 points
c.	Flying hour utilization	100 points
d.	Reliability	200 points

Bonus points are added to each crew for rides in instructor status and for outstanding visual and RBS CEA's, and also for outstanding grid celestial and night celestial CEA's. Penalty points are deducted from any crew who fails a Wing Standardization Board Ride or who fails an SES Evaluation.

Letters of Appreciation are presented to each member of the outstanding crew each month and the outstanding crew for the training quarter is given an opportunity, along with a KC-97 crew selected by the Air Refueling Squadron Commander, to visit a Strategic Air Command Base of their choise. The Outstanding B-47 Crew of each training quarter is also given a certificate suitable for framing.

5. This crew scoring system is a part of an overall evaluation of the three B-47 squadrons in the Wing. Each squadron is rated against the other squadrons in the Wing, according to the following criteria:

a.	Crew scoring, that is, average crew scores for the squadron	200 points
b.	Percent of crews completing 50-8 requirements	150 points
c.	Average flying hours per available aircraft	100 points.

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3070, 7 May 57, Subject: 307th Bombardment Wing Incentive and Award Program

d.	Average flying hours for non-ready crews	150 points
e.	Special missions	200 points
f.	Percent of take-offs on time	100 points
g.	Potential effectiveness	25 points
h.	Scheduling effectiveness	75 points

The winning squadron each month is presented with an appropriate trophy at the Wing Commander's Call. A great deal of thought has gone into this system of scoring our B-47 squadrons, and I feel that we have arrived at a system which will give us a thoroughly accurate picture of each squadron's operational effectiveness.

6. In addition to this monthly scoring system, each crew participating in a Pace Setter mission or in a USCM is scored in accordance with criteria established by Headquarters Eighth Air Force or SAC. The squadron with the highest average crew score and best overall unit performance for the mission is presented the 307th Bombardment Wing pickle barrel at the mission critique. Individual pickle pins are also presented to the members of the squadron to wear on their flight caps and fatiques while they are in possession of the barrel. A highly desirable spirit of competition has been generated by this award.

7. To assure adequate coverage of other squadrons and of areas other than that of operational effectiveness, I have also instituted a Troop Management Scoring System in which all squadrons in the Wing are rated according to the following criteria:

a.	AWOL rate per 1000, based on average assigned strength	100 points
b.	Delinquency reports, reported by the Air Police. Rate per 1000, based on average assigned strength	200 points
c.	Ground Safety Accident Rate per 1000, based on average assigned strength	100 points
d.	Barracks Inspection	100 points
e.	Reenlistment Rate, based on number of reenlistees vs the number eligible	200 points
f.	On-the-Job Training. Percentage failing OJT Test, computed in accordance with SAC Technical Pamphlet 170-1	100 points

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g. Morning Report Errors. Number of errors per 1000 based on assigned strength — 100 points

h. Supply Inspection. Based on SAC Regulation 67-32 (rated each three months) — 100 points

The outstanding squadron for each month in our Troop Management Program is also recognized at the Wing Commander's Call and is presented with an appropriate trophy which they may keep for the next month. In addition, the squadron which passes the barracks inspection with the highest score on our inspection checklist is presented with a "Best Barracks" sign to be displayed outside of the squadron barracks.

8. In addition to the Safety Incentive Program required by Strategic Air Command and Eighth Air Force Regulations, this Wing has recently published a regulation which evaluates the flying squadrons in the Wing on the basis of the effectiveness of their accident prevention campaign. The squadrons are rated once each quarter and the winning squadron is presented with an appropriate trophy in the Wing Commander's Call. Points are awarded to each squadron on the following basis.

a. Four points for each Operational Hazard Report submitted in accordance with SAC Regulation 62-9 which is of sufficient importance to warrant dissemination to operational and/or maintenance units of this or other organizations.

b. Four points for each usable safety recommendation submitted to the Wing Office of Safety.

c. Award of 15 - 10 - 5 or no points, respectively, to each squadron on the basis of initiative and originality in accomplishing their aircraft accident prevention program. This determination is made by the Wing Office of Safety.

d. Five points for each category in which squadron personnel are selected as Wing nominations for crew, flying safety officer, or safety maintenance man of the month.

e. Five points for that squadron having the largest number of aircrew members present at the Wing Flying Safety Meeting in excess of 90% of their assigned flying strength. Duplicate point awards are made in the event of a tie.

f. Special bonus points for squadrons winning special program, contests, etc., as announced by the Wing Office of Safety.

Points are deducted from each squadron on the following basis:

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307C, 7 May 57, Subject: 307th Bombardment Wing Incentive and Award Program

a. Four points are deducted for each SAC Operational Hazard Report submitted late, unless prior notification has been given the Office of Safety, and where the reason for late submission is considered adequate.

b. Five points are deducted for failure to report an aircraft incident which is considered of sufficient importance to warrant dissemination in accordance with SAC Regulation 62-9.

c. Twenty points are deducted for a reported violation of regulations, SOP's, or for use of judgment which is so poor as to invite an aircraft accident. Information contained in SAC Operational Hazard Reports will not be considered in this evaluation.

d. Four points are deducted for each flying safety officer's monthly campaign progress report received late.

e. One hundred and fifty or twenty-five points, respectively, are deducted for major or minor aircraft accidents and incidents reportable under Air Force Regulation 62-14, in which squadron personnel error is considered to be the cause or a contributing factor.

Two trophies are presented to the winning squadron under this flying safety incentive program, one to be displayed in the squadron operations area and one to be displayed in the squadron maintenance area. The trophies are retained until another squadron is found to be more effective at the end of the next quarter. Permanent possession of this trophy can be gained by retaining the award for any three consecutive rating periods.

9. I feel that these incentive systems are effective in stimulating competition within the Wing, which leads, in turn, to improved performance, and that they are, therefore, of considerable value. While the systems evolved appear quite adequate at the moment, certainly, they can be improved upon as time goes on. I feel, for instance, that we should be more meticulous in searching out and recognizing our hard working, but often unnoticed, maintenance personnel. Similarly, recognition of deserving crew members and other individuals through presentation of formal awards would, I believe, pay increased dividends. It is expected that the 307th Bombardment Wing incentive award system will expand and improve with the future.

LOUIS G. THORUP
Colonel, USAF
Commander

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General Orders # 13 HQ 307th Bombardment Wing (M) is the last of the series for 1956.

Headquarters
307th Bombardment Wing, Medium (SAC)
United States Air Force
Lincoln Air Force Base, Nebraska

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GENERAL ORDERS)
NUMBER 1)

22 April 1957

STAFF ASSIGNMENT- COLONEL ROBERT B NOWELL, 3836A, Headquarters, 307th Bombardment Wing, Medium (SAC), this station, is assigned as Deputy Commander of the 307th Bombardment Wing, Medium, effective 22 April 1957, Vice COLONEL FELIX M HARDISON, 1465A, Headquarters, 307th Bombardment Wing, Medium, relieved.

BY ORDER OF THE COMMANDER:

Earlan L Seawards

DISTRIBUTION:
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EARLAN L SEAWARDS
CAPT, USAF
Adjutant

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Headquarters
307th Bombardment Wing, Medium (SAC)
United States Air Force
Lincoln Air Force Base, Nebraska

GENERAL ORDERS)
NUMBER 2)

13 May 1957

ASSUMPTION OF COMMAND. Under the provisions of Air Force Regulation 35-54, the undersigned hereby assumes command of the 307th Bombardment Wing, Medium (SAC), effective this date, 13 May 1957.

4

Robert B. Nowell

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ROBERT B NOWELL
Colonel, USAF
Commander

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Headquarters
307th Bombardment Wing, Medium (SAC)
United States Air Force
Lincoln Air Force Base, Nebraska

GENERAL ORDERS)
NUMBER 3)

18 May 1957

ASSUMPTION OF COMMAND. Under the provisions of Air Force Regulation 35-54, the undersigned hereby assumes command of the 307th Bombardment Wing, Medium (SAC), effective this date, vice COLONEL ROBERT B NOWELL, 3836A, relieved.

5

ELKINS READ JR.
Colonel, USAF
Commander

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LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION
Average for May 1957

UNIT	OFFICERS							AIRMEN					
	AUTH	ASGD	W	N	F	TOTAL	ON FLY STATUS	AUTH	ASGD	W	N	TOTAL	ON FLY STATUS
Hq 818 ADiv	12	10	9			9	6	10	9	6		6	
Hq 98 BW	64	58	48			48	44	141	144	119	14	133	
343 BS	71	80	61			61	76	93	76	63	3	66	16
344 BS	71	83	67			67	79	93	75	59	7	66	16
345 BS	71	80	65			65	79	93	79	66	4	70	17
98 ARS	99	113	96			96	112	220	216	181	8	189	97
98 FM	8	7	8			8	1	415	419	351	20	371	4
98 PM	3	3	3			3	3	106	113	92	8	100	2
98 A&E	11	9	7			7	4	325	382	318	22	340	3
98 TAC Hosp	8	5	4			4	2	30	32	24	5	29	
TOTAL	106	438	359			359	400	1516	1536	1273	91	1364	155
Hq 307 BW	64	58	47	1		48	31	141	152	119	11	130	
370 BS	74	85	66	1		67	60	96	83	65	9	76	13
371 BS	74	79	64			64	79	96	88	73	8	81	12
372 BS	74	75	59	1		60	72	96	88	73	8	81	
307 ARS	99	109	90	2		92	108	220	218	176	13	189	101
307 FM	8	5	8			8		415	409	321	34	355	
307 PM	3	3	2			2		106	96	73	10	83	
307 A&E	11	8	6			6	2	316	339	324	23	347	8
307 TAC Hosp	25	17	7		6	13	1	82	79	65	8	73	
TOTAL	432	439	349	5	6	360	353	1568	1552	1289	124	1415	134
Hq ABGp	62	44	43			43	35	318	336	279	24	303	4
818 SS	9	5	6			6		260	274	193	46	239	
818 TS	5	3	4			4		179	178	128	29	157	
34 ADS	9	9	8			8	4	27	148	128	12	140	
81 P	14	9	5			5	3	431	375	273	62	335	
818 IS	7	4	6			6		278	237	179	28	207	
818 FSS	2	1	2			2		186	164	115	35	150	
818 OpS	16	12	10			10	5	163	191	153	11	164	
4168 Hosp	13	9	9			9		8	6	6		6	
TOTAL	137	96	93			93	47	195	1909	1454	247	1701	4
TOTAL ADIV	987	983	810	5	6	821	806	5044	5006	4022	462	4486	293
Aud. Gen.	1	1	1			1							
D. 21, 5 Wea	8	6	6			6	1	18	18	17	1	18	
D. 2, 19 AACS	2	2	2			2	2	40	48	45	2	47	
B-47E6 MTD								7	7	7		7	
TOTAL	11	9	9			9	3	65	73	69	3	72	
TOTAL LAFB	998	992	819	5	6	830	809	5109	5079	4091	465	4558	293

Source: Morning Report
Prepared by: Stat Svs, Ext. 477

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LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION
As of 31 May 1957

UNIT	OFFICERS							AIRMEN					
	AUTH	ASGD	W	N	F	TOTAL	ON FLY STATUS	AUTH	ASGD	W	N	TOTAL	ON FLY STATUS
Hq 818 ADiv	12	11	10			10	6	10	7	6		6	
Hq 98 BW	64	58	49			49	44	141	145	116	14	130	
343 BS	71	79	56			56	76	93	77	65	3	68	16
344 BS	71	82	60			60	79	93	75	58	7	65	16
345 BS	71	79	74			74	79	93	79	66	4	70	17
98 ARS	99	114	98			98	112	220	217	192	8	200	97
98 FM	8	9	9			9	1	415	418	351	20	371	4
98 PM	3	3	3			3	3	106	119	93	8	101	2
98 A&E	11	9	7			7	4	325	382	310	22	332	3
98 TAC Hosp	8	5	4			4	2	30	32	24	5	29	
TOTAL	406	438	360			360	400	1516	1544	1275	91	1366	152
Hq 307 BW	64	58	48	1		49	31	141	152	119	11	130	
370 BS	74	84	61	1		62	60	96	87	71	9	80	13
371 BS	74	79	61			61	79	95	90	77	8	85	12
372 BS	74	74	53	1		54	72	96	88	68	8	76	
307 ARS	99	108	95	2		97	108	220	217	180	13	193	101
307 FM	8	8	8			8		415	412	329	34	363	
307 PM	3	3	2			2		106	95	77	10	87	
307 A&E	11	10	7			7	2	316	401	333	23	356	8
307 TAC Hosp	25	16	7		6	13		82	79	65	8	73	
TOTAL	432	440	342	5	6	353	352	1568	1621	1319	124	1443	134
Hq ABGp	62	47	37			37	35	318	339	280	24	304	4
818 SS	9	7	6			6		260	271	196	46	242	
818 TS	5	4	4			4		179	172	124	29	153	
34 ADS	9	8	7			7	4	127	152	129	12	141	
818 AP	14	9	5			5	3	431	393	306	62	368	
818 IS	7	6	4			4		278	243	198	28	226	
818 FSS	2	3	2			2		186	160	115	35	150	
818 OpS	16	12	8			8	5	163	122	154	11	165	
4168 Hosp	13	10	7			7		8	6	6		6	
TOTAL	137	106	80			80	47	1950	1928	1508	247	1755	4
TOTAL ADIV	987	995	792	5	6	803	805	5044	5100	4108	462	4570	293
Aud. Gen.	1	1	1			1							
D. 21, 5 Wea	8	6	6			6	1	18	18	17	1	18	
D. 2, 19 AACS	2	2	2			2	2	40	48	45	2	47	
B-47E6 MTD								7	7	7		7	
TOTAL	11	9	9			9	3	65	73	69	3	72	
TOTAL LAFB	998	1004	801	5	6	812	808	5109	5173	4177	465	4642	293

Source: Morning Report
Prepared by: Stat Svs, Ext. 477

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CONFIDENTIAL

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

May 1957

PART IV. Wing Commander's Remarks (4-SAC-T12 and 5-SAC-T12) 307th BW

1. Hours Flown Performing Missions Ordered By: (CONFIDENTIAL)

a. Higher headquarters: Not applicable.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	Requirements of AFR 60-2	Concurrent with 2, 3, and XX	
2	NCR crew training	601:00	607:45
3	Ready crew training	270:00	344:30
4	SAC Reg 51-26	Concurrent with Priority 3	
X	Test Flights	40:00	22:00
XX	Other (Individual and 5X)	00:00	119:55
	TOTAL	911:00	1094:10

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(a) Reference total hours programmed: This time was subsequently increased to 1091:00 hours, which increased Priority 3 and established Priority XX.

(2) Flying time programmed for the following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	AFR 60-2	Concurrent with other flying
2	NCR training	210:00
3	Ready crew training	140:00
4	51-26	Concurrent with Priority 3
X	Other (Test, ferry, and individual 51-19)	47:00
	TOTAL	397:00 (CONFIDENTIAL)

2. Test Hops: Ten sorties for 22:00 hours. (UNCLASSIFIED)

3. Weather or local conditions: Twenty-three sorties for approximately 115:00 hours were cancelled due to weather. (UNCLASSIFIED)

4. Restrictive Directives: Approximately 700:00 hours could not be flown due to higher headquarters flying hour restriction, which seriously hindered the upgrading program. (CONFIDENTIAL)

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5. Crew Data: (UNCLASSIFIED)

a. Combat crew member gains and losses:

(1) One co-pilot gained.

(2) One AC, one co-pilot and one navigator PCS to Fairchild.

b. Crew member changes:

(1) Two navigator changes.

(2) Three co-pilot changes.

c. New crews: None.

d. Incomplete combat maintenance crews:

(1)

ICM 01	AC	Maj D. O. Smith
	CP	Maj G. J. Lally
	N	Maj W. A. Lindsey
ICM 02	AC	Maj R. B. Webb
	CP	Maj J. J. Phillips
	N	Lt Col R. L. Smith
ICM 03	AC	Lt Col H. G. Johns
	CP	Capt H. J. Husband
	N	Unmanned

(2) Secondary duty AFSC (Maintenance):

ICM 01	AC	4316	CP	4334	N 4344
ICM 02	AC	4344	CP	3231	N 3211
ICM 03	AC	4311	CP	4344	N N/A

(3) Date of last standardization check in unit tactical aircraft: Major J. J. Phillips - 17 August 1956; all others negative.

(4) Flying hours accomplished in tactical aircraft during this period:

ICM 01	AC	6:50	CP	9:20	N	4:30
ICM 02	AC	00:00	CP	5:00	N	00:00
ICM 03	AC	00:00	CP	00:00	N	N/A

e. Crew status changes: S-05 to IN-05, 22 May 1957; L-01 to IN-01, 6 May 1957. Both crews TDY to B-52 program.

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f. Standardization Crews:

L-02	1 Feb 56
R-34	11 May 55
L-36	14 May 56
L-61	14 May 56
L-66	10 Dec 56
S-05	To be replaced. Crew TDY to B-52 Program.

(UNCLASSIFIED)

6. Refueling Data: (CONFIDENTIAL)

a. Individual sorties:

(1) Number of refueling sorties confirmed: 49

(2) Number of sorties airborne: 46

(3) Sorties completing electronic rendezvous: 35

(4) Tanker sorties completing electronic rendezvous on double refueling mission: N/A

(5) Number of sorties not completing rendezvous: 1

(a) Not attempted.

(6) Number of sorties transferring required fuel: 36

(7) Number of tanker sorties transferring fuel on double refueling mission: N/A

(8) Number of sorties failing to transfer required fuel: 13

(a) Tanker cancellation and aborts: 6

(b) Tanker delay: 2

(c) Receiver cancellation and aborts: 5

(9) Remarks: Number of sorties failing to transfer fuel are also reasons stated for not completing rendezvous. (CONFIDENTIAL)

b. Mass night cell sorties: Not applicable. (UNCLASSIFIED)

c. Fuel transferred: Not applicable. (UNCLASSIFIED)

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel:

(1) The shortage of eight MD-3 generators, Stock Number 6115-635-5595 (8210-329200) still exists as previously reported.

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 May 1957

(a) The 371st Bomb Squadron is short two generators requested on Control Number 100817, back ordered on Voucher Number 217124, Depot Requisition Number 62980121.

(b) The 372nd Bomb Squadron is short four generators. Two were requested on Control Number 100047, back ordered on Voucher Number 216071, Depot Requisition Number 62960027. Two were requested on Control Number 102019, back ordered on Voucher Number 230228, Depot Requisition Number 70090725.

(c) The 370th Bomb Squadron is short two requested on Control Number 101013, back ordered on Voucher Number 330060, Depot Requisition Number 70090726.

(d) SAC message DM3B1 37978, Subject: 6115-635-5595 Generator MD-3 to COMAF 8 Westover AFB, information COMAIRDIV 818, Lincoln AFB, recommended that two each be shipped from Forbes AFB and that redistribution of five be made from any other command excesses. To date no further action has been indicated.

(2) The shortage of two high pressure air compressors, Stock Number 4310-289-8249 (8100-221822-64) still exists as previously reported.

(a) The 307th Periodic Maintenance Squadron is short one compressor, requested on Control Number 101188, back ordered on Voucher Number 224519, Depot Requisition Number 63460513.

(b) The 307th Field Maintenance Squadron is short one compressor, requested on Control Number 101648, back ordered on Voucher Number 230223, Depot Requisition Number 70090728.

(c) Original requisitions were submitted to Warner Robbins AFD; control has since been transferred to Gadsden AFD. Latest information from Gadsden AFD indicates that these compressors will be available the latter part of June 1957.

b. Personnel: A shortage of qualified personnel in the seven level 43 career field still exists. (UNCLASSIFIED)

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8. Comments or Recommendations of Wing Commander: (CONFIDENTIAL)

a. Upgrading Progress:

(1) Number of combat ready crews assigned: 40.

(2) Number of non-combat ready crews assigned: 26.

(3) Number of IN crews assigned: 3. (Two (2) of these crews are TDY to B-52 training).

(4) Projected combat ready date of each non-combat ready and IN crew:

CREW NO.	PROJECTED DATE	CREW NO.	PROJECTED DATE
N-19	1 Sep 57	N-54	1 Sep 57
N-20	1 Sep 57	N-55	1 Sep 57
N-21(V)	1 Sep 57	N-56	1 Oct 57
N-22	1 Oct 57	N-57	1 Oct 57
N-23	1 Oct 57	N-58	1 Oct 57
N-24	1 Oct 57	N-76	1 Sep 57
N-25	1 Oct 57	N-80	1 Sep 57
N-26	1 Oct 57	N-81	1 Oct 57
IN-27	1 Nov 57	N-82	1 Sep 57
N-48	1 Sep 57	N-83	1 Oct 57
N-50	1 Sep 57	N-84	1 Sep 57
N-51	1 Sep 57	N-85	1 Sep 57
N-52	1 Oct 57	N-86	1 Sep 57
N-53	1 Oct 57		

(5) Difficulties encountered in the upgrading program and in maintaining proficiency of combat ready and higher category crews:

(a) It will be noted that the projected date for upgrading on the above listed crews remains the same as last month's T-12 Commander's Remarks. This is due to the fact that the stand down in sorties and flying hours was taken into consideration at that time. The stand down plan has progressed as predicted.

1. Eighth Air Force message DO 17125 dated 14 May 1957 extended this Wing's special upgrade training period to

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 May 1957

1 August 1957. Subsequent to that time this Wing recommended through 818th Air Division message DO 5534-C (Confidential) dated 27 May 1957, that this special upgrade training period be extended to 1 September. Basically, the reasons for this recommendation are: Flying hours lost due to the reduced flying schedule in April and May amount to approximately one month's flying hour production; the stand down in June accounts for an additional month in which almost no training will be accomplished toward upgrading crews. Therefore, this Wing will enter the upgrade training program again on 1 July, two months in arrears. Another factor in favor of adopting the recommendation of extending the upgrade period to 1 September is that August is a special training month and this Wing could use that month to the greatest advantage in emphasizing upgrade training of non-ready crews.

(6) Recommendations that will assist future Wings in the upgrade training program:

(a) It is urgently recommended that each higher headquarters refrain from making TWX type changes to training regulations; namely, 51-19, 50-43, 50-8, 51-26 and 51-4. It is extremely difficult at Wing level to keep track of a multiplicity of training requisites in message form. The quarterly or semi-annual review and publication of the revised regulation would greatly assist in a well rounded standardized training program. Revised regulations should be effective at the beginning of the next training quarter. (CONFIDENTIAL)

9. Ground Training: (CONFIDENTIAL)

a. Phase training:

(1) Total number of combat ready crews responsible for applicable phase of SAC Regulation 50-24 requirements: 36.

(2) Cumulative total of the above crews that have completed applicable phase of SAC Regulation 50-24 requirements: 24.

(3) Number of crews that were scheduled for block training the month of this report: 18.

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(4) Number of crews that attended block training the month of this report: 14.

(5) Number of crews that completed block training the month of this report: 14.

(6) Detailed reasons if crews scheduled did not attend and complete block training the month of this report: One crew needed for flight test; one crew observer sent to TN training; two crews AC's had IP commitments for upgrading.

(7) Number of combat ready crews scheduled to attend block training during month subsequent to this report: 12. (CONFIDENTIAL)

b. Special Weapons training:

(1) Total number of combat ready crews responsible for special weapons academic training as outlined in SAC Regulation 50-24 for applicable four month period: 40.

(2) Cumulative total of the above crews that have completed applicable special weapons training during the four month period: 2.

(3) Number of crews that were scheduled to accomplish special weapons training the month of this report: 2.

(4) Number of crews that completed special weapons training this month: 2.

(5) Explanation of factors if scheduled crews did not accomplish training: None.

(6) Number of crews scheduled to accomplish training the month subsequent to this report: 8. (CONFIDENTIAL)

10. Hi Jinx Tactics: (UNCLASSIFIED)

a.	b.	c.	a.	b.	c.
R-18	Yes	No	N-54	Yes	Yes
N-19	No	No	N-55	No	Yes
N-20	No	No	N-56	No	No
N-21(V)	No	No	N-57	No	No

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 May 1957

Hi Jinx Tactics: (Continued)

a.	b.	c.	a.	b.	c.
N-22	No	No	N-58	No	No
N-23	No	No	N-76	No	Yes
N-24	No	No	N-80	No	Yes
N-25	No	No	N-81	No	No
N-26	No	No	N-82	No	No
N-48	No	No	N-83	No	No
N-50	No	Yes	N-84	No	No
N-51	Yes	Yes	N-85	No	No
N-52	No	No	N-86	No	No
N-53	No	No			

NOTE: Crew R-18 is complete except for one RBS attack. (CONFIDENTIAL)

Edmund Read, Jr

ELKINS READ, JR
Colonel, USAF
Commander

6-2164-C

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CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MAY | PAGE NR: 1 | NR OF PAGES: 1 | REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL					B. ECM																	
1	2	3	4	5	6								7	8			9					10
					BIG PHOTO RECORD RUNS									BIG PHOTO SPOT RUNS			BIG SNOW RUNS					
					ECM OBSERVER				ECM OPERATOR					'S' BAND		'L' BAND	ECM OBSERVER				ECM OPERATOR				
					'S' BAND		'L' BAND		'S' BAND		'L' BAND						'S' BAND		'L' BAND		'S' BAND		'L' BAND	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF USCMA FLOWN	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS		RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS		
6-10	11-15	17-19	21-23	26-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58		14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58		
R12	B-47E	04	19	-	02	40	-	-	02	38	-	-	-	04	108	-	-	04	90	-	-	03	39	-	-	-	-
R15	B-47E	02	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R42	B-47E	02	09	-	02	54	-	-	-	-	-	-	-	02	48	-	-	02	54	01	12	01	08	-	-	-	-
R49	B-47E	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	26	-	-	-	-	-	-	-	-
R67	B-47E	03	16	-	01	27	-	-	04	108	-	-	-	01	27	02	54	02	48	-	-	04	144	-	-	-	-
R69	B-47E	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	03	-	-	-	-
SUB TOTAL		14	73	-	05	121	-	-	06	146	-	-	-	07	183	02	54	09	218	01	12	07	194	-	-	-	-
R21	B-47E	06	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	54	-	-	-	-	-	-	-	-
SUB TOTAL		06	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	54	-	-	-	-	-	-	-	-
WING TOTAL		20	99	-	05	121	-	-	06	146	-	-	-	07	183	02	54	11	272	01	12	09	194				

1. AVE NO LEAD, COMBAT READY AND NON-COMBAT READY ASSIGNED: 7.0

2. AVE NO LEAD, COMBAT READY AND NON-COMBAT READY AVAILABLE: 7.0 PERCENTAGE OF APPLICABLE SACR 50-8 MINIMUMS COMPLETED: SEE 4-SAC-T12

3. AVE NO STANDBOARD AND INSTRUCTOR CREWS ASSIGNED BY CATEGORY: 0.0

4. AVE NO STANDBOARD AND INSTRUCTOR CREWS AVAILABLE BY CATEGORY 0.0

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

SECTION A - General.
Item 3 - Enter sorties flown as an integral crew.
Item 4 - Enter time to nearest whole hc

SECTION B - ECM.
Items 6, 8 & 9 - Points accrued will be shown in sub-total and unit total lines.
Items 7 & 10 - No entry.

SAC FORM 15 MAR 57 120 FC: 2720

7C-1080 6-2164-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MAY	1	1	4-SAC-T12

A. GENERAL — B. ECM (Continued)

1	2		3				4		5														6		7	
CREW NUMBER			LITTLE SNOW RUNS						SIMULATOR RUNS-AN/GPQ-T1 TRAINER-RBS																	
			'S' BAND		'L' BAND				ECM OBSERVER								ECM OPERATOR									
									VHF BAND		UHF BAND		'L' BAND		'S' BAND		VHF BAND		UHF BAND		'L' BAND		'S' BAND			
			RUNS	POINTS	RUNS	POINTS			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS		
6-10			22-23	25-27	30-31	33-35			14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58	61-62	63-65	67-68	69-71		
R-2	-	-	02	40	01	19	-	-	-	-	-	-	-	-	03	30	02	05	01	00	-	-	04	16	-	-
R-3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-2	-	-	01	26	-	-	-	-	00	03	-	-	-	-	04	12	04	00	01	05	-	-	03	15	-	-
R-4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R07	-	-	05	225	03	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	-	08	291	04	90	-	-	03	03	-	-	-	-	09	42	06	05	02	05	-	-	07	31	-	-
323	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WING TOTAL	-	-	08	291	04	90	-	-	03	03	-	-	-	-	09	42	06	05	02	05	-	-	07	31	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

SECTION B - ECM.
Items 2, 4, 6 & 7 - No entry.
Items 3 & 5 - Points acc[illegible] will be shown in sub-total and unit total lines.

7C-1080 6-2164-C

SAC FORM 15 MAR 57 120a FC: 5720 — Air Force - SAC, Offset — *(When Filled In)* **CONFIDENTIAL**

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MAY | PAGE NR: 1 | NR OF PAGES: 1 | REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL	B. ECM (Continued)											C. BOMB-ING	D. NAVIGATION											
1	2								3		4	5	6	7					8	9			10	11	12			
CREW NUMBER	SIMULATOR RUNS-AN/GPQ-T1 TRAINER-BASE								LITTLE RIVER RUNS		NR OF MAX. DEFENSIVE CHAFF OUT ACCOMP.	NR SINGLE AIRCRAFT RUNS ACCOMP.	RBS RUNS AT MACH .81	NIGHT CELESTIAL					NR OF DAY CELESTIAL LEGS ACCOMP.	CELESTIAL GRID				NR OF RADAR GRID LEGS ACCOMP.	NR OF PRESSURE PATTERN LEGS ACCOMP.	RADAR CONTROLLED NAV. LEG			
	VHF BAND		UHF BAND		"L" BAND		"S" BAND							TOTAL LEGS FLOWN	CIRCULAR ERROR (N. M.)					TOTAL LEGS FLOWN	CIRCULAR ERROR (N. M.)					NR OF LEGS FLOWN	PERCENTAGE OF SCORED POSITIONS		
	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.																		
6-10	14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	45-47	49-51	52-54	56-58	60-62	13-15	18-19	22-23	26-27	30-31	34-35	37-39	42-43	46-47	50-51	53-54	57-58	60-62	63-65	66-68	69-71
A12	08	24	09	36	–	–	02	04	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R15	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R42	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R49	04	24	04	16	03	12	04	16	–	–	–	–	–	02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R67	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R01	–	–	–	–	–	–	–	–	–	–	01	–	001	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	08	48	09	40	03	12	05	20	–	–	01	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R21	–	–	–	–	–	–	–	–	–	–	–	–	02	02	15	26	–	–	02	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	–	–	–	–	–	–	–	–	–	–	–	02	02	15	16	–	–	02	–	–	–	–	–	–	–	–	–	–
WING TOTAL	08	48	09	40	03	12	05	20	–	–	01	–	03	02	15	16	–	–	02	–	–	–	–	–	–	–	–	–	–

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Item 2 - Points accrued will be shown in sub-total and unit total lines.

SECTION D - Navigation. Items 7 & 9 - CEs will be to nearest whole nautical mile. Item 11 - Enter nr of nav legs accomplished using press. pattern procedures.

Item 12 - Each leg will be reported to nearest whole per cent.

SAC FORM 120b FC: 2720

7C-1080 6-2164-C

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CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART IV	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: MAY	PAGE NR: 1	NR OF PAGES: 1	REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL	B. AIR REFUELING (Combat Ready and Above)											C. AIR REFUELING (Non-Combat Ready)						D. DRY CONTACTS				E. RADAR RENDEZVOUS							
1	2		3		4		5	6		7		8		9		10		11	12			13		14		15		16	
CREW NUMBER	TOTAL REFUELINGS		IN DARKNESS MAXIMUM INFLIGHT GROSS WEIGHT		OPTIONAL INFLIGHT GROSS WEIGHT 20 MIN CONTACT		NR SUCC. MASS NIGHT REFUELING MISSIONS					TOTAL REFUELINGS		ONE TANKER 20 MIN CONTACT		190,000 LBS		DRY CONTACT 5 MINUTES				TOTAL RENDEZVOUS		IN DARKNESS		AN/APN 12 76			
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43			52-54	56-58	60-62	63-65	66-68	69-71		
K12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
K13	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
K42	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
649	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
K57	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
669	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
822	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
WING TOTAL	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

SECTION B - Air Refueling (Combat Ready and above).
Item 5 - Enter creditable missions.
Items 6 & 7 - No entry.

SECTION D - Dry Contacts.
Item 12 - No entry.

SECTION E - Radar Rendezvous.
Item 16 - No entry.

SAC FORM 15 MAR 57 120c FC 2730

7C-1.80 6-2164-C

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART V	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: MAY	PAGE NR: 1	NR OF PAGES: 1	REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL	B. GUNNERY							C. FORMATION			D. PILOT PROFICIENCY												E. CREW REQUIREMENTS							
1	2				3	4		5			6	7		8		9		10		11		12	13	14	15	16	17	18	19	20	
CREW NUMBER	TOTAL MISSIONS FLOWN	PER CENT FIREOUT			FIGHTER ATTACK MISSIONS ACCOMP.			TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES			NR OF ATO TAKEOFFS ACCOMP.	NR OF WATER INJECTION TAKEOFFS ACCOMP.	NR OF AIR-BORNE RADAR DIRECTED APPRO. ACCOMP.	TOTAL HRS. PILOT IN COMBAT POSITION	NR OF CREW EMERG. PROCEDURE DRILL ACCOMP.	NR OF NIGHT CELL MISSIONS FLOWN	MONTH LAST STANEVAL CHECK COMPLETED		
		%	%	%								AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									
5-10	13-15	17-19	21-23	25-27	29-31			41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54		13-15	17-19	21-23	25-27	29-31	33-35			
R12	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	01	01	-	-	-	-	-	-	01	01	02	03	-	JAN	-	-
R15	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	02	01	01	-	01	01	-	-	-	-	-	-	-	MAY	-	-
R42	-	-	-	-	-	-	-	-	-	-	-	01	01	02	01	01	-	-	-	-	-	-	-	-	-	02	01	02	-	APR	-	-
R60	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	02	-	-	-	-	-	-	-	-	01	-	01	01	-	JAN	-	-
R67	-	-	-	-	-	-	-	-	-	-	-	03	-	03	-	02	-	-	-	-	-	-	-	01	03	03	-	DEC	-	-	
R69	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	-	-	01	-	-	02	-	APR	-	-
SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	13	01	13	01	09	02	01	-	01	01	-	-	-	03	04	07	07	-	-	-	-
R01	-	-	-	-	-	-	-	03	02	01	01	05	-	05	-	03	01	03	01	-	-	-	-	-	-	01	02	03	-	-	-	-
SUB TOTAL	-	-	-	-	-	-	-	03	02	01	01	05	-	05	-	03	01	03	01	-	-	-	-	-	-	01	02	03	-	-	-	-
WING TOTAL	-	-	-	-	-	-	-	05	02	01	01	18	01	18	01	11	03	04	01	01	01	-	-	-	03	04	09	10				

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Gunnery. Item 2 - SEG max load missions meeting prescribed % fireout will be included in first column. % fireout [illegible] also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded.

Item 4 - No entry.

SECTION D - Pilot Proficiency. Item 12 - No entry.

SECTION E - Crew Requirements. Item 16 - Enter time to nearest whole hour. Item 20 - No entry.

SAC FORM 15 MAR 57 1204 PC: 2730

7C-1080 6-2164.C

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

May 1957

PART IV. Wing Commander's Remarks (4-SAC-T12 and 5-SAC-T12) 307th BW

1. Hours Flown Performing Missions Ordered By: (CONFIDENTIAL)

a. Higher headquarters: Not applicable.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	Requirements of AFR 60-2	Concurrent with 2, 3, and XX	
2	NCR crew training	601:00	607:45
3	Ready crew training	270:00	344:30
4	SAC Reg 51-26	Concurrent with Priority 3	
X	Test Flights	40:00	22:00
XX	Other (Individual and 5X)	00:00	119:55
	TOTAL	911:00	1094:10

(a) Reference total hours programmed: This time was subsequently increased to 1091:00 hours, which increased Priority 3 and established Priority XX.

(2) Flying time programmed for the following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	AFR 60-2	Concurrent with other flying
2	NCR training	210:00
3	Ready crew training	140:00
4	51-26	Concurrent with Priority 3
X	Other (Test, ferry, and individual 51-19)	47:00
	TOTAL	397:00 (CONFIDENTIAL)

2. Test Hops: Ten sorties for 22:00 hours. (UNCLASSIFIED)

3. Weather or local conditions: Twenty-three sorties for approximately 115:00 hours were cancelled due to weather. (UNCLASSIFIED)

4. Restrictive Directives: Approximately 700:00 hours could not be flown due to higher headquarters flying hour restriction, which seriously hindered the upgrading program. (CONFIDENTIAL)

6-2164-C

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 May 1957

5. Crew Data: (UNCLASSIFIED)

a. Combat crew member gains and losses:

(1) One co-pilot gained.

(2) One AC, one co-pilot and one navigator PCS to Fairchild.

b. Crew member changes:

(1) Two navigator changes.

(2) Three co-pilot changes.

c. New crews: None.

d. Incomplete combat maintenance crews:

(1)

ICM 01	AC	Maj D. O. Smith
	CP	Maj G. J. Lally
	N	Maj W. A. Lindsey
ICM 02	AC	Maj R. B. Webb
	CP	Maj J. J. Phillips
	N	Lt Col R. L. Smith
ICM 03	AC	Lt Col H. G. Johns
	CP	Capt H. J. Husband
	N	Unmanned

(2) Secondary duty AFSC (Maintenance):

ICM 01	AC	4316	CP	4334	N	4344
ICM 02	AC	4344	CP	3231	N	3211
ICM 03	AC	4311	CP	4344	N	N/A

(3) Date of last standardization check in unit tactical aircraft: Major J. J. Phillips - 17 August 1956; all others negative.

(4) Flying hours accomplished in tactical aircraft during this period:

ICM 01	AC	6:50	CP	9:20	N	4:30
ICM 02	AC	00:00	CP	5:00	N	00:00
ICM 03	AC	00:00	CP	00:00	N	N/A

e. Crew status changes: S-05 to IN-05, 22 May 1957; L-01 to IN-01, 6 May 1957. Both crews TDY to B-52 program.

6-2164-C

7C-1080

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f. Standardization Crews:

L-02	1 Feb 56
R-34	11 May 55
L-36	14 May 56
L-61	14 May 56
L-66	10 Dec 56
S-05	To be replaced. Crew TDY to B-52 Program.

(UNCLASSIFIED)

6. Refueling Data: (CONFIDENTIAL)

a. Individual sorties:

(1) Number of refueling sorties confirmed: 49

(2) Number of sorties airborne: 46

(3) Sorties completing electronic rendezvous: 35

(4) Tanker sorties completing electronic rendezvous on double refueling mission: N/A

(5) Number of sorties not completing rendezvous: 1

(a) Not attempted.

(6) Number of sorties transferring required fuel: 36

(7) Number of tanker sorties transferring fuel on double refueling mission: N/A

(8) Number of sorties failing to transfer required fuel: 13

(a) Tanker cancellation and aborts: 6

(b) Tanker delay: 2

(c) Receiver cancellation and aborts: 5

(9) Remarks: Number of sorties failing to transfer fuel are also reasons stated for not completing rendezvous. (CONFIDENTIAL)

b. Mass night cell sorties: Not applicable. (UNCLASSIFIED)

c. Fuel transferred: Not applicable. (UNCLASSIFIED)

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel:

(1) The shortage of eight MD-3 generators, Stock Number 6115-635-5595 (8210-329200) still exists as previously reported.

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 May 1957

(a) The 371st Bomb Squadron is short two generators requested on Control Number 100817, back ordered on Voucher Number 217124, Depot Requisition Number 62980121.

(b) The 372nd Bomb Squadron is short four generators. Two were requested on Control Number 100047, back ordered on Voucher Number 216071, Depot Requisition Number 62960027. Two were requested on Control Number 102019, back ordered on Voucher Number 230228, Depot Requisition Number 70090725.

(c) The 370th Bomb Squadron is short two requested on Control Number 101013, back ordered on Voucher Number 330060, Depot Requisition Number 70090726.

(d) SAC message DM3B1 37978, Subject: 6115-635-5595 Generator MD-3 to COMAF 8 Westover AFB, information COMAIRDIV 818, Lincoln AFB, recommended that two each be shipped from Forbes AFB and that redistribution of five be made from any other command excesses. To date no further action has been indicated.

(2) The shortage of two high pressure air compressors, Stock Number 4310-289-8249 (8100-221822-64) still exists as previously reported.

(a) The 307th Periodic Maintenance Squadron is short one compressor, requested on Control Number 101188, back ordered on Voucher Number 224519, Depot Requisition Number 63460513.

(b) The 307th Field Maintenance Squadron is short one compressor, requested on Control Number 101648, back ordered on Voucher Number 230223, Depot Requisition Number 70090728.

(c) Original requisitions were submitted to Warner Robbins AFD; control has since been transferred to Gadsden AFD. Latest information from Gadsden AFD indicates that these compressors will be available the latter part of June 1957.

b. Personnel: A shortage of qualified personnel in the seven level 43 career field still exists. (UNCLASSIFIED)

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8. Comments or Recommendations of Wing Commander: (CONFIDENTIAL)

a. Upgrading Progress:

(1) Number of combat ready crews assigned: 40.

(2) Number of non-combat ready crews assigned: 26.

(3) Number of IN crews assigned: 3. (Two (2) of these crews are TDY to B-52 training).

(4) Projected combat ready date of each non-combat ready and IN crew:

CREW NO.	PROJECTED DATE	CREW NO.	PROJECTED DATE
N-19	1 Sep 57	N-54	1 Sep 57
N-20	1 Sep 57	N-55	1 Sep 57
N-21(V)	1 Sep 57	N-56	1 Oct 57
N-22	1 Oct 57	N-57	1 Oct 57
N-23	1 Oct 57	N-58	1 Oct 57
N-24	1 Oct 57	N-76	1 Sep 57
N-25	1 Oct 57	N-80	1 Sep 57
N-26	1 Oct 57	N-81	1 Oct 57
IN-27	1 Nov 57	N-82	1 Sep 57
N-48	1 Sep 57	N-83	1 Oct 57
N-50	1 Sep 57	N-84	1 Sep 57
N-51	1 Sep 57	N-85	1 Sep 57
N-52	1 Oct 57	N-86	1 Sep 57
N-53	1 Oct 57		

(5) Difficulties encountered in the upgrading program and in maintaining proficiency of combat ready and higher category crews:

(a) It will be noted that the projected date for upgrading on the above listed crews remains the same as last month's T-12 Commander's Remarks. This is due to the fact that the stand down in sorties and flying hours was taken into consideration at that time. The stand down plan has progressed as predicted.

1. Eighth Air Force message DO 17125 dated 14 May 1957 extended this Wing's special upgrade training period to

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 May 1957

1 August 1957. Subsequent to that time this Wing recommended through 818th Air Division message DO 5534-C (Confidential) dated 27 May 1957, that this special upgrade training period be extended to 1 September. Basically, the reasons for this recommendation are: Flying hours lost due to the reduced flying schedule in April and May amount to approximately one month's flying hour production; the stand down in June accounts for an additional month in which almost no training will be accomplished toward upgrading crews. Therefore, this Wing will enter the upgrade training program again on 1 July, two months in arrears. Another factor in favor of adopting the recommendation of extending the upgrade period to 1 September is that August is a special training month and this Wing could use that month to the greatest advantage in emphasizing upgrade training of non-ready crews.

(6) Recommendations that will assist future Wings in the upgrade training program:

(a) It is urgently recommended that each higher headquarters refrain from making TWX type changes to training regulations; namely, 51-19, 50-43, 50-8, 51-26 and 51-4. It is extremely difficult at Wing level to keep track of a multiplicity of training requisites in message form. The quarterly or semi-annual review and publication of the revised regulation would greatly assist in a well rounded standardized training program. Revised regulations should be effective at the beginning of the next training quarter. (CONFIDENTIAL)

9. Ground Training: (CONFIDENTIAL)

a. Phase training:

(1) Total number of combat ready crews responsible for applicable phase of SAC Regulation 50-24 requirements: 36.

(2) Cumulative total of the above crews that have completed applicable phase of SAC Regulation 50-24 requirements: 24.

(3) Number of crews that were scheduled for block training the month of this report: 18.

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(4) Number of crews that attended block training the month of this report: 14.

(5) Number of crews that completed block training the month of this report: 14.

(6) Detailed reasons if crews scheduled did not attend and complete block training the month of this report: One crew needed for flight test; one crew observer sent to TN training; two crews AC's had IP commitments for upgrading.

(7) Number of combat ready crews scheduled to attend block training during month subsequent to this report: 12. (CONFIDENTIAL)

b. Special Weapons training:

(1) Total number of combat ready crews responsible for special weapons academic training as outlined in SAC Regulation 50-24 for applicable four month period: 40.

(2) Cumulative total of the above crews that have completed applicable special weapons training during the four month period: 2.

(3) Number of crews that were scheduled to accomplish special weapons training the month of this report: 2.

(4) Number of crews that completed special weapons training this month: 2.

(5) Explanation of factors if scheduled crews did not accomplish training: None.

(6) Number of crews scheduled to accomplish training the month subsequent to this report: 8. (CONFIDENTIAL)

10. Hi Jinx Tactics: (UNCLASSIFIED)

a.	b.	c.	a.	b.	c.
R-18	Yes	No	N-54	Yes	Yes
N-19	No	No	N-55	No	Yes
N-20	No	No	N-56	No	No
N-21(V)	No	No	N-57	No	No

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 May 1957

Hi Jinx Tactics: (Continued)

a.	b.	c.	a.	b.	c.
N-22	No	No	N-58	No	No
N-23	No	No	N-76	No	Yes
N-24	No	No	N-80	No	Yes
N-25	No	No	N-81	No	No
N-26	No	No	N-82	No	No
N-48	No	No	N-83	No	No
N-50	No	Yes	N-84	No	No
N-51	Yes	Yes	N-85	No	No
N-52	No	No	N-86	No	No
N-53	No	No			

NOTE: Crew R-18 is complete except for one RBS attack. (CONFIDENTIAL)

Elkins Read, Jr

ELKINS READ, JR
Colonel, USAF
Commander

6-2164-C

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I | UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MAY | PAGE NR: 2 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING									C. NAVIGATION													
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15		16	17		18	19	20	21					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	HR OF USCHN FLOWN	BOMBER STREAMS FLOWN	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES						NIGHT CELESTIAL		DAY CEL	CELESTIAL GRID		RADAR GRID	PRESSURE PATTERN					
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL OF ALL TYPES	M-19 NR OF REL.					TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)	NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)	NR OF LEGS ACCOMP						
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	33-35	37-39	41-43	52-54	56-58						
																	21-23	25-27	29-31			45-47	49-51					
LO2		Negative (No flight as a crew this month)																										
L36	B-47E	01	07	-	01	01	-	-	-	-	-	-	-	-	-	01	07	-	-	-	-	-	-	-	-	-	-	-
L61	B-47E	01	07	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L66	B-47E	02	13	-	01	01	-	-	-	-	-	-	-	-	-	02	05	22	-	-	-	-	-	-	-	-	-	-
R34	B-47E	01	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L01		Negative (No flight as a crew this month)																										
S03		Negative (No flight as a crew this month)																										
SUB TOTAL		05	33	-	03	02	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	01	-	-	-	-	-	-
L37	B-47E	03	17	-	-	-	-	-	-	-	-	-	-	-	-	01	10	-	-	-	-	-	-	-	-	-	-	-
R11	B-47E	01	07	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	26	-	-	-	-	-
R40	B-47E	01	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L62		Negative (No flight as a crew this month)																										
R73	B-47E	01	07	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	10	-	-	-	-	-
SUB TOTAL		06	34	-	02	02	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	02	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
SECTION A - General. Item 3 - Enter sorties flown as an integral crew. Item 4 - Enter time to nearest whole hour.
SECTION B - Bombing. Items 7 thru 14 - No entry.
SECTION C - Navigation. Items 15 & 17 - CEs will be to nearest whole nautical mile. Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures. Items 20 & 21 - No entry.

SAC FORM 15 MAR 57 184 PREVIOUS EDITION IS OBSOLETE. FC: 2720

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MAY	2	6	5-SAC-T12

A. GENERAL						B. BOMBING									C. NAVIGATION													
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15					16	17				18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USCMs FLOWN	BOMBER STREAMS FLOWN	RBS AT MACH -.81	RADAR ATTACKS CAMERA SCORED MACH -.81 WITH IBDA	RADAR ATTACKS CAMERA SCORED MACH -.81 FIXED ANGLE	VISUAL ATTACKS CAMERA SCORED MACH -.81	VISUAL RELEASES TOTAL OF ALL TYPES	VISUAL RELEASES M-19 NR OF REL.					NIGHT CELESTIAL TOTAL LEGS FLOWN	NIGHT CELESTIAL CIRCULAR ERROR (Nautical Miles)				DAY CEL NR OF LEGS ACCOMP	CELESTIAL GRID TOTAL LEGS FLOWN	CELESTIAL GRID CIRCULAR ERROR (Nautical Miles)			RADAR GRID NR OF LEGS ACCOMP	PRESSURE PATTERN		
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
L71	B-47E	01	07	-	01	01	-	-	-	-	-	-	-	-	-	01	06	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		01	07	-	01	01	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
R03	B-47E	04	19	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	01	17	-	-	-	-	-	-
R06	Negative (No flight as a crew this month)																												
R08	B-47E	01	07	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-
R09	B-47E	02	14	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R10	B-47E	01	07	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R12	ECM CREW (See 4-SAC-T12)																												
R13	B-47E	01	07	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	13	-	-	-	-	-	-
R14	B-47E	01	07	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	07	-	-	-	-	-	-
R15	ECM CREW (See 4-SAC-T12)																												
R16	B-47E	01	07	-	01	01	-	-	-	-	-	-	-	-	-	01	07	-	-	-	-	-	-	-	-	-	-	-	-
R18	B-47E	04	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-
R31	Negative (No flight as a crew this month)																												
R33	Negative (No flight as a crew this month)																												

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions: SECTION A - General. Item 3 - Enter sorties flown as an integral crew. Item 4 - Enter time to nearest whole hour. SECTION B - Bombing. Items 11 thru 14 - No entry. SECTION C - Navigation. Items 15 & 17 - CEs will be to nearest whole nautical mile. Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures. Items 20 & 21 - No entry.

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MAY	3	6	5-SAC-T12

A. GENERAL						B. BOMBING										C. NAVIGATION													
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15					16	17			18	19	20	21	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USCMM FLOWN	BOMBER STREAMS FLOWN	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES						NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESSURE PATTERN		
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL OF ALL TYPES	M-19 NR OF REL.					TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)			NR OF LEGS ACCOMP			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
R39	B-47E	03	18	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	09	-	-	-	-	-	-
R42	B-47E	01	07	-	01	-	-	-	-	-	-	-	-	-	-	01	07	-	-	-	-	-	-	-	-	-	-	-	-
R42		ECM CREW (See 4-SAC-T12)																											
R43		Negative (No flight as a crew this month)																											
R45		Negative (No flight as a crew this month)																											
R47	B-47E	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	02	-	-	-	-	-	-
R49		ECM CREW (See 4-SAC-T12)																											
R65	B-47E	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	37	-	-	-	-	-	-
R67		ECM CREW (See 4-SAC-T12)																											
R68	B-47E	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R69		ECM CREW (See 4-SAC-T12)																											
R70	B-47E	03	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R74	B-47E	02	10	-	01	01	-	-	-	-	-	-	-	-	-	01	09	-	-	-	-	-	-	-	-	-	-	-	-
R75	B-47E	03	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R77	B-47E	01	07	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R79	B-47E	01	07	-	-	-	-	-	-	-	-	-	-	-	-	01	22	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.
Item 3 - Enter sorties flown as an integral crew.
Item 4 - Enter time to nearest whole hour.

SECTION B - Bombing.
Items 7 thru 14 - No entry.

SECTION C - Navigation.
Items 15 & 17 - CEs will be to nearest whole nautical mile.
Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures.
Items 20 & 21 - No entry.

SAC FORM 184 (15 MAR 57) PREVIOUS EDITION IS OBSOLETE. PC: 2731

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CONFIDENTIAL *(When Filled In)*

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: MAY	PAGE NR: 4	NR OF PAGES: 6	*REPORTS CONTROL SYMBOL:* 5-SAC-T12

A. GENERAL						B. BOMBING									C. NAVIGATION												
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15					16	17				18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF LEGS FLOWN	FLYING TIME	NR OF USCMM FLOWN	BOMBER STREAMS FLOWN	RBS AT MACH - .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES						NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID				RADAR GRID	PRESSURE PATTERN		
							MACH .87 WITH IBDA	FIXED ANGLE		TOTAL OF ALL TYPES	M-19 NR OF REL.					TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)			NR OF LEGS ACCOMP			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
SQB TOTAL		33	196	-	10	07	-	-	-	-	-	-	-	-	-	05	-	-	-	-	04	06	-	-	-	-	-	-	-
M19	B-47E	05	30	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	12	34	-	01	-	-	-
M20	B-47E	06	33	-	-	-	-	-	-	-	-	-	-	-	-	01	21	-	-	-	01	-	-	-	-	01	-	-	-
M21	[illegible]	ECM CREW (See 4-SAC-T12)																											
M22	B-47E	04	21	-	-	-	-	-	-	-	-	-	-	-	-	-	--	-	-	-	02	-	-	-	-	01	-	-	-
M23	B-47E	04	20	-	-	02	-	-	-	-	-	-	-	-	-	01	17	-	-	-	01	-	-	-	-	01	-	-	-
M24	B-47E	04	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M25	B-47E	04	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M25	B-47E	04	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M48	B-47E	04	23	-	-	-	-	-	-	-	-	-	-	-	-	02	21	28	-	-	-	02	13	22	-	01	-	-	-
M50	B-47E	05	25	-	-	02	-	-	-	-	-	-	-	-	-	01	21	-	-	-	-	01	08	-	-	-	-	-	-
M51	B-47E	06	37	-	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	02	21	23	-	-	01	-	-
M52	B-47E	03	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M53	B-47E	05	27	-	-	-	-	01	-	-	-	-	-	-	-	01	05	-	-	-	01	01	14	-	-	01	-	-	-
M54	B-47E	03	18	-	01	01	-	-	-	-	-	-	-	-	-	01	30	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. Item 3 - Enter sorties flown as an integral crew. Item 4 - Enter time to nearest whole hour.

SECTION B - Bombing. Items 7 thru 14 - No entry.

SECTION C - Navigation. Items 15 & 17 - CEs will be to nearest whole nautical mile. Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures. Items 20 & 21 - No entry.

SAC FORM 15 MAR 57 184 PREVIOUS EDITION IS OBSOLETE. FC-2730

TC-1080 6-2164-C

Air Force - SAC, Offut (When Filled In) **CONFIDENTIAL**

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: MAY	PAGE NR: 5	NR OF PAGES: 6	REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING										C. NAVIGATION													
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15					16	17				18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USCMs FLOWN	BOMBER STREAMS FLOWN	RRS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES						NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID				RADAR GRID	PRESSURE PATTERN		
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL OF ALL TYPES	M-19 NR OF REL.					TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
N55	B-47E	03	17	-	01	01	-	-	-	-	-	-	-	-	-	01	10	-	-	-	-	-	-	-	-	-	-	-	-
N56	B-47E	04	23	-	-	-	-	-	-	-	-	-	-	-	-	01	23	-	-	-	01	-	-	-	-	01	-	-	-
N57	B-47E	04	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	05	-	-	-	-	-	-
N76	B-47E	05	27	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N80	B-47E	03	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-
N81	B-47E	04	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-
N82	B-47E	03	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	13	-	-	-	-	-	-
N83	B-47E	04	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	01	-	-
N84	B-47E	04	24	-	-	-	-	-	-	-	-	-	-	-	-	02	04	10	-	-	-	-	-	-	-	-	-	-	-
N85	B-47E	04	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-
N86	B-47E	04	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		99	538	-	05	08	-	01	-	-	-	-	-	-	-	11	-	-	-	-	12	10	-	-	-	07	02	-	-
WING TOTAL		144	808	-	21	23	-	01	-	-	-	-	-	-	-	21	-	-	-	-	16	19	-	-	-	07	02	-	-
XXXX		20	105	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	02	01	-	-	-	01	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
SECTION A - General. Items 3-Enter sorties flown as an integral crew. 4-Enter time to nearest whole hour.
SECTION B - Bombing. Items [illegible] ru 14-No entry.
SECTION C - Navigation. Items 15 & 17-CEs will be to nearest whole nautical mile. Item 19-Enter nr of navigation legs accomplished using pressure pattern procedures. Items 20 & 21-No entry.

SAC FORM 15 MAY 57 184 PREVIOUS EDITION IS OBSOLETE. FC: 2720

7C-1080 6-2164-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL *(When Filled In)*

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MAY | PAGE NR: 6 | NR OF PAGES: 6 | *REPORTS CONTROL SYMBOL*: 5-SAC-T12

A. GENERAL						B. BOMBING									C. NAVIGATION																
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15			16	17			18	19	20	21						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USCMM FLOWN	BOMBER LEGS FLOWN	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES						NIGHT CELESTIAL			DAY CEL	CELESTIAL GRID			RADAR GRID								
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL OF ALL TYPES	M-19 NR OF REL.					TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)		NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)			NR OF LEGS ACCOMP	PRESSURE PATTERN						
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58				
COMBAT R PRACT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON R PRACT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		20	105	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	02	03	-	-	-	01	-	-	-	-	-
IN01		TDY B-52 TRAINING																													
IN05		TDY B-52 TRAINING																													
IN27		CP & OBS PRESENT FOR TRAINING, AC TDY WICHITA 1-31 MAY 57																													
IN58		AC & OBS PRESENT FOR TRAINING, CP TDY MCCONNEL 1-31 MAY 57																													
1. AVE NO LEAD, COMBAT READY AND NON-COMBAT READY ASSIGNED: 53.1																															
2. AVE NO LEAD, COMBAT READY AND NON-COMBAT READY AVAILABLE: 34.1																															
3. AVE NO STANDBCARD AND INSTRUCTOR CREWS ASSIGNED BY CATEGORY: LEAD 5; READY 5																															
4. AVE NO STANDBCARD AND INSTRUCTOR CREWS ASSIGNED BY CATEGORY: LEAD 5; READY 5																															
PERCENTAGE OF APPLICABLE SACR 50-8 MINIMUMS COMPLETED: 13.9																															

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.
3- Enter sorties flown as an integral crew.
4- Enter time to nearest whole hour.

SECTION B - Bombing.
Items [illegible] through 14- No entry.

SECTION C - Navigation.
Items 15 & 17- CEs will be to nearest whole nautical mile.
Item 19- Enter nr of navigation legs accomplished using pressure pattern procedures.
Items 20 & 21- No entry.

SAC FORM 15 MAR 57 184 PREVIOUS EDITION IS OBSOLETE. PC: 2720

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Air Force - SAC, Offut (When Filled In) **CONFIDENTIAL**

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MAY	1	6	5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)											C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19			20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 30 MINUTES CONTACT		NR OF SUCC NIGHT REFUELING MISSIONS						ONE TANKER 30 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF B MIN DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-38	37-39	41-43		49-51	52-54	55-58	60-62		
L02	SEE	PART	I				&	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L36	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L61	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L66	01	01	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	01	01	01	01	01	01	–	–	–	–	–	–	–
R34	01	01	001	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	01	01	01	01	01	–	–	–	–	–	–	–
L01	SEE	PART	I																												
S05	SEE	PART	I																												
SUB TOTAL	02	02	01	01	01	01	–	–	–	–	–	–	–	–	–	–	–	–	02	02	02	02	02	02	–	–	–	–	–	–	–
L37	01	01	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	01	01	01	01	01	01	–	–	–	–	–	–	–
R11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R40	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R62	SEE	PART	I																												
R73	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	01	01	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	01	01	01	01	01	01	–	–	–	–	–	–	–

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SEC B - Refueling (Combat Ready and Above). Items 1 thru 10 - Enter creditable missions. No entry.

SEC D - Dry Contacts. Item 14 - No entry.

SEC E - Radar Rendezvous. Item 18 - No entry.

SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

SAC FORM 15 MAR 57 184a PREVIOUS EDITION IS OBSOLETE. PC: 2730

TC-1080 6-2164-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MAY | PAGE NR: 2 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)											C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19		20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC MAX NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF 8 MIN DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-35	37-39	41-43		49-51	52-54	56-58	60-62		
L71	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R03	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R06	SEE PART I																													
R08	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R09	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R12	SEE PART I																													
R13	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R14	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R15	SEE PART I																													
R16	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R18	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R31	SEE PART I																													
R33	SEE PART I																													

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions: SEC B - Refueling (Combat Ready and Above). Item 1 - Enter creditable missions. Items 2 thru 10 - No entry. SEC D - Dry Contacts. Item 14 - No entry. SEC E - Radar Rendezvous. Item 18 - No entry. SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

SAC * OPR 15 MAR 57 1846 PREVIOUS EDITION IS OBSOLETE. FC: 2730

TC-1080 6-2164-C

Air Force - SAC, Offutt (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MAY | PAGE NR: 3 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)										C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19		20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC MAX GROSS WEIGHT NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF MIN ONLY DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-35	37-39	41-43		49-51	52-54	56-58	60-62		
R39	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-
R41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R42	SEE	PART	I																											
R43	SEE	PART	I																											
R45	SEE	PART	I																											
R47	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	01	-	01	01	01	01	01	01	-	-	-	-	-	-
R49	SEE	PART	I																											
R65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R67	SEE	PART	I																											
R68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R69	SEE	PART	I																											
R70	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-
R74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R75	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-
R77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SEC B - Refueling (Combat Ready and Above). Item 1: Enter creditable missions. Items 2 thru 10 - No entry.

SEC D - Dry Contacts Item 14 - No entry.

SEC E - Radar Rendezvous. Item 18 - No entry.

SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

SAC FORM 15 MAR 57 1846 PREVIOUS EDITION IS OBSOLETE. FC: 2730

7C-1080 6-2164-C

Air Force - SAC, Offset (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MAY	4	6	5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)											C. REFUELING (Non-combat ready crews)				D. DBY CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19		20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF B-MIN DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-35	37-39	41-43		49-51	52-54	56-58	60-62		
SUB TOTAL	04	04	03	03	03	03	–	–	–	–	–	–	–	–	–	–	01	–	05	05	05	05	04	04	–	–	–	–	–	–	–
M19	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M20	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M21	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M22	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M23	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M24	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	01	01	–	–	01	01	–	–	–	–	–	–	–
M25	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	37	–	02	02	–	–	01	01	–	–	–	–	–	–	–
M26	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	10	–	01	01	–	–	–	–	–	–	–	–	–	–	–
M48	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M50	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M51	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–	–	01	–	01	01	01	01	–	–	–	–	–	–	–	–	–
M52	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M53	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–	–	–	–	01	01	–	–	01	01	–	–	–	–	–	–	–
M54	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–	–	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SEC B - Refueling (Combat Ready and Above). It: Enter creditable missions. Items 1 thru 10 - No entry.

SEC D - Dry Contacts - Item 14 - No entry.

SEC E - Radar Rendezvous. Item 18 - No entry.

SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

SAC FORM 15 MAR 57 1846 PREVIOUS EDITION IS OBSOLETE. FC: 2720

7C-1080 6-2164-C

Air Force - SAC, Offset (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MAY	3	6	5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)												C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19			20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		DPT. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC MASS NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF SUNDRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MASS LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-38	37-39	41-43		49-51	52-54	56-58	60-62		
N55	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	10	-	01	01	-	-	01	01	-	-	-	-	-	-	-
N56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01	01	-	-	01	01	-	-	-	-	-	-	-
N57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	01	01	01	01	01	01	-	-	-	-	-	-	-
N80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	87	-	-	-	-
N81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	50	-	-	-	-
N82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	50	-	-	-	-
N83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	-	02	02	-	-	02	02	-	-	-	-	-	-	-
N84	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	01	01	-	-	01	01	-	-	-	-	-	-	-
N85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N86	-	-	-	-	-	-	-	-	-	-	-	-	02	02	-	-	01	-	02	02	-	-	02	02	-	-	-	-	-	-	-
SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	07	07	-	-	106	-	15	15	02	02	11	11	-	03	-	-	-	-	-
WING TOTAL	07	07	04	04	05	05	-	-	-	-	-	-	07	07	-	-	110	-	23	23	10	10	18	18	-	03	-	-	-	-	-
XXXXX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	-	07	07	01	01	03	03	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions: SEC B - Refueling (Combat Ready and Above). Item 1 - Enter creditable missions. Items 2 thru 10 - No entry. SEC D - Dry Contacts. Item 14 - No entry. SEC E - Radar Rendezvous. Item 18 - No entry. SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

3AC FORM 15 MAR 57 1846 PREVIOUS EDITION IS OBSOLETE. FC: 2739

7C-1080 6-2764-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: MAY	PAGE NR: 6	NR OF PAGES: 6	REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)										C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS						F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19			20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF 8 MIN DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-36	37-39	41-43		49-51	52-54	56-58	60-62		
COMBAT R PRACT	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
NON R PRACT	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
IN01	SEE	PART	I																												
IN05	SEE	PART	I																												
IN27	SEE	PART	I																												
IN58	SEE	PART	I																												

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SEC B - Refueling (Combat Ready and Above). Item 1: Enter creditable missions. Item 2 thru 10 - No entry.

SEC D - Dry Contacts. Item 14 - No entry.

SEC E - Radar Rendezvous. Item 18 - No entry.

SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

SAC FORM 15 MAR 57 184a. PREVIOUS EDITION IS OBSOLETE. FC: 2781

7C-1080 6-2164-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: MAY	PAGE NR: 1	NR OF PAGES: 6	REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. ECM							C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM ACCEPTABLE DISPENSE OUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,500'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		ATO	AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLT IN "COMBAT" POSITION	MONTH LAST STAND. BO CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE FORMATION ACCOMP	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
L02	SEE PART I																								SEP					
L36	-	-	-	-	-	-	01	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	01	APR	01		-	-	01
L61	01	05	-	-	-	-	01	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	-	-	APR	-	-	-	-	01
L66	01	04	-	-	-	-	01	-	-	-	-	02	-	02	-	01	-	-	-	-	-	-	-	-	APR	-	-	-	-	01
R34	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	APR	-	-	-	-	-
L01	SEE PART I																								FEB					
S05	SEE PART I																								FEB					
SUB TOTAL	02	09	-	-	-	-	03	-	-	-	-	05	-	05	-	02	-	-	-	-	-	-	-	01	-	01	-	-	-	03
L37	-	-	-	-	-	-	-	-	-	-	-	03	-	03	-	02	-	-	-	-	-	-	01	-	MAY	-	-	-	-	-
R11	-	-	-	-	-	-	01	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	-	-	FEB	-	-	-	-	01
R40	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	02	-	-	-	-	-	-	-	-	MAR	-	-	-	-	-
R62	SEE PART I																								NOV					
R73	-	-	-	-	-	-	01	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	01	JAN	01	-	-	-	01
SUB TOTAL	-	-	-	-	-	-	02	-	-	-	-	06	-	06	-	05	-	-	-	-	-	-	01	01	-	01	-	-	-	02

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Items 2 & 3 - Points accrued will be shown in total and unit total lines.

SECTION C - Formation. Items 7-6 - Entries will be made to nearest whole hour.

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

SAC FORM 18 MAR 57 184b PREVIOUS EDITION IS OBSOLETE. FC 2731

TC-1080 6-2164-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

1249

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: MAY	PAGE NR: 2	NR OF PAGES: 6	REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. ECM					C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM RADAR DIRECTED DISPENSE OUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		ATO	AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLT IN "COMBAT" POSITION	MONTH LAST STAND. BD CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE DRILL ACCOMP.	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
L71	01	27	-	-	-	-	01	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	JAN	-	-	-	-	01
SUB TOTAL	01	27	-	-	-	-	01	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01
R03	01	20	-	-	-	-	01	-	-	-	01	03	-	03	-	03	-	-	-	-	-	-	-	-	NOV	-	-	-	-	-
R06	SEE PART I																								APR					
R08	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	-	-	MAR	-	-	-	-	01
R09	01	27	-	-	-	-	01	-	-	-	-	02	-	02	-	03	-	-	-	-	-	-	-	-	MAR	-	-	-	-	01
R10	-	-	-	-	-	-	01	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	-	-	MAY	-	-	-	-	-
R12	SEE PART I																													
R13	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	01	02	FEB	01	-	-	-	01
R14	-	-	-	-	-	-	01	-	-	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-	JAN	-	-	-	-	01
R15	SEE PART I																													
R16	-	-	-	-	-	-	01	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	-	-	JAN	-	-	-	-	01
R18	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	01	-	-	-	-	-	-	01	02	APR	02	-	-	-	-
R31	SEE PART I																								MAR					
R33	SEE PART I																								APR					

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Items 2 & 3 - Points accrued will be shown in total and unit total lines.

SECTION C - Formation. Item 6 - Entries will be made to nearest whole hour.

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

SAC FORM 15 MAR 57 184b PREVIOUS EDITION IS OBSOLETE. PC: 2720

TC-1080 6-2164-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MAY | PAGE NR: 3 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. ECM				C. FORMATION			D. PILOT PROFICIENCY								E. CREW REQUIREMENTS								
1	2	3	4	5	6			7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS	LANDINGS	ILS OR GCA	PPI APPROACHES	GYRO-OUT APPROACHES		AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLT IN "COMBAT" POSITION	MONTH LAST STAND. OR PROFICIENCY CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE DRILLS ACCOMP.	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC CP	AC CP	AC CP	AC CP	AC CP	ATO								
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19 22-23	26-27 30-31	34-35 38-39	42-43 46-47	50-51 53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
R39	-	-	-	-	-	-	-	-	-	-	-	03 -	03 -	01 -	- -	- -	-	01	03	NOV	02	-	-	-	01
R41	-	-	-	-	-	-	01	-	-	-	-	01 -	01 -	- -	- -	- -	-	-	02	JAN	01	-	-	-	01
R42	SEE PART I																								
R43	SEE PART I																								
R45	SEE PART I																			JAN					
R47	01	17	-	-	-	-	03	-	-	-	-	01 -	01 -	- -	- -	- -	-	-	01	FEB					
R49	SEE PART I																			MAR	01	-	-	-	-
R65	-	-	-	-	-	-	-	-	-	-	-	04 01	04 01	03 -	- -	- -	-	-	-	MAY	01	-	-	-	-
R67	SEE PART I																								
R68	-	-	-	-	-	-	-	-	-	-	-	01 -	01 -	- -	- -	- -	-	-	01	MAR	01	-	-	-	-
R69	SEE PART I																								
R70	-	-	-	-	-	-	-	-	-	-	-	06 04	06 04	01 -	- -	- -	-	-	-	NOV	-	-	-	-	01
R74	-	-	-	-	-	-	01	-	-	-	-	01 01	- 02	- 01	- -	- -	-	-	01	FEB	01	-	-	-	01
R75	-	-	-	-	-	-	-	-	-	-	-	04 02	04 02	03 -	01 02	- -	-	-	-	OCT	-	-	-	-	-
R77	-	-	-	-	-	-	-	-	-	-	-	01 -	01 -	- -	- -	- -	-	-	01	JAN	01	-	-	-	-
R79	-	-	-	-	-	-	-	-	-	-	-	01 -	01 -	- -	- -	- -	-	-	-	MAR	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Items 2 & 3 - Points accrued will be shown in total and unit total lines.

SECTION C - Formation. 6-Entries will be made to nearest whole hour.

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

SAC FORM 15 MAR 57 184b PREVIOUS EDITION IS OBSOLETE. PC: 2720

TC-1080 6-2164-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MAY	4	6	5-SAC-T12

A. GENERAL	B. ECM							C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM CHAFF DISPENSE OUT ACCOMP	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		ATO	AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLT IN "COMBAT" POSITION	MONTH LAST STAND. BO MISSION ACCOMPLISHED	EMERGENCY PROCEDURE DRILLS ACCOMP	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT/CELL HOURS FLOWN	AIR WEAPONS FLIGHT	WATER INJECTION TAKEOFFS
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
SUB TOTALS	03	5½	–	–	–	–	10	–	–	–	01	07	09	35	10	20	02	01	02	–	–	–	03	15	–	11	–	–	–	09
M19	–	–	–	–	–	–	–	–	–	–	–	05	–	05	–	02	–	–	–	–	–	–	–	01	–	–	–	–	–	01
M20	–	–	–	–	–	–	–	03	02	01	01	05	–	05	–	04	02	–	–	–	–	–	–	–	–	–	–	–	–	–
M21	–	–	–	–	–	–	–	03	02	01	01	05	–	05	–	02	01	03	01	–	–	–	01	01	–	03	–	–	–	01
M22	–	–	–	–	–	–	–	03	02	01	–	04	–	04	–	02	–	–	–	–	–	–	01	02	–	03	–	–	–	–
M23	–	–	–	–	–	–	–	03	02	01	–	04	–	04	–	01	03	–	–	–	–	–	04	02	–	01	–	–	–	–
M24	–	–	–	–	–	–	–	03	02	01	–	07	06	07	06	03	03	–	–	–	–	–	05	–	–	–	–	–	–	01
M25	–	–	–	–	–	–	–	–	–	–	–	09	–	08	–	05	–	–	–	–	–	–	–	–	–	–	–	–	–	02
M26	–	–	–	–	–	–	–	–	–	–	–	02	04	02	04	02	04	–	–	–	–	–	–	–	–	–	–	–	–	01
M49	–	–	–	–	–	–	–	03	02	01	–	04	–	04	–	01	–	–	–	–	–	–	–	01	–	01	–	–	–	01
M50	–	–	–	–	–	–	–	–	–	–	01	02	02	02	02	01	02	–	–	–	–	–	–	02	–	–	–	–	–	–
M51	–	–	–	–	–	–	–	03	02	01	–	06	–	06	–	02	01	–	–	01	01	–	–	03	–	01	–	–	–	01
M52	–	–	–	–	–	–	–	03	02	01	01	02	–	02	–	01	–	–	–	–	–	–	01	01	–	03	–	–	–	–
M53	–	–	–	–	–	–	–	03	02	01	–	05	–	05	–	03	–	–	–	–	–	–	–	03	–	04	–	–	–	–
M54	–	–	–	–	–	–	–	–	–	–	01	02	–	02	–	01	–	–	–	–	–	–	01	01	–	–	–	–	–	01

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Items 2 & 3 - Points accrued will be shown in total and unit total lines.

SECTION C - Formation. 6 - Entries will be made to nearest whole hour.

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	MAY	5	6	5-SAC-T12

A. GENERAL	B. ECM							C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM EFFORT SPARE DISPERSE OUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES										
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	ATO	AIRBORNE RECALL DIRECTED APPROACH	HOURS OF PRESS. FLT IN "COMBAT" POSITION	MONTH LAST STAND. NO CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE DUAL ACCOMP	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
N55	-	-	-	-	-	-	-	-	-	-	01	02	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N56	-	-	-	-	-	-	-	-	-	-	01	03	-	03	-	01	-	01	-	-	-	-	01	02	-	03	-	-	-	-
N57	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	01	-	-	-	-	-	-	02	-	-	-	-	-	-	-
N76	-	-	-	-	-	-	-	03	02	01	01	05	-	05	-	05	01	-	-	-	-	-	-	-	-	-	-	-	-	01
N80	-	-	-	-	-	-	-	-	-	-	01	02	-	02	-	02	-	-	-	-	-	-	-	-	-	01	-	-	-	-
N81	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	04	01	-	-	-	-	-	-	-	-	01	-	-	-	-
N82	-	-	-	-	-	-	-	-	-	-	01	02	-	02	-	01	-	-	-	-	-	-	-	-	-	02	-	-	-	01
N83	-	-	-	-	-	-	-	-	-	-	-	05	02	05	02	04	-	-	-	-	-	-	-	-	-	-	-	-	-	02
N84	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	01	-	-	-	-	-	-	-	02	-	01	-	-	-	02
N85	-	-	-	-	-	-	-	03	02	01	-	04	-	04	-	04	02	01	-	01	-	-	-	01	-	-	-	-	-	-
N86	-	-	-	-	-	-	-	-	-	-	-	04	-	04	-	03	03	-	-	-	-	-	02	03	-	04	-	-	-	01
SUB TOTAL	-	-	-	-	-	-	-	33	22	11	10	100	14	100	14	58	23	03	01	02	01	-	18	25	-	28	-	-	-	16
WING TOTAL	06	90	-	-	-	-	16	33	22	11	11	149	23	148	24	85	29	06	03	02	01	-	22	40	-	41	-	-	-	31
XXXXX	-	-	-	-	-	-	-	-	-	-	-	54	04	54	04	38	13	-	-	-	-	-	-	01	-	02	-	-	-	02

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Items 2 & 3 - Points accrued will be shown in total and unit total lines.

SECTION C - Formation. Items 4-6 - Entries will be made to nearest whole hour.

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: MAY | PAGE NR: 6 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. ECM				C. FORMATION			D. PILOT PROFICIENCY								E. CREW REQUIREMENTS								
1	2	3	4	5	6			7	8	9	10	11	12			13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM CHAFF DISPENSE QUE ACCOMP	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS	LANDINGS	ILS OR GCA		PPI APPROACHES	GYRO-OUT APPROACHES							
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	ATO	AIRBORNE RADAR DIRECTED APPROACH	HOURS OF INSTR. AT INCOMP. ATT. POSITION	MONTH LAST INSTR. CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE DRILLS ACCOMP	NUMBER OF SIMULATED ATOMIC STRIKE RECORDS	NUMBER OF NIGHT C.L. MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
COMBAT R PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON R PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	54	04	54	04	38	13	-	-	-	-	-	-	01	-	02	-	-	-	02
IN01	SEE PART I																													
IN05	SEE PART I																													
IN27	SEE PART I																													
IN58	SEE PART I																													

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Items 2 & 3 - Points accrued will be shown in total and unit total lines.

SECTION C - Formation. Items 6 - Entries will be made to nearest whole hour.

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

SAC FORM 15 MAR 57 184b PREVIOUS EDITION IS OBSOLETE. FC: 2720

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CONFIDENTIAL

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV. Wing Commander's Remarks (9-SAC-T12) May 1957

1. A shortage of propeller repairmen exists in this Wing, creating an excessive workload upon the personnel assigned. Eleven propeller repairmen are authorized with only seven assigned, and of these seven, only one is a seven-level airman, five are five-level and one is a three-level. (UNCLASSIFIED)

2. Upgrading Progress: (CONFIDENTIAL)

a. Number of ready crews assigned: 21.

b. Number of non-ready crews assigned: 1.

c. Number of IM crews assigned: 3.

d. Projected ready date of each non-ready crew:

M-28	30 Jun 57
IM-29	1 Nov 57
IM-31	1 Nov 57
IM-33	1 Nov 57

e. Difficulties encountered: Crew M-28 was previously scheduled to be upgraded on 31 May 1957; however, an excessive number of aborts prevented this crew from accomplishing certain 50-43 minimums which necessitated establishing the above upgrading date. The shortage of flight engineers still exists, and prevents integral crew training for IM-29, IM-31 and IM-33. (CONFIDENTIAL)

Elkins Read, Jr

ELKINS READ, JR
Colonel, USAF
Commander

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Headquarters
307th Air Refueling Squadron
Lincoln Air Force Base, Nebraska

PART III. Squadron Commander's Remarks (9-SAC-T12) May 1957

1. Hours flown performing missions ordered by:

a. Higher Headquarters: (UNCLASSIFIED)

COMMITMENT	HOURS PROGRAMMED	HOURS FLOWN
(1) Ferry	00:00	07:15
TOTAL	00:00	07:15

b. Eighth Air Force training priorities: (CONFIDENTIAL)

(1) Programmed and accomplished for current month:

PRIORITY	COMMITMENT	PROGRAMMED	ACCOMPLISHED
1	Air Force Regulation 60-2	Concurrent with other flying	
2	Non-combat ready training	80:00	14:00
	a. Individual Upgrading	130:00	184:55
3	Combat ready training	242:00	269:25
4	Other (test flights, ferry, 5X)	15:00	46:40
	TOTAL	467:00	515:00

(a) Reference Priority 2 and 2a: Programmed non-combat ready time could not be accomplished by integral crews due to non-availability of primary crew members. This necessitated the flying of an increased amount of individual training sorties.

(b) Reference Priority 4: An increase in test flight time was realized as a result of a commitment of technical order compliances.

(c) Reference Priority Total: Total allocated flying time was increased during the current month, which increased Priority 3.

(2) Flying time programmed for following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	Air Force Regulation 60-2	Concurrent with other flying
2	Non-combat ready training	08:00
	a. Individual upgrading	66:00
3	Combat ready training	146:00
X	Other (test flights)	10:00
	TOTAL	230:00

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9-SAC-T12, 307th Air Refueling Squadron, 1-31 May 1957

2. Test Hops: Twenty-five sorties were flown for a total of 28:25 flying hours. (UNCLASSIFIED)

3. Weather or local conditions: Six sorties were cancelled for approximately 20:00 flying hours. (UNCLASSIFIED)

4. Restrictive Directives:

a. The following restrictions curtailed total flying time:

(1) SAC message DO 5959 (Secret) 30 March 1957.

(2) 8th Air Force message DO11865 (Confidential) 4 April 1957. (UNCLASSIFIED)

5. Crew Data:

a. Combat crew member gains and losses:

(1) Crew members gained: Three pilots.

(2) Crew members lost:

(a) One navigator PCS to pilot training.

(b) One AC discharged.

b. Crew member changes:

(1) One navigator.

c. New crews: None.

d. Incomplete combat maintenance crews: Not applicable.

e. Crew status changes: None.

f. Standardization crews:

	Date Assigned
(1) T-11 - Wing Standardization Crew	Dec 55
(2) T-22 - Assistant Wing Standardization Crew	Jul 56
(3) T-14 - Assistant Wing Standardization Crew	Nov 56

(UNCLASSIFIED)

6. Refueling Data: (CONFIDENTIAL)

a. Individual sorties:

(1) Number of refueling sorties confirmed:	59
(2) Number of sorties airborne:	41
(3) Number of sorties completing electronic rendezvous:	37
(4) Number of tanker sorties completing electronic rendezvous on double refueling missions:	5

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(5) Number of sorties not completing rendezvous:

(a) Receiver did not descend: 2

(b) Receiver elected to make rendezvous: 1

(c) Tanker equipment malfunction: 1

(6) Number of sorties transferring required fuel: 40

(7) Number of tanker sorties transferring required fuel on double refueling missions: 5

(8) Number of sorties failing to transfer required fuel: 19

(a) Number of aborts due to:

1. Adverse weather 2

2. Aircraft malfunction 2

3. Maintenance cancellations 9

4. Receiver cancellations 5

5. Refueling equipment malfunction 1

b. Mass night cell sorties:

(1) Number of refueling sorties confirmed: 7

(2) Number of sorties airborne: 8

(3) Number of sorties completing electronic rendezvous: 7

(4) Number of sorties transferring required fuel: 7

c. Fuel transferred: Total fuel transferred: 560,000 lbs, 86,000 gallons. (CONFIDENTIAL)

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel Problems: Seven "F" aircraft of this organization have not had the N-1 compass installation which precludes their maximum utilization. In addition, no aircraft have had the Solar power unit installed which will preclude effective operation during cold weather operations.

b. Personnel Problems: The same shortage of flight engineers that has hindered this squadron's upgrading program exists as it was reported in the previous month. No new personnel problems exist.

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8. Comments or Recommendations of the Squadron Commander: Recommend a firm depot maintenance schedule be established for the installation of missing N-1 compasses and Solar Power units. (UNCLASSIFIED)

9. Ground Training: (CONFIDENTIAL)

a. Total number of combat ready crews responsible for applicable phase of SAC Regulation 50-24 requirements: 21.

b. Cumulative total of above crews that have completed applicable phase of SAC Regulation 50-24 requirements: 20.

c. Number of crews that were scheduled for block training the month of this report: 3.

d. Number of crews that attended block training the month of this report: 3.

e. Number of crews that completed block training the month of this report: 3.

f. Detailed reasons if crews scheduled did not attend and complete block training the month of this report: None.

g. Number of combat ready crews scheduled to attend block training during the month subsequent to this report: 1.

Everett B. Thurlow
EVERETT B. THURLOW
Lt Colonel, USAF
Commander

6-2164-C

7C-1081

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AIR REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
					9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10	11	12		13		14		15	16				17	18	19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF HOURS FLOWN	TOTAL REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		NR OF SUCC. MASS FLIGHT REFUELING MISSIONS	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12/76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS	
																						TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)						
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.									
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

SECTION A - General.
Item 3 - Enter sorties flown as an integral crew.
Item 4 - Enter time to nearest whole hour.

SECTION B - Air Refueling.
Item 10 - Enter creditable missions.

SECTION D - Navigation.
Item 16 - CEs will be to nearest whole nautical mile.

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AIR REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
					9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10	11	12		13		14		15	16				17	18	19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF USCAR FLOWN	TOTAL REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		NR OF SUCC. MASS NIGHT REFUELING MISSIONS	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12/76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRES. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS	
																						TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)						
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.									
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65
T-12	KC097	07	06	–	02	02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–
T-17	KC097	03	04	–	02	02	02	02	01	01	–	–	01	–	01	01	01	01	01	01	–	–	–	–	–	–	–	–
T-19	KC097	08	14	–	03	03	03	03	01	01	–	–	–	04	–	–	–	–	–	–	–	01	02	–	–	–	–	–
T-20	KC097	04	11	–	04	04	03	03	01	01	–	–	–	17	02	02	–	–	02	02	–	02	15	–	–	–	–	–
T-20	KC097	01	05	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	–	–	–
T-23	KC097	06	10	–	04	04	02	02	03	03	–	–	01	39	02	02	01	01	01	01	–	–	–	–	–	03	–	–
T-24	KC097	04	17	–	03	03	02	01	01	01	–	–	–	07	03	03	01	01	01	01	–	–	–	–	–	03	–	–
T-25	KC097	04	05	–	04	04	–	–	–	–	–	–	01	–	04	04	–	–	02	02	–	–	–	–	–	01	–	–
T-26	KC097	04	08	–	04	04	01	01	–	–	–	–	04	10	04	04	01	01	03	03	–	01	00	–	–	03	–	–
T-27	KC097	04	12	–	02	03	01	01	–	–	–	–	–	10	01	01	–	–	02	01	–	–	–	–	–	02	–	–
SUB TOTAL	–	45	238	–	31	33	18	18	13	13	–	–	06	101	19	19	04	04	16	16	01	04	–	–	–	19	–	–
M-28	KC097	02	14	–	01	01	–	–	–	–	–	–	–	18	01	01	–	–	01	01	–	–	–	–	–	02	–	–
M-29	KC097	–	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	03	–	–
M-30	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	02	01	–	–	02	01	–	–	–	–	–	–	–	–
M-31	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–	–	–	–	–	–	–	–	–	01	–	–

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

SECTION A - General.
Item 3 - Enter sorties flown as an integral crew.
Item 4 - Enter time to nearest whole hour.

SECTION B - Air Refueling.
em 15 - Enter creditable missions.

SECTION D - Navigation.
Item 16 - CEs will be to nearest whole nautical mile.

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AIR REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	301				9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10	11	12		13		14		15	16				17	18	19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF HOURS FLOWN	TOTAL REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		NR OF SUCC. MISSIONS WITHOUT REFUELING	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12/76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS	
																						TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)						
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.									
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	

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AIR REFUELING AIR TRAINING REPORT - PART II

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL 9-SAC-T12

A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL		D. PILOT PROFICIENCY										E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. STD. BD	I. MISC.
1	2				3		4	5		6		7		8		9		10	11	12	13	14	15	16	17	18			19	20
CREW NUMBER	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX	NUMBER OF COMPLETE PILOT PROF. MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF AIRBORNE RADAR DIRECTED APPROACHES	KC-97		NUMBER OF FULL STD BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED FLIGHT LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED	
	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP		LOAD & UNLOAD, EMP PASS OR CARGO	RECONFIGURATION OF MAX LOAD										
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 2-CEs will be to nearest whole nautical mile.

SECTION C - Cruise Control. Item 3-Enter performance index to nearest whole per cent.

SECTION I - Miscellaneous. Item 20-Reserved for use by this Headquarters.

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AIR REFUELING AIR TRAINING REPORT - PART II

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL 9-SAC-T12

A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL		D. PILOT PROFICIENCY										E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. SYD. BD	I. MISC.
1	2				3		4	5		6		7		8		9		10	11	12	13	14	15	16	17	18			19	20
CREW NUMBER	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX	NUMBER OF COMPLETE PILOT PROF. MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF AIRBORNE RADAR DIRECTED APPROACHES	KC-97		NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED FLAMEOUT LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	MONTH LAST STANDARDIZATION CREW MET COMPLETED	
	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP		LOAD & UNLOAD; REP PASS OR CARGO	PRECOMPUTATION OF MAX LOAD									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 2-CEs will be to nearest whole nautical mile.

SECTION C - Cruise Control. Item 3-Enter performance index to nearest whole per cent.

SECTION I - Miscellaneous. Item 20-Reserved for use by this Headquarters.

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AIR REFUELING AIR TRAINING REPORT - PART II

UNIT: 307th Air Refueling Squadron | MONTH: May 1957 | PAGE NR: 2 | NR OF PAGES: 2 | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL			D. PILOT PROFICIENCY									E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. STD. BD	I. MISC.
1	2				3			4	5		6		7		8		9		10	11	12	13	14	15	16	17	18			19	20
CREW NUMBER	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX		NUMBER OF COMPLETE PILOT PROF. MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF AIRBORNE RADAR DIRECTED APPROACHES	KC-97		NUMBER OF SIMULATED BAILOUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED	
	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)							AC	CP	AC	CP	AC	CP	AC	CP	AC	CP		LOAD & UNLOAD, ESP PASS OR CARGO	PRECONSTATION OF MAX LOAD										
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		
[illegible]	03	-	-	-	-	-	-	-	06	01	05	02	02	-	02	-	02	-	-	-	02	01	01	01	-	-	-	-	-	-	
[illegible]	13	-	-	-	-	-	-	-	12	13	22	14	17	04	01	01	03	-	01	03	10	11	11	11	-	03	02	-	01	-	
[illegible]	02	-	-	-	-	-	-	-	04	00	04	01	04	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
[illegible]	02	-	-	-	-	-	-	-	01	02	04	03	05	-	02	-	01	-	02	-	-	-	-	-	-	-	-	-	-	-	
[illegible]	03	-	-	-	-	-	-	-	06	12	06	12	06	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
[illegible]	07	-	-	-	-	-	-	-	04	03	04	01	10	05	01	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 2 - CEs will be to nearest whole nautical mile.

SECTION C - Cruise Control. Item 3 - Enter performance index to nearest whole per cent.

SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

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Headquarters
307TH BOMBARDMENT WING, MEDIUM
United States Air Force
Lincoln Air Force Base, Nebraska

COVER SHEET 1-SAC-T35

MAY 1957

1. Reference Part II of Eighth Air Force Message DCRM3 73638, dated 13 May 1957, this Headquarters has not received SAC Technical Pamphlet 170-1 thereby eliminating the necessity of submitting information required in Parts A, B, and C of subject pamphlet. However, items that could be scored have been scored and are included in this report. Areas of low performance will be discussed in detail in the SAC-U54(8AF-1) report. (Unclassified) 9

2. The operations section has been scored but will not be rated this quarter as the Wing is standing down for crew upgrading. (Unclassified)

William R. Soukup
WILLIAM R. SOUKUP
1st Lt, USAF
Comptroller

7C-1124

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: May 1957		PAGE NR: 1	NR OF PAGES: 11	REPORTS CONTROL SYMBOL: 1-SAC-T35(8AF-1)		
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
ITEM	SAC UPPER QUARTILE	DATA	APR	MAY			
A. PERSONNEL							
1. Manning in Required Specialties							
a. Officers							
(1) Percent of Required, Percent Score	100.0	90.0	80.0	90.0			90.0
(a) Number Required			428	428			428
(b) Number IRS			388	398			398
(c) Percent IRS			90.7	93.0			93.0
(2) Percent of Assigned, Percent Score	N/S	N/S	60.0	80.0			80.0
(a) Number Assigned			445	436			436
(b) Number IRS			388	398			398
(c) Percent IRS			87.2	91.3			91.3
b. Airman, Direct Support Skills							
(1) Percent of Required, Percent Score	50.0	60.0	60.0	60.0			60.0
(a) Number Required			1068	1068			1068
(b) Number IRS			894	886			886
(c) Percent IRS			83.7	83.0			83.0

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: May 1957		PAGE NR: 2	NR OF PAGES: 11	REPORTS CONTROL SYMBOL: 1-SAC-C35(8AF-1)		
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
ITEM	SAC UPPER QUARTILE	DATA	APR	MAY			
(2) Percent of Assigned, Percent Score	N/S	N/S	50.0	40.0			40.0
(a) Number Assigned			1096	1115			1115
(b) Number IRS			894	886			886
(c) Percent IRS			81.6	79.5			79.5
c. Airman, Indirect Support Skills							
(1) Percent of Required, Percent Score	40.0	20.0	20.0	30.0			30.0
(a) Number Required			502	500			500
(b) Number IRS			385	386			386
(c) Percent IRS			76.7	77.2			77.2
(2) Percent of Assigned, Percent Score	N/S	N/S	30.0	30.0			30.0
(a) Number Assigned			499	495			495
(b) Number IRS			385	386			386
(c) Percent IRS			77.2	78.0			78.0
2. AWOL Rate, Percent Score	70.0	20.0	20.0	20.0			20.0
a. Average Strength			2044	2045			4089
b. Number Going AWOL			4	4			8
c. Rate Per 1,000			2.0	2.0			2.0

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: May 1957	PAGE NR: 3	NR OF PAGES: 11	REPORTS CONTROL SYMBOL: 1-SAC-T35(SAF-1)
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska				

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): APR	CURRENT PERIOD (Applicable Months): MAY			AVERAGE OR TOTAL
3. Retention Rate							
a. Officer Retention, Percent Score	N/S	N/S	Not Scored - Criteria Unavailable - Reference SAC Message DCRM 24412, dated 23 March 1957.				
b. First Term Airmen, Percent Score	N/S	N/S	100.0	100.0			100.0
(1) Number Eligible to Reenlist			28	6			34
(2) Number Reenlisting			17	4			21
(3) Percent Reenlisting			60.7	66.7			61.8
c. Career Airmen, Percent Score	N/S	N/S	10.0	100.0			50.0
(1) Number Eligible to Reenlist			3	2			5
(2) Number Reenlisting			1	2			3
(3) Percent Reenlisting			33.3	100.0			60.0
4. OJT Effectiveness, Percent Score	50.0	55.0	70.0	50.0			65.0
a. Number on OJT vs Number Eligible, Percent Score			15.0	15.0			15.0
(1) Number on OJT			399	438			837
(2) Number Eligible			399	438			837
(3) Percent on OJT			100.0	100.0			100.0

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: May 1957	PAGE NR: 4	NR OF PAGES: 11	REPORTS CONTROL SYMBOL: 1-SAC-T35(8AF-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): APR	CURRENT PERIOD (Applicable Months): MAY	CURRENT PERIOD (Applicable Months):	CURRENT PERIOD (Applicable Months):	AVERAGE OR TOTAL
b. Number Passing Tests (AFT & AFJKT) vs Number Tested, Percent Score			40.0	30.0			40.0
(1) Number Passing Tests			22	13			35
(2) Number Tested			26	16			42
(3) Percent Passing Tests			84.6	81.3			83.3
c. Number Upgraded of Number on OJT, Percent Score			15.0	5.0			10.0
(1) Number Upgraded			46	23			69
(2) Number on OJT			444	445			889
(3) Percent Upgraded			10.4	5.2			7.8
B. MATERIEL - AIRCRAFT MAINTENANCE			This section not scored. Reference 8AF message DCRM3 73594, dated 7 May 1957 and SAC message DCRME 33806, dated 22 April 1957				
C. OPERATIONS - MATERIEL			This section not scored. Reference SAC message DCRME 47110, dated 4 June 1957. This section will be scored in September-November quarter.				
D. GENERAL ITEMS							
1. Cost Per Flying Hour, Percent Score			Not Scored - Reference SAC Message DCRMP 37233, dated 2 May 1957.				

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
ORGANIZATION AND LOCATION	May 1957		5	11	1-SAC-T35(8AF-1)
307th Bombardment Wing (M), Lincoln AFB, Nebraska	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
ITEM	SAC UPPER QUARTILE	DATA	APR	MAY	
2. Safety					
a. Flying, Percent Score	100.0	100.0	100.0	100.0	100.0
(1) Number of Accidents			0	0	0
(2) Flying Hours			2054	1609	3663
(3) Rate Per 100,000 Hours Flown			0.0	0.0	0.0
b. Ground, Percent Score	80.0	70.0	90.0	100.0	100.0
(1) Ground Safety Index			4.88	3.16	3.72
(a) Military Injury Rate Per 100,000 Man Days Exposure			4.88	3.16	3.72
1. Number of Military Disabling Injuries			3	2	5
2. Number of Man Days Exposure			61470	63209	124679
(b) Government Motor Vehicle Accident Rate Per 100,000 Miles Driven			0.0	0.0	0.0
1. Number of Accidents			0	0	0
2. Number of Miles Driven			25430	30210	55640

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	May 1957	6	11	1-SAC-T35(8AF-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	APR	MAY			
(c) Civilian Injury Rate Per 1,000,000 Manhours Exposure			0.0	0.0			0.0
1. Number of Civilian Disabling Injuries			0	0			0
2 Number of Manhours Exposure			528	552			1080
(2) Accident Cost Index			.37	.16			.27
(a) Total Cost			760	330			1090
(b) Mean Strength			2052	2042			4094
3. Reports on Time (No Information Required)	100.0	100.0	Scored by SAC				
4. USCM Sabot	100.0	NTC	Not Applicable				
E. OPERATIONS							
1. Training Accomplishments							
a. Bombardment, Percent Score	100.0	N/S		13.9			13.9
(1) Average Number Non-Combat Ready Crews				29.3			29.3
(2) Average Number Combat Ready and Above Crews				40.8			40.8
(3) Average Number Standboard Crews Assigned				6.0			6.0
b. Tanker, Percent Score	100.0	N/S		19.8			19.8
(1) Average Number Non-Combat Ready Crews				4.0			4.0

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
ORGANIZATION AND LOCATION	May 1957	7	11	1-SAC-T35(SAF-1)

307th Bombardment Wing (M), Lincoln AFB, Nebraska	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
ITEM	SAC UPPER QUARTILE	DATA	APR	MAY			
(2) Average Number Combat Ready Crews				21.0			21.0
(3) Average Number Standboard Crews Assigned				3.0			3.0
2. Wing Reliability - Bomber							
a. Radar RBS Bombing, Percent Score	92.0	N/S		90.6			90.6
(1) Number Accomplished				53			53
(2) Number Acceptable				48			48
b. Visual RBS Bombing, Percent Score	93.0	N/S		100.0			100.0
(1) Number Accomplished				2			2
(2) Number Acceptable				2			2
c. Night Celestial Navigation, Percent Score	100.0	N/S		100.0			100.0
(1) Number Accomplished				10			10
(2) Number Acceptable				10			10
d. Grid Celestial Navigation, Percent Score	100.0	N/S		88.9			88.9
(1) Number Accomplished				9			9
(2) Number Acceptable				8			8

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: May 1957	PAGE NR: 8	NR OF PAGES: 11	REPORTS CONTROL SYMBOL: 1-SAC-T35(8AF-1)
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska				

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): APR	CURRENT PERIOD (Applicable Months): MAY			AVERAGE OR TOTAL
e. Gunnery, Percent Score	92.0	N/S		NA			NA
(1) Number Gunnery Missions				0			0
(2) Number with 75% Fireout				0			0
f. Rendezvous, Percent Score	100.0	N/S		100.0			100.0
(1) Number Attempted				5			5
(2) Number Successful				5			5
g. Refueling							
(1) Wet Hookups, Percent Score	100.0	N/S		100.0			100.0
(a) Number Attempted				7			7
(b) Number Successful				7			7
(2) Mass Night Refueling, Percent Score	100.0	N/S		NA			NA
(a) Number Attempted				0			0
(b) Number Successful				0			0
2a. Wing Reliability - Tanker							
a. Night Celestial Navigation, Percent Score	100.0	N/S		100.0			100.0
(1) Number Accomplished				4			4
(2) Number Acceptable				4			4
b. Grid Celestial Navigation, Percent Score	100.0	N/S		72.7			72.7

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FC: 1810

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	May 1957		9	11	1-SAC-T35(8AF-1)
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
ITEM	SAC UPPER QUARTILE	DATA	APR	MAY	
(1) Number Accomplished				11	11
(2) Number Acceptable				8	8
c. Cruise Control, Percent Score	100.0	N/S		NA	NA
(1) Number Accomplished				0	0
(2) Number Acceptable				0	0
d. Rendezvous, Percent Score	100.0	N/S		91.3	91.3
(1) Number Accomplished				23	23
(2) Number Acceptable				21	21
e. Refueling					
(1) Wet Hookups, Percent Score	100.0	N/S		97.4	97.4
(a) Number Attempted				39	39
(b) Number Successful				38	38
(2) Mass Night Refueling, Percent Score	98.0	N/S		87.5	87.5
(a) Number Attempted				8	8
(b) Number Successful				7	7
3. Non-Combat Ready Crew Upgrading					
a. Bombardment, Percent Score	100.0	N/S		12.5	12.5
(1) Number of NCR Crews Upgraded to CR				1	1

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: May 1957	PAGE NR: 10	NR OF PAGES: 11	REPORTS CONTROL SYMBOL: 1-SAC-T35(8AF-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	APR	MAY			
(2) Number of Points for Upgrading Crews				25.0			25.0
(3) Average Number CR Crews Assigned				40.8			40.8
(4) Number Points for CR Crews Assigned				0.0			0.0
b. Tanker, Percent Score	100.0	N/S		62.5			62.5
(1) Number of NCR CREWS Upgraded to CR				1			1
(2) Number Points for Upgrading Crews				25.0			25.0
(3) Average Number CR Crews Assigned				21.0			21.0
(4) Number Points for CR Crews Assigned				100.0			100.0
4. Non-Combat Ready Crew Flying Time							
a. Bombardment, Percent Score	100.0	N/S		33.0			33.0
(1) Average Number NCR Crews Available				22.8			22.8
(2) Total NCR Flying Hours Required				1710			1710
(3) Total NCR Hours Flown				564			564
b. Tanker, Percent Score	100.0	N/S		15.6			15.6
(1) Average Number NCR Crews Available				1.0			1.0
(2) Total NCR Flying Hours Required				90			90
(3) Total NCR Hours Flown				14			14

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	May 1957	11	11	1-SAC-T35(SAF-1)

ORGANIZATION AND LOCATION

307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	APR	MAY			
5. Probation							
a. Bombardment, Percent Score	100.0	N/S		NA			NA
(1) Number crews not on Probation for Other than SEG				0			0
(2) Number Crews Subject to Probation				0			0
6. Evaluation							
a. Bombardment, Percent Score	86.0	N/S		NA			40.0
(1) Number of Evaluations or re-evaluations successfully completed				0			2
(2) Number of Evaluations or re-evaluations given				0			5

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BOMBER ITEM OF TRAINING (1)	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT (2)	TOTAL RQMT (3)	ACCOMP (4)	IND RQMT (5)	TOTAL RQMT (6)	ACCOMP (7)	RQMT (8) 3+6	ACCOMP (9) 4+7	% ACCOMP (10) 9÷8
% Complete - Training Accomp									13.9
1. RBS Radar	16	365	102	6	179	46	544	148	27.2
2. Direct Aiming	5	114	31	2	60	5	174	36	20.7
3. Offset Class IIIA Targets	5	114	17	2	60	8	174	25	14.4
4. Fixed Angle	1	23	1	1	30	1	53	2	3.8
5. GPI	Opt	Opt	0	2	60	0	60	0	0.0
6. Mach .81	6	137	10	2	60	10	197	20	10.2
7. Evasive Action	3	68	9	2	60	2	128	11	8.6
8. IBDA	Opt	Opt	10	2	60	11	90	21	35.0
9. RBS Visual Attacks	2	46	20	1	30	2	76	22	28.9
10. Radar Attack - Camera Scored	2	46	1	2	60	0	106	1	0.9
11. IBDA at Mach .81	1	23	0	1	30	0	53	0	0.0
12. Fixed Angle	1	23	1	1	30	0	53	1	1.9
13. Visual Attack - Camera Scored	3	68	0	2	60	0	128	0	0.0
14. Visual Release	3	68	0	1	30	0	98	0	0.0
15. Navigation - Night Celestial Leg	4	91	13	2	60	6	151	19	12.6
16. Day Celestial Leg	2	46	14	1	30	4	76	18	23.7
17. Celestial Grid Leg	2	46	10	2	60	6	106	16	15.1
18. Radar Grid Leg	1	23	7	1	30	0	53	7	13.2

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BOMBER TEM OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY IND RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 346	TOTAL ACCOMP (9) 4 + 7	TOTAL % ACCOMP (10) 9 ÷ 8
9. Pressure Pattern Leg	1	23	2	1	30	0	53	2	3.8
0. Refueling - Total	3	68	0	3	89	4	157	4	2.5
1. Mass Night Refueling	0	0	0	1	30	0	30	0	0.0
2. Max Gross Weight - Nite	0	0	0	1	30	3	30	3	10.0
3. OPT Gross weitht- 20 Min Contact	2	46	0	1	30	3	76	3	3.9
4. Max Gross weitht - Day or Nite	1	23	0	0	0	0	23	0	0.0
5. Dry Contacts	6	137	106	6	179	1	316	107	33.9
6. Rendezvous Total	4	91	15	3	89	5	180	20	11.1
7. Night	1	23	2	2	60	5	83	7	8.4
8. APN 12/76 Primary	1	23	11	1	30	4	53	15	28.1
9. Gunnery - Max Load	2	46	3	1	30	0	76	3	3.9
0. Fighter Att. Mission	1	23	0	1	30	0	53	0	0.0
1. Big Snow Run	2	46	2	2	60	23	106	25	23.6
2. Little Snow Run	2	46	0	2	60	12	106	12	11.3
3. Little River Run	1	23	0	1	30	0	53	0	0.0
4. Big Photo Chatter Run	1	23	NA	1	30	NA	53	NA	NA
5. Max Chaff Dispense - Out	1	23	16	1	30	12	53	28	52.8
6. Formation Flying - Total Hours	3	68	36	3	89	0	157	36	(22.9)
7. Hours at 30,000 ft or Above	2	46	24	2	60	0	106	24	(22.6)

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BOMBER EM OF TRAINING (1)	NON-COMBAT IND RQMT (2)	NON-COMBAT TOTAL RQMT (3)	NON-COMBAT ACCOMP (4)	COMBAT READY IND RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 3/6	TOTAL ACCOMP (9) 4/7	TOTAL % ACCOMP (10) 9÷8
38. Hours at 10,000 ft or Below	1	23	12	1	30	0	53	12	(22.6)
38a Average of items 36, 37, 38	-	-	-	-	-	-	-	-	22.7
39. Pilot Prof. Mission	2	46	12	1	30	1	76	13	17.1
40. Take Offs - Acft Comm.	6	137	105	3	89	51	226	156	(69.0)
41. Take Offs - Co-Pilot	3	68	14	2	60	10	128	24	(18.8)
42. Landings - Acft Comm.	6	137	105	3	89	50	226	155	(68.6)
43. Landings - Co-Pilot	3	68	14	2	60	11	128	25	(19.5)
44. ILS or GCA - Acft. Comm.	4	91	60	3	89	29	180	89	(49.4)
45. ILS or GCA - Co-Pilot	2	46	24	2	60	4	106	28	(26.4)
46. PPI Approach - Acft. Comm.	2	46	8	1	30	2	76	10	(13.2)
47. PPI Approach - Co-Pilot	1	23	2	1	30	2	53	4	(7.5)
48. Gyro - Out Approach - Acft. Comm.	2	46	2	1	30	1	76	3	(3.9)
49. Gyro - Out Approach - Co-Pilot	1	23	1	1	30	1	53	2	(3.8)
50. Airborne Radar Directed Approach	3	68	19	3	89	7	157	26	16.6
51. Pressurized Flight - Combat Position - Hours	4	91	27	3	89	20	180	47	26.1
52. Emergency Proc. Drill	4	91	31	1	30	18	121	49	40.5
53. Simulated Strike Reports	0	0	0	4	119	0	119	0	0.0
54. Night Cell Mission	0	0	0	2	60	0	60	0	0.0
55. Air Weapons Mission	0	0	0	1	30	0	30	0	0.0
46. Water Injection Takeoff	0	0	16	1	30	13	46	29	63.0

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TANKER ITEM OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY IND RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 345	TOTAL ACCOMP (9) 4+7	TOTAL % ACCOMP (10) 9÷8
% Complete - Training Accomp									19.8
1. Refueling - Day	50	50	20	3	54	34	104	54	51.9
2. Night	5	5	0	3	54	19	59	19	32.2
3. Radio Silence	0	0	0	3	54	14	54	14	25.9
4. Rendezvous - Total	6	6	3	6	108	17	114	20	17.5
5. Multiple Pattern	1	1	0	1	18	7	19	7	36.8
6. APN 12/76 Primary	2	2	2	2	36	14	38	16	42.1
7. Navigation - Day Celestial Leg	1	1	1	1	18	3	19	4	21.1
8. Night Celestial Leg	3	3	0	3	54	4	57	4	7.0
9. Radar Leg	2	2	6	2	36	19	38	25	65.8
10. Pressure Pattern Leg	1	1	0	1	18	0	19	0	0.0
11. Loran Leg (if equipped)	2	2	0	2	36	0	38	0	0.0
12. Celestial Grid Leg	2	2	2	2	36	10	38	12	31.6
13. Pilot Proficiency Mission	1	1	0	1	18	0	19	0	0.0
14. Take Offs - Acft Comm.	7	7	5	7	126	58	133	63	(47.4)
15. Take Offs - Co-Pilot	5	5	1	5	90	15	95	16	(16.8)
16. Landings - Acft Comm.	7	7	5	7	126	58	133	63	(47.4)
17. Landings - Co-Pilot	5	5	1	5	90	15	95	16	(16.8)
18. ILS or GCA - Acft Comm.	4	4	22	3	54	20	59	42	(71.2)

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TANKER ITEM OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY IND RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8)	TOTAL ACCOMP (9)	TOTAL % ACCOMP (10)
19. ILS or GCA - Co-Pilot	2	2	0	2	36	4	38	4	(10.5)
20. PPI Approach - Acft Comm.	2	2	1	1	18	2	20	3	(15.0)
21. PPI Approach - Co-Pilot	1	1	0	1	18	0	19	0	(0.0)
22. Gyro - Out Approach - Acft Comm.	2	2	1	1	18	1	20	2	(10.0)
23. Gyro - Out Approach - Co-Pilot	1	1	0	1	18	0	19	0	(0.0)
23a Average of Items 14 Thru 23	-	-	-	-	-	-	-	-	23.5
24. Cruise Control Mission	1	1	0	1	18	0	19	0	0.0
25. EWP Loading and Unloading	1	1	0	1	18	2	19	2	10.5
26. Precomp of Max Load	6	6	2	6	108	16	114	18	15.8
27. Emergency Procedure - Simulated Bailout	3	3	1	3	54	10	57	11	(19.3)
28. Simulated Ditching	3	3	1	3	54	10	57	11	(19.3)
29. Simulated Crash Lgd-Crews	3	3	1	3	54	10	57	11	(19.3)
30. Simulated Crash Lgd-Pass	1	1	0	1	18	0	19	0	(0.0)
31. Pass. Emerg. Proc. Briefing	3	3	0	3	54	3	57	3	(5.3)
31a Average of Items 27 - 31 Incl	-	-	-	-	-	-	-	-	12.6
32. Cell Flying - Day Missions	1	1	0	0	0	0	1	0	0.0
33. Cell Flying - Night Missions	1	1	0	2	36	7	37	7	18.9
34. Airborne Radar Directed Approach	3	3	0	3	54	1	57	.1	1.8

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DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT Officer Manning as of 31 May 57

TO DPY Comptroller FROM 307DPC DATE 3 Jun 57 COMMENT NO. 1

Capt Dillon/DPC/132

In reference to your DF, Subject as above, the following information is submitted.

a. Number of officers IRS vs number required.

Number required	Number IRS	Percent IRS
428	398	93%

b. Number of officers IRS vs number assigned.

Number assigned	Number IRS	Percent IRS
440	398	91%

c. Officers not IRS and reason therefore.

NAME	AFSC	CREW	REASON NOT IRS
Col Thorup	0002	Hq	Awaiting WSSA
Capt Bilek	1411	Hq	Changed to 1521B eff 1 Jun 57
Capt Wesner	1435	Hq	He will become Director of Safety when Maj Herridge depart for AC&SC in Jul or Aug.
Capt Thomas	1435V	Hq	Capt Thomas was recalled in Special Weapons. It leave a Special Weapons Instructor is pending reassignment. If he is reassigned it will leave us correctly manned in Special Weapons Instructors.
WO Johnson	73000	Hq	
Lt Goukup	4351	Hq	PAR was published changing DAFSC to 6741 but was not run on M/R. Action will be taken on 1 Jun M/R
Lt Todd	4344	307FM	Officer is perforing duty in position that authorizes AFSC 8616, but we are not allowed to assign the DAFSC unless officer is qualified as 8616/11
Capt Abshire	4344	Hq	Officer will be assigned to a 4355position. He has been carried as 4344 which is in error. This will be corrected in June.

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DD FORM 1 FEB 50 96 REPLACES AHC FORM 96, 1 OCT 48, WHICH MAY BE USED.

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DF Contd, Subject: Officer Manning as of 31 May 57.

NAME	AFSC	ORGN	REMARKS NOT INC
Lt Fischer	4321	ARMTS	This wing as of 1 Jun will be authorized three (3) 4307's. Capt Lawlessor ARC is assigning to an Authorized slot in Hq and Lt Fischer will assume Capt Lawless' position making him effective.
WO Olson	43100	307FM	
WO Rogers	43000	307FM	
WO Patterson	32000	307AMS	
3 Pilots	1234P	370	Combat crews
2 Acft Obsrs	1525B	370	Combat crews
2 Pilots	1234B	371	Combat crew
2 Acft Obsr	1525C	371	Combat crews
8 Pilots	1234C	ARMTS	Combat Crews
3 Acft Obsr	1534A	ARMTS	Combat Crews
Capt Flentje	9326	TH	This is the only AFSC officer is qualified to perform in
Capt Smith	9326	TH	This is the only AFSC officer is qualified to perform in.
Capt Husband	4344	Hq	Off being assigned as ICM crew member with additional dy as 4334. Officer will be effective in that position. Eff 1 Jun 57.

d. NAME	AFSC	ORGN	CHANGED TO
2Lt Randolph	1521P	370	1521B
Capt Matyas	1241B	370	1241A
Capt Pollard	1241	370	1241A
Lt Stuart	1224P	370	1231B
2Lt Simons	1521C	370	1521B
1Lt Tefft	1521	372	1521B
1Lt Fisher	1234C	371	1231B

These officers will be awarded authorized AFSC's on 1 Jun U/R. Although these officers will be in a correct duty AFSC, they will still remain non-effective, as an overage within their particular AFSC.

e. Officers assigned primary duty as ICM crew members who are filling authorized positions, and have an additional duty AFSC within the maintenance career field are counted as effective.

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DF, Contd, Subject: Officer manning as of 31 May 57

SQ	TOTAL AUTH	AU H LESS NOAS	ASGD	ASGD LESS NOAS	PRF PY SQ	ASGD	PRFY
HQ	64	63	58	57	50	91	78
370	74	74	84	84	74	113	100
371	74	74	79	79	74	107	100
372	74	74	74	74	73	100	99
FMS	8	6	8	6	5	100	62
A&E	11	10	10	9	9	91	82
PMS	3	3	3	3	3	100	100
ARS	99	99	108	108	96	109	79
TH	25	25	16	16	14	64	56

BARNEY E GILLEN
Capt USAF
Dep Dir Pers

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SEPARATION & REENLISTMENT RATE FOR MAY 1957

	ASSIGNED UNITS ABGRU	98th	307th	818 ADIV	Tenent Units	Base Total
1 - Number Separated						
1st Termers	31	13	7	51	1	52
Other	16	7	4	27	0	27
Totals	47	20	11	78	1	79
2 - Number Separated Eligible to Reenlist						
1st Termers	10	11	6	27	1	28
Other	12	5	2	19	0	19
Totals	22	16	8	46	1	47
3 - Number Immediate Reenlistments (Including AFR 39-15's)						
1st Termers	4	5	4	13	0	13
Other	10	5	3	18	0	18
Totals	14	10	7	31	0	31
4 Number Immediate Reenlistments (Excluding AFR 39-15's)						
1st Termers	4	5	4	13	0	13
Other	9	4	2	15	0	15
Totals	13	9	6	28	0	28
5 - Number Reenlisted within 90 days from other bases						
1st Termers	0	0	0	0	0	0
Other	0	0	0	0	0	0
Totals	0	0	0	0	0	0
6 - Number Reenlisted within 90 days to old assigned unit						
1st Termers	0	0	0	0	0	0
Other	0	0	0	0	0	0
Totals	0	0	0	0	0	0
Percentages (Add 4 & 6 and divide 2 into this)						
1st Termers	40.0	45.5	66.7	48.1	00.0	46.4
Other	75.0	80.0	100.0	78.9	00.0	78.9
Totals	59.1	56.3	75.0	60.9	00.0	59.5

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Robert F. Short

ROBERT F. SHORT
CAPTAIN, USAF
Base Reenlistment Officer

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COMMANDERS TALLY SHEET (IMMEDIATE REENLISTMENTS)
FOR MAY 1957

	DISCHARGE			ELIG TO REENL			REENLISTMENTS			RATINGS		
	A	B	C	A	B	C	A	B	C	A	B	C
LCol C E Dean 818th AP Sq	4	2	6	0	2	2	0	2	2	Neg	100	100
Maj J W Gaunt 818th Instal Sq	3	1	4	1	1	2	1	1	2	100	100	100
LCol E B Thurlow 307th AR Sq	1	3	4	1	1	2	1	1	2	100	100	100
Maj M E Perry 34th Avn Dep Sq	0	1	1	0	1	1	0	1	1	Neg	100	100
Capt F Dawson Hq Sq 98th Bm Wg	0	1	1	0	1	1	0	1	1	Neg	100	100
Maj V J Voyles 344th Bm Sq	0	1	1	0	1	1	0	1	1	Neg	100	100
Lt J Pendleton 98th Tac Hosp	0	1	1	0	1	1	0	1	1	Neg	100	100
[illegible]l R L Smith [illegible]07th A&E Sq	1	0	1	1	0	1	1	0	1	100	Neg	100
LCol H G Johns 307th PM Sq	1	0	1	1	0	1	1	0	1	100	Neg	100
LCol J L Godwin 98th AR Sq	3	1	4	3	0	3	2	0	2	66.7	Neg	66.7
LCol A B Currie Hq Sq 818th ABGRU	6	4	10	4	3	7	2	2	4	50.0	66.7	57.1
Maj I B Berk 818th Sup Sq	8	3	11	3	3	6	1	2	3	33.3	66.7	50.0
LCol V A Collins 98th A&E Sq	4	0	4	4	0	4	2	0	2	50.0	Neg	50.0
Capt R W Gottlieb Hq Sq 307th Bm Wg	1	1	2	1	1	2	0	1	1	00.0	100	50.0
LCol H Tillipaugh 307th FM Sq	3	0	3	2	0	2	1	0	1	50.0	Neg	50.0
[illegible]Col G D Miller [illegible]th FM Sq	6	1	7	4	1	5	1	1	2	25.0	100	40.0
Capt C Frye 818th Trans Sq	4	2	6	2	1	3	0	1	1	00.0	100	33.3
Maj M. O. Pope 818th Fd Sv Sq	5	3	8	0	1	1	0	0	0	Neg	00.0	00.0
Maj D M Grimwood 98th PM Sq	0	1	1	0	1	1	0	0	0	Neg	00.0	00.0
LCol F W Starck 818th Opn Sq	1	0	1	0	0	0	0	0	0	Neg	Neg	Neg
LCol J V Disana 343d Bm Sq	0	1	1	0	0	0	0	0	0	Neg	Neg	Neg
LCol A R Fortney 345th Bm Sq	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
LCol R D Smith 370th Bm Sq	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
LCol J E Stay 371st Bm Sq	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
LCol K Y Benson 372d Bm Sq	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
Capt K K Scholl 307th Tac Hosp	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
818TH AIR DIVISION	51	27	78	27	19	46	13	15	28	48.1	78.9	60.9

NOTE: COLUMN A: First Term Airmen COLUMN B: Career Airmen COLUMN C: Totals "A" & "B"

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Recognition, Awards and Decorations

307DP 307C 16 May 57
Colonel Nowell/cr/424

1. At our last Wing Commander's Staff Meeting, I believe I asked you to review the Awards and Decorations Program in the Wing. Since that time, I have determined that we do not have a Wing Regulation covering or giving guidance on this important matter. I feel we need such a regulation and request that you prepare same.

2. My idea of the regulation is not that it would be copies from AFR 30-14 r SAC Supplements thereto. It would, however, refer to these publications for anyone who wished to refer to them. Generally, it should cover the criteria for Letters of Appreciation, Letters of Commendation, Commendation Ribbons, and the Legion of Merit. There may be others which you can think of that an individual in this Wing might be eligible for at some time -- such as the Soldier's Medal. In addition to this criteria, we should also stipulate how each of these must be originated and where the approving authority lies.

3. As you know, Eighth Air Force was criticized at the recent Eight Air Force Commanders' Conference for "being low man on the totem pole" in recognitions of this type. We must educate our people so we don't miss a bet in this area. A comprehensive Wing regulation will certainly assist in this direction.

4. I have attached hereto a format for a Recommendation for Award which has been very useful in my last two organizations of assignment. If we do not have such a format, which definitely simplifies the problem for the individual making the recommendation, I suggest you review the attached, toward our possible utilization. It could well be appended to the Reg you prepare, as an inclosure thereto. We will have to work out the problem on form legality at that time.

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5. Please keep me posted as to the progress on this regulation.

1 Incl
Recommendation for Award Form

ROBERT B. NOWELL
Colonel, USAF
Commander

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Government Vehicle, Personal Vehicle, and Ground Accident Rate, Lincoln Air Force Base

See Distribution 307DC 2 May 57

Col Nowell/cr/424

1. On 2 May 57, a wire was received by Colonel Godman, 818th Air Base Group Commander, from Colonel Hoisington, Division Commander, pertaining to the above subject. Colonel Hoisington stated in his wire that he had been subjected to personal embarrassment at the Eighth Air Force Commanders' Conference due to the low standing of this Base as pertains to government vehicle, private vehicle, and ground accidents.

2. Colonel Hoisington directed that this matter be brought to the immediate attention of all squadron commanders on this base and through them to all of their personnel. Upon receipt of this DF, the office of each squadron commander in the 307th Bomb Wing will have been contacted by my office to relay this same information.

3. Maximum command emphasis will be placed on improving the standing of this Wing, and the Base, in the areas listed in the above subject. You will advise this office no later than 10 May 57, of action taken in this respect.

Robert B. Nowell

ROBERT B. NOWELL
Colonel, USAF
Deputy Commander

DISTRIBUTION:
307HQSC
307AESC
370BSC
371BSC
372BSC
307ARSC
307FMSC
307FMSC
307EHC

307DS
307DM
307DP
307DGR
307DO
307ADJ

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ANNEX G

TO

OPERATION PLAN

9-56

MAY SUPPLEMENTAL

AND REVISED DATA

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ANNEX G

TO

OPERATION PLAN

9-56

GENERAL

1. The attached specific scheduling data constitutes the May revision to the basic operation's plan. In case of conflict the instructions in this annex take precedence.

2. The flying training program will be modified in accordance to classified instructions which were disseminated separately.

3. The period 24 - 30 May will be utilized to clean up all incomplete ground training on non-ready crews, necessary to finish SAC Reg 50-43 and 51-19 requirements. During this period ready crews will be scheduled to the maximum into SAC Reg 50-24 Training.

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APPENDIX I

TO

ANNEX G

HEADQUARTERS
307 BOMBARDMENT WING (M)
United States Air Force
Lincoln AFB, Nebraska
1 May 1957

FLYING TRAINING

1. MAY TRAINING PROGRAM: The May flying training program is revised as follows:

a. Non-ready crews will fly in accordance with the basic plan.

b. Ready B-47 crews will fly one sortie.

c. Ready KC-97 crews will fly as necessary to fly the programmed KC-97 sorties.

d. For the last week of May flying will be restricted to test flight, ferry flight and those flights necessary to complete AFR 60-2 requirements.

2. SPECIAL MISSIONS: The following special requirements are established for May:

a. Pace Setter VIII Practice (Bomber Stream) missions will be flown on 2, 8, and 17 May. All B-47 crews flying those days will participate.

(1) Briefing: Wing Briefing Room, 30 April, 0900 hours.

b. The following B-47 aircraft will be ferried to and from Marietta, Ga. on the dates shown:

DATE	ACFT NO	FERRY BY	DESTINATION	REMARKS
2 May	128	370	Marietta	
6 May	915	371	Marietta	
10 May	224	370	Marietta	
20 May	128	371	Lincoln	Commercial Transportation to Marietta
22 May	916	370	Marietta	Pick up 915
23 May	915	371	Lincoln	
28 May	224	370	Lincoln	Commercial Transportation to Marietta

Aircraft will fly direct to/or from the depot.

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c. Staff 51-19 checkout sorties will be flown by the CCTS as indicated in inclosure #1. These will be in addition to the sorties in the basic plan.

3. Due to the reduced amount of flying that will be available for ready crews, maximum emphasis will be placed on accomplishing required ground training. The following are the minimum scheduling criteria:

a. EWP Study - one full day per crew, (two days for crews regraded to ready during May).

b. Block Training - two crews per squadron per week.

c. Special Weapons - three crews per week. (Ready Crews)

4. Compliance with AFR 60-2.

a. Squadrons to which rated personnel are assigned or attached will insure compliance with the provisions of AFR 60-2.

b. The following persons require an instrument flight check and/or first pilot proficiency check prior to the date shown.

370 BOMRON

NAME	DATE
BRZYWCZY	1 Jun 57
BURKETT	24 May 57
ECELBARGER	27 Jun 57
WARD	22 Jun 57
FARLEY	16 May 57
THOMSON	11 Jun 57

BASE OPERATIONS

VAUGHAN	20 May 57
REEVE	5 Jun 57

371 BOMRON

NAME	DATE
BIFFORD	11 Jun 57
PETERSON	17 May 57
PHILLIPS, J. J.	6 Jun 57

372 BOMRON

MIDDLETON	18 Jun 57
PARKS	22 Jun 57
PHILLIPS, C. E.	20 Jun 57
SUND	18 Jun 57

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STAFF 51-19 CHECK OUTS

1. Priority of individuals for check out will be as listed in Annex F to this plan, substituting Colonel Nowell for Colonel Hardison.

2. Due to the reduced flying program and heavy crew upgrading program, in addition to the minimum sorties shown below, staff personnel will be scheduled at the weekly 60-9 meetings on an opportunity basis.

NAME	FLIGHT DATE	SQUADRON	REMARKS
Col Nowell	3 May	372BS	
Col Nowell - Col Hardison	6, 13, 20		Alt. L/C Johns
L/C R. Smith - L/C Stay	7, 14, 21		Alt. Maj Webb
Maj Farley - Maj Griffin	9, 16, 23		Alt. Maj Lally
Maj Tisdale - Maj Dorothy	10, 17, 24		Alt. Capt Husband

In case scheduled Staff member cannot make flight, the alternate will be flown.

INCLOSURE 1
APPENDIX I
ANNEX G, To OPLAN No 9-56

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APPENDIX II

TO

ANNEX G

HEADQUARTERS
307TH BOMBARDMENT WING (M)
United States Air Force
Lincoln AFB, Nebraska
1 May 1957

ASSOCIATED TRAINING

1. INSTRUMENT GROUND SCHOOL (PILOTS):

The Base Instrument Ground School will be conducted in Room 26, Base Ground Training Building on 6 and 7 May and again on 20 and 21 May. Classes will commence at 0800 hours. All pilots listed below, whose instrument certificates expire within the next ninety (90) days, will attend one of these classes. If circumstances preclude attendance at one of these classes, proper notification will be made to the Wing Ground Training Office.

370 BS

NAME	DATE OF EXPIRATION
BURKETT	24 May
ECELBARGER	27 June
WARD	22 June
SHAVER	1 July
POLLARD	3 July
PALLER	18 July
BAKER	19 July
BERNARD	21 July
CHAPPELLE	27 July
BIGGS	8 Aug *

371 BS

BIFFORD	11 June
BATH	7 July
GUY	9 July
VARTAN	17 July
HOUGHTBY	19 July
MINNICK	9 Aug *
GOYER	6 Aug
FEHNEL	11 Aug *

372 BS

HULL	4 June
HOLST	10 June
MIDDLETON	18 June
PHILLIPS	20 June

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PARKS	22 June
JOHNSON	23 June
SULLIVAN	11 July
WANEK	13 July
TERRY	14 July
SUND	18 July
GERMUNDSON	19 July
OHSTROM	21 July
GIEKER	31 July
BEERS	2 Aug
THOMAS	4 Aug
MEEKS	11 Aug *

STAFF

COL VAUGHN	20 May
MAJ WEBB	9 July
LT REEVE	5 June
MAJ GRIFFIN	17 Aug *

* Indicates that these officers not eligible to attend instrument school on 6 and 7 May as this class does not fall within required 90 days.

2. INSTRUMENT TRAINERS (PILOTS):

Link trainer time is allocated to organizations as follows:

a. C-11 Link Trainer:

MAY	1 - 3	6-10	13-17	20-24	27-31
0830	370	371	372	370	371
1030	371	372	370	371	372
1230	372	370	371	372	370

b. P-3 Link Trainer:

This trainer will be available to the 307th Air Refueling Squadron on Mondays, Wednesdays and Fridays 0830 to 1230 hours.

NOTE: All instrument trainers are located in Room 22, Building 1230. If additional trainer time is required, it may be obtained by making arrangements through the Wing Ground Training Officer, Ext: 8036

3. PHYSIOLOGICAL TRAINING:

Spaces for refresher courses are allocated as follows:

a. Refresher Course (2 days)

1 May 1957

CAPT AMES, 371 BS	LT ANDREW, 307 AREFS	TSGT CULVER, 370 BS
CAPT HELLER, 370 BS	MSGT RUTHERFORD, 370 BS	A/1C HOLMES, 370 BS

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15 May 1957

MAJ MINNICK, 371 BS MAJ PHILIPS, 371 BS MSGT STEIL, 307 AREFS

NOTE: All personnel attending this training will have accomplished a current flight physical examination within the previous twelve (12)months. Air Force Form 702, "Physiological Training Record" and a certificate of the flight physical examination will be in the possession of each individual. Personnel will report to Lieutenant Gleason, OIC, 9th Altitude Chamber Indoctrination Flight, Schilling AFB, Kansas, NLT 0730 hours on training day indicated. Individual oxygen equipment may accompany individual, if possessed.

4. MONTHLY MEETINGS:

Wing Commanders call and Character Guidance lectures will be announced to organizations by D/F.

a. Flying Safety: Tactical Squadrons will accomplish the SAC Regulation 50-24 Flying Safety requirements within their organization.

b. Squadron Hour: Unit Commanders will be responsible for accomplishing this phase of associated training.

5. NON-CREW TRAINING:

a. Annual SAC Reg 50-24 Associated Training Requirements:

The annual requirements for all non-combat crew personnel, both officers and airmen, may be accomplished by attending classes conducted at the Base Theater on 8 May commencing at 0730 hours and continuing through 1700 hours. All organizations of this Wing will send 10% of their "present for duty" strength to this training. The Squadron Commander will appoint an officer, non-commissioned officer or responsible airman for the training day for the purpose of taking attendance. The individual appointed will be responsible that his organization's personnel are in their seats on time and that they attend each period of training scheduled. The 818th Air Base Group Form 1T (99) will be utilized for taking attendance. The form will be prepared in advance by the orderly room and given to the individual designated for taking attendance prior to first scheduled class. The bottom portion of the form will be detached at the end of the day's training and turned into the Base Training Representative during the last scheduled hour of training. The individual taking attendance will return the top portion of the form to the orderly room for recording the information on SAC Forms 293. The following schedule will be followed on the training day of 8 May.

0730 to 0800 Introduction
0810 to 0900 Supply Discipline
0910 to 1200 Chemical, Biological and Radiological
1200 to 1300 Lunch
1310 to 1400 Medical Training
1410 to 1500 Air Base Defense
1510 to 1600 SAC Mobility
1610 to 1700 Fire Protection

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b. Arms Qualification

Organizations will send personnel to the small arms range on dates and at times indicated below to accomplish annual arms qualification as required by SAC Reg 50-24, Annex I.

	DATE	TIME	NUMBER	ORGANIZATION
MAY	1	1300	4	372 BS
		1300	8	307 ARS
	2	0800	8	307 HQS
		1300	8	307 A&E
	3	0800	8	307 FMS
		1300	4	307 PMS
	6	0800	4	370 BS
		1300	4	371 BS
	7	0800	8	307 ARS
	9	0800	8	307 HQS
		1300	8	307 A&E
	10	0800	8	307 FMS
		1300	4	307 PMS
	13	0800	4	370 BS
		1300	4	371 BS
	14	0800	8	307 ARS
		0800	4	372 BS
	15	1300	8	307 HQS
	16	0800	8	307 A&E
		1300	8	307 FMS
	17	0800	4	370 BS
		1300	4	307 PMS
	20	0800	4	371 BS
		1300	8	307 ARS
		1300	4	372 BS
	21	0800	8	307 HQS
	22	1300	8	307 A&E
	23	0800	8	307 FMS
		1300	4	307 PMS
	24	0800	4	370 BS
		1300	4	371 BS
	27	0800	8	307 ARS
		0800	4	372 BS
		1300	8	307 HQS
	28	0800	8	307 A&E
	29	1300	8	307 FMS
	30	0800	4	307 PMS
		1300	4	370 BS
	31	0800	4	371 BS
		1300	8	307 ARS
		1300	4	372 BS

NOTE: Personnel scheduled for firing will report to Building T-51 the new Indoor Firing Range. Each squadron will be required to provide the individual with his basic weapon and required amount of ammunition. The senior NCO or Amn scheduled will be placed in charge of his particular group and be responsible for bringing the ammo to the range. The Range NCO will be provided a DF from each squadron listing the names of personnel that are to fire each day. This DF from each squadron will be hand carried to the

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range by the individual in charge and given to the Range NCOIC along with the ammo. The Range NCOIC will indicate on the DF those personnel who completed their firing and will return the DF to the individual in charge of each group. Building T-51 is located at the extreme north end of "H" Avenue just north of the Sentry Dog Area.

6. AQUATIC SURVIVAL TRAINING:

a. The Base Training Flight will begin SACREG 50-24 Aquatic Survival classes on 1 May 1957. Classes will be conducted in Building 1480 and at the Ashland National Guard Camp, Ashland, Nebraska on Mondays, Wednesdays and Fridays from 0830 hours to 1630 hours.

b. The 370th and 371st Bomb Squadrons will be required to send one (1) crew on dates indicated below:

MAY		JUNE	
1 - 370	17 - 371	3 - 370	17 - 370
3 - 371	20 - 370	5 - 371	19 - 371
6 - 370	22 - 371	7 - 370	21 - 370
8 - 371	24 - 370	10 - 371	24 - 371
10 - 370	27 - 371	12 - 370	26 - 370
13 - 371	29 - 370	14 - 371	28 - 371
15 - 370	31 - 371		

c. Crew members selected for this training will report to Building 1480 at 0830 hours dressed in flying suits or fatigues and have an extra flying suit or suitable substitute for a clothing change. Individuals will furnish their own towels and all items of clothing. Survival equipment will be furnished by the Survival Section.

d. Schedule for training:

0830 - 1000 Class room instruction on B-5 "Mae West" life jacket, R-1 exposure suit, life rafts.

1000 - 1700 Demonstration in use of life rafts and equipment, exposure suits, signal equipment.

NOTE: Students will be required to demonstrate proficiency on each item of survival equipment by actual participation.

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APPENDIX III

TO

ANNEX G

HEADQUARTERS
307TH BOMBARDMENT WING (M)
United States Air Force
Lincoln AFB, Nebraska
1 May 1957

B-47 Aircrew Training (SAC REG 50-24)

1. B-47 PHASE I BLOCK TRAINING:

The maximum number of B-47 Ready or Lead crews will be scheduled from the three (3) squadrons weekly to accomplish Phase I of Block Training during the month of May. Crews designated for this training will be placed on Division Special Orders TDY to the Base Training Flight for the period of training. Squadrons will be responsible for submission of orders request for this training. Crews or crew members will not be withdrawn from training without the approval of the Division Director of Operations. This training will commence at 0830 hours on the dates indicated and continue for five (5) training days.

6 May through 9 May - Crews: 08, 11, 18, 69

13 May through 16 May - Crews: 09, 12

20 May through 23 May - Crews: [illegible]

27 May through 30 May - Crews: 14, 41, 42, 43, 61, 65, 67, 70, 74, 75

2. INFLIGHT MAINTENANCE TRAINING:

Each B-47 observer must accomplish two (2) hours of this training during each month as specified by SAC Reg 50-24, and another two (2) hours as required by Wing Letter 50-2, total of four (4) hours. Classes will be conducted from 1400 hours to 1600 hours daily at the A&E Building. A maximum of three (3) observers per day will be scheduled from each squadron for this training.

3. SPECIAL WEAPONS TRAINING:

a. Special Weapons Academic:

This training will be conducted in Building 1472, at 0810 hours. Wednesday, Thursday and Friday of each week. The total annual academic requirements as specified in SAC Reg 50-24 is sixty (60) hours. However, only twenty (20) hours can be credited for any four (4) month period. The 370th and 371st Bomb Squadrons will be required to schedule three (3) crews per week for this training.

APPENDIX III
ANNEX G To OPLAN No 9-56

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b. Flight Line Exercise: All Ready and Lead crews are required one (1) exercise per training phase. A minimum of one (1) crew per swuadron per day will be scheduled for this training. Arrangements for this training exercise must be made by coordinating with the Special Weapons Officer at the weekly 60-9 meeting.

c. Simulator Training: (UDT) Each combat ready crew will be required to receive three (3) hours of simulator training each phase. Squadrons will schedule one (1) crew each day. Crews will report to Building 1472 at 0830 hours or 1300 hours, daily.

4. SYNTHETIC TRAINERS:

a. T-2A Ultrasonic Trainer: This trainer will be available to the squadrons at times and dates indicated below. Crews with EWP assignments will utilize these periods to accomplish the minimum requirements of five (5) runs per month for both primary and alternate target assignments (Reference paragraph 5c(2), Eighth AF Reg 50-2). EWP target plates will be available at the Target Intelligence Section, located in Building 968. EWP ultrasonic training will be supervised by the Target Intelligence personnel. It is desired that complete crews participate in EWP ultrasonic training.

T-2A TRAINER

MAY	1-3	6-10	13-17	20-24	27-31
1230	372	371	371	372	370
1330	370	371	372	370	371
1430	371	372	370	371	372
1530	372	370	371	372	370

T-3 TRAINER

1230	372	371	371	372	370
1330	370	371	372	370	371
1430	371	372	370	371	372
1530	372	370	371	372	370

NOTE: If additional ultrasonic trainer time is required, late evening periods may be arranged by contacting Wing Ground Training, Extension 8036.

T-1A GUNNERY TRAINER

	1-2	3	6-9	10	13-17	20-24	27-31
1230	370	STNBD	371	STNBD	372	370	371
1330	370	STNBD	371	STNBD	372	370	371
1430	371	STNBD	372	STNBD	370	371	372
1530	372	STNBD	370	STNBD	371	372	370

NOTE: T-1A Trainer time on the first two (2) Fridays of the month is alloted to Wing Standboard. Wing Standboard will be held accountable for any

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"No Shows" during this scheduled time. Squadrons are reminded that combat ready co-pilots are required to accomplish twelve (12) hours of T-1A Trainer time annually (SAC Reg 50-24). Since no more than two (2) hours trainer time a month may be credited to this annual twelve (12) hour requirement, it is strongly suggested that each combat ready co-pilot be programmed to accomplish at least one (1) hour of trainer time each month in order to fulfill the annual twelve (12) hours requirement.

5. CAMP PHILLIPS OQ GUNNERY RANGE: Personnel scheduled for this training will report to Lt Simmons, Base Training Flight at Smoky Hill AFB, Kansas, not later than 0730 hours on reporting date. Instruction on OQ Range will start at 0800 hours and terminate at 1700 hours the day following.

NOTE: No quotas available during the month except direct request.

6. EWP TRAINING AND SCHEDULE: The following listed crews will attend EWP Study on dates indicated. All crews will require one (1) full day of study during the month of May with the exception of crews upgraded during May. These latter crews will require two (2) successive study days.

DATE	CREW	DATE	CREW
1	31	15	45
3	43	16	14
6	42, 43	17	09, 15, 18, 66 79
7	41	22	10
8	36, 40, 49	23	62
9	67, 71, 74	24	13, 75
10	08, 11, 16, 18, 47, 61, 65, 69, 77	27	02
13	03, 37, 38, 70	29	06
14	33		

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7. ELECTRONIC COUNTERMEASURES: Electronic countermeasures classes will be conducted within the 51-19 Block Training Program. Additional training may be arranged by contacting the Wing Ground Training Office, Extension 8036.

8. TN TRAINING: (120007 - 2 Weeks) The following crews and crew members will attend TN training at McConnell AFB, Wichita, Kansas, starting on dates indicated. Classes will be of ten (10) days duration.

8 May

1 Maj Hull 372 BS
2 Capt Taylor 372 BS
3 Capt Withrow 372 BS
4 Capt Jorgensen 371 BS
5 Capt Clark, 370 BS

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APPENDIX IV

TO

ANNEX G

HEADQUARTERS
307TH BOMBARDMENT WING (M)
United States Air Force
Lincoln AFB, Nebraska
1 May 1957

KC-97 BLOCK TRAINING

1. KC-97 PHASE I BLOCK TRAINING:

A minimum of one (1) KC-97 Ready Crew sill be scheduled each week for training. Crews designated for this training will be placed on Division Special Orders TDY to the Base Training Flight for the period of training. Squadrons will be responsible for submission of orders request for this training. Crews or crew members will not be withdrawn from training, without the approval of the Division Director of Operations. The KC-97 Block Training Course lasts for four (4) days (Monday through Thursday). Crews will report in Class A uniforms to Building #1230, Room #33 on Monday at 0830. Schedule for May is as follows:

6 May through 10 May

13 May through 17 May

20 May through 24 May

27 May through 31 May

2. EWP TRAINING AND STUDY: This training will be conducted by the Air Refueling Squadron under the supervision of the Wing Plans Office.

3. INSTRUMENT TRAINING: Each KC-97 Aircraft Commander will complete a minimum of two practice letdowns each on Thule, Goose, Loring, Harmon, and Sondestrom AF Bases.

APPENDIX IV
ANNEX G To OPLAN No 9-56

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"A FLIGHT"
SCHEDULE FOR MONTH OF MAY

307 AREF SQUADRON

AIRCRAFT AND/OR CREW	SA 1	SD 2	F 3	F 6	SA 7	SD 8	F 9	SA 10	SA 13	SD 14	F 15	SA 16	SD 17	SD 20	F 21	SA 22	SD 23	F 24	F 27	SAS 28	SD 29	F 30	SA 31
25 Veiluva	FR						FR			FR					FR								
13 Cole	LEAVE-----/		FR		FR			/TEST FLT----------/															
22 DODDS		FT		FT			FR			FR		FT			FT								
09 BULLOCK			FR	/-----FR-	SB-	FT-----/				FR			FR	/----	TEST FLT	---------/							
28 GALLAGHER										FR					FR			FR	/--------	LEAVE	------/		
18 CRAGUN	FR		FR	FR		FR					FR				FR				/--------	LEAVE	------/		
26 MORGAN			FR	FR		FR					FR			FR				FR					
20 CAUDEL		FT		/----------					LEAVE	----------													

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"B FLIGHT"
SCHEDULE FOR MONTH OF MAY

307 ARLF SQUADRON

AIRCRAFT AND/OR CREW	F 1	SA 2	SD 3	SD 6	F 7	SA 8	SD 9	F 10	F 13	SA 14	SD 15	F 16	S 17	SA 20	SD 21	F 22	SA 23	SD 24	SD 27	F 28	SA 29	D 30	F 31
24 [illegible]		FR				FR		FR	FR			FR											
17 WILKINS															FR		FR						
19 BERGOREN	FLT	TEST	--/		FR		FR	FR	FR			FR											
11 THORNTON			FT		FR		FT		/--	A/C	IDY	estover/							/----	LEAVE	----	----	/-
27 DEY	----	LEAVE	--/		FR	FR		FR	FR			FR											
23 TILLE	FR		FR		FR		FR		FR			FR				FR							
06 SHEPPER	FR					FR		FR			FR		FR			FR			/---	TEST	FLT	----	/-
29 FUNLER	A/C	--LV	---/					FR			FR					FR							
01 FLEISCHER	/-	SB	FT	-----	/-	AC	LV	---	FR	----------		FT	------	FT	------	FT	--FT	----------	------	FT/			

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"C FLIGHT"
SCHEDULE FOR MONTH OF MAY

307 ARFF SQUADRON

AIRCRAFT AND/OR CREW	SD 1	F 2	SA 3	SA 6	SD 7	F 8	SA 9	SD 10	SD 13	F 14	SA 15	SD 16	F 17	F 20	SA 21	SD 22	F 23	SA 24	SA 27	SD 28	F 29	SA 30	SD 31
03 FRANKLIN	FT		FT	FT	FT		FT		FT		FT		FT	FT		FT	FT						
07 GRAMES		FR	/---	TEST	FLT	----------	--/			FR			FR	FR			FR						
12 O'BRIEN		FR		FR		FR				FR			FR	FR			FR						
05 CHAMBERS		FR		/----------	----------	----------	----------	----------	LEAVE	----------	----------	----------	----------	----------	----------	----------	----------	---/					
14 MOSTELMANN	FT					FR		FT		FT			FT		FR		FT						
08 MAXWELL	FLKTG--/			/----------	----------	FR	----------	----------	----------	FT	----------	FT	----------	FT	FT	----------	----------	FT/		FT--	SB	FR-	
10 WATT	FT		FT	FT	FT			FT	FT		FT		FT	FT		FT		FT					

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KC-97 UTILIZATION SCHEDULE FOR MONTH OF May

307 AREF SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	31
C-[illegible]	2	2	-	2	2	-	2	2	2	2		2	2	2	1		2	2				
ARRS 51-19	3	1	3	3	1	-	2	1	2	3	2	2	3	2	2	3	5	3				
B-47 [illegible]	1	1	1			-			2		1				2							
							9						2									
Other	1	1	3	2	2	-	2	2	-	2	3	2	2	2	-	4	-	-				
TOTAL AR	4	4	4	4	4	9	4	4	4	4	4	4	4	4	3	4	2	2				
TOTAL KC's	7	5	7	7	5	9	6	5	6	7	6	6	7	6	5	7	7	5				

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STANDARDIZATION SCHEDULE FOR MONTH OF MAY — 307 Bomb Wing — SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
R-10																	P						
R-15									A/R					O			S						
L-36		P P																					
L-37	A/R			P			O						P P										
R-39				O			P								A/R								
L-51														P			O						
R-65									O			P			A/R								
L-66											A/R												
R-76														O			P						
R-70 / R-79		A/R		P			O		A/R														
L-61 / R-75						P P								P			O						
Stbd Tnkrs																							
T-01	(Stbd - - -)																						
T-09				(- Stbd - - - - - -)																			
T-08									(- Stbd - - - - - -)														
T-17														(- Stbd - - - - - -)									
T-23																						(- Stbd - - - - - -)	

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Range and Site SCHEDULE FOR MONTH OF May 307 Bomb Wing

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
HC	20-22		20-22	02-04	16-18*		16-18*	20-22	22-00	02-04*	16-18	23 01*		00-02	20-22*	22-00	02-04*	16-18	19 21	17-19*	00 02		18-20
SOL	23-01		19-21	01-03	15-17*		15-17*	19-21	21-23	01-03*	15-17	22-00*		23-01	19-21*	21-23	01-03*	15-17	18-20	16-18*	23-01		17-19
SEY		00-02*	22-00			00-02*							03-05*						21-23				23-01
CHA		01-03*				01-03*							0430 0630*										
PIC		01-0_*				01-03*							05-07*										
OKC			17-19																				
DAN				03-05			17-19*		21-23	03-05*	17-19			03-05		23-01						21-23	
AMA												17-19					03-05*						

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B-47 UTILIZATION SCHEDULE FOR MONTH OF May 307 Bomb Wing ~~SQUADRON~~

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	31
CCTS	6	2	9	10	10	1	10	12	9	10	5	10	2	9	9	4						
														(2)								
370	3	5	0	1	2	4	2	1	1	1	3	1	5	2	1	3						
				(1)			(1)		(1)					(1)		(1)						
371	4	5	1	2	1	4	2	1	1	1	4	3	5	1	3	5						
	(1)		(1)	(2)			(2)		(1)		(1)	(1)		(1)	(2)							
TOTAL	13	12	10	13	13	9	14	14	11	12	12	14	12	12	13	12	-	-	-	-	-	-
(Pri Test Flt)	←				370						→			←			371					→
Sec Test Flt	←				371						→			←			370					→

( ) Indicates Standardization Sorties included in figure directly above.

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APPENDIX V

TO

ANNEX G

HEADQUARTERS
307TH BOMBARDMENT WING (M)
United States Air Force
1 May 1957

DUTY ROSTERS AND MEETINGS

1. DUTY ROSTERS:

a. Airdrome Officer: 16 through 31 May 1957 - 307 AREFS

b. Flight Planning & Briefing: 11 through 20 May 1957 - 307 AREFS

c. Jet Tower Officer:

	1 through 5 May	6 through 12 May	27 through 31 May
370 BS	0830 - 2030	2030 - 0830	0830 - 2030
371 BS	2030 - 0830	0830 - 2030	2030 - 0830

NOTE: Tactical Tower Officer will be selected from Aircraft Commanders qualified in B-47 Aircraft. The tour of duty for each officer will not exceed 12 hours. Therefore, indicated Tower Officer assignment dates will demand a minimum of 2 qualified officers on each date of assignment. Shifts will change at 0830 and 2030 each day. Assignment dates to individual squadrons are for 12 hour periods effective at 0831 hours on date assigned.

d. Senior Flying Supervisor (8AF Interim Reg 55-1): The officers listed below will serve on dates indicated or arrange for a suitable substitute. The officer scheduled for this duty will also serve as Phase I alert officer. Duty hours will be from 1645 to 0800. Officer will be on duty in the Wing Control Room during periods of flying and/or Phase weather alerts. He will be on thirty minutes call at all times.

	MAY	JUNE
Major Biggs	3, 19	4, 20
Major Burford	4, 20	5, 21
Major Dorothy	5,21	6, 22
Major Ecelbarger	6, 22	7, 23
Major Herridge	7, 23	8, 24

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Major Herman	8, 24	9, 25
Major Hull	9, 25	10, 26
Major Kohlscheen	10, 26	11, 27
Major Mattick	11, 27	12, 28
Major Minnick	12, 28	13, 29
Major Minor,	16, 29	14, 30
Major Ouderkirk	14, 30	15
Major Reilly	15, 31	16
Major Tisdale	13	1, 17
Major Webber	17, 1	2, 18
Standboard	18, 2	3, 19

e. Phase I Weather Alert Officers: The Officers listed below will serve on dates indicated or arrange a suitable substitute. Subject officers will be on duty in the Control Room during Phase I weather alerts and on 30 minutes call at all other times. Officers assigned this duty will advise the controller on duty in the control room of his whereabouts at all times. Tour of duty as indicated:

Major Hyman	4/0601 - 4/1800
Major Jenkins	4/1801 - 5/0600
Capt Kimberlain	5/0601 - 5/1800
Capt Newman	5/1801 - 6/0600
Capt Messer	11/0601 - 11/1800
Major Jenkins	11/1801 - 12/0600
Capt Elliott	12/0601 - 12/1800
Major Morris	12/1801 - 13/0600
Capt McDonald	18/0601 - 18/1800
Capt Francis	18/1801 - 19/0600
Capt Scott	19/0601 - 19/1800
Capt Emerson	19/1801 - 20/0600

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Capt Bilek	25/0601 - 25/1800
Capt Vanhouten	25/1801 - 26/0600
Major Kutscher	26/0601 - 26/1800
Capt Beightol	26/1801 - 27/0600

f. Officer of the Day:

1Lt Howard Reeve	307 HS	11 May
Capt Wm B. Lawless	307 ARS	12 May
Capt Bill F. Francis	307 HS	13 May
Capt Alan M. Goldstone	307 FM	14 May
Capt Clayton P. Scott	307 HS	15 May
Capt Joseph M Abshire	307 HS	16 May
1Lt Jackie L. Day	307 PM	17 May
Capt Clifford R. Bilek	307HS	18 May
Capt Linwood E. Libby	307HS	19 May
W/O Charles M. Patterson	307A&E	20 May
1Lt Schuyler C. Mowrer	307A&E	1st Alt
W/O John S. Rogers, Jr.	307FM	2d Alt
Capt James E. Harvey	307FM	3d Alt
Capt Charles S. Ness	371BS	4th Alt
2Lt Wm R. Soukup	307HS	5th Alt

2. PLANNING MEETINGS: The following meetings are scheduled for the month of May.

a. Monthly 60-9:

Time and Place: 1400, 14 May - Current Operations Briefing Room.

To Be Present: Aircraft Scheduling Committee (Ref SACReg60-9) Chief of Standboard, Chief of Special Weapons, and Operations Officer of each Tactical Squadron.

Purpose: Plan the June Flying Schedule.

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b. Weekly Operations Officers:

Time and Place: 1000 - 7, 14, 21, & 28 May - Director of Operations Office

To Be Present: Director of Operations; Chief, Training Division; Air Training Officer; Special Weapons Officer; Squadron Operations Officers; Standboard Representative.

Purpose: To discuss latest Operational Information and pass on scheduling data.

c. Weekly Preliminary 60-9:

Time and Place: 1400 - 1, 8, 15, 22, & 29 May - Current Operations Briefing Room.

To Be Present: Chief, Flying Training Branch; Tactical Squadron Operations Officers; Aircraft Scheduling Officer; Range Scheduling Officer; Special Weapons Representative.

Purpose: Coordinate Flying Training activities for following week. This will include Aircraft; Munitions; Air Refueling; RBS Sites and Times. Operation Officers will bring a tentative schedule.

d. Weekly Ground Training Meeting:

Time and Place: 1000 - 2, 9, 16, 23, & 30 May - Wing Ground Training Office

To Be Present: Chief, Ground Training Branch; Tactical Squadrons Ground Training Officers; Plans Division Representative; Target Study Officer; RBS Site Scheduling Officer.

Purpose: To develop and confirm detailed weekly crew schedules. Squadron Representatives will bring draft copies of SAC Form 534 for following weeks activities.

NOTE: Following the weekly Ground Training meeting and not later than 1600 hours, Thursday, one (1) copy of the next week's schedules (SAC Form 534) will be delivered to the Training Division, typed for reproduction and distribution.

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e. Weekly 60-9:

Time and Place: 1000 - 2, 9, 16, 23, & 30 May - Current Operations Briefing Room

To Be Present: Commander; Director of Operations; Director of Material; Base Munitions Representative; and others as required or directed to attend by any of the above

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SCHEDULE FOR MONTH OF MAY

370 SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	1
L-01 Herman	TDY																						
L-02 Sullivan	LEAVE																		EWP				
R-03 Koudsi	Flt Test					F			EWP		F												
S-05 McCrary	TDY																						
R-06 Crook	LEAVE TDY								LEAVE									>		EWP			
R-08 Brooks				BLOCK TNG				EWP					F	SW				SW	SW				
R-09 Chappelle		F							BLOCK TNG				EWP				F						
R-10 Shaver				F					SW	SW	SW		F			EWP		F					
R-11 Biggs				BLOCK TNG				EWP					F				F						
R-12 Dance	F			EWP		F			BLOCK TNG														
R-13 Clark		F																EWP					
R-14 Mills		F										EWP											
R-15 Trudeau	LEAVE							F					EWP	F			F						
R-16 Ecelbarger	TDY TN SCHOOL							EWP					F		F								
N-18 Howard		SW		BLOCK TNG				EWP			F		EWP	F									
R-69 Chandler				BLOCK TNG				EWP		F			F			F							
R-17 Heller	TDY					F		EWP				F											

TDY TN SCHOOL

BLOCK TNG

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SCHEDULE FOR MONTH OF MAY — 370 SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
L-71 Kohlscheen		F				F	EMP	LEAVE →															
R-62 Hull					←		IN SCHOOL									→	E.P						
R-70 Morrison									E.P		F			F				F	BLOCK TNG →				
L-61 Holden						F		E.P											BLOCK TNG →				

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SCHEDULE FOR MONTH OF May 1957 — 371Bomron

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
R-31 AMES	EWP	SEC	TEST	LEAVE----------																			
R-33 MINNICK						FLY				EWP									SW			SW	SW
R-34 HOOVER	LEAVE----------					TDY----------																	
L-36 DARDEN		FLY				EWP								LEAVE----------									
L-37 BIFFORD	FLY			FLY			FLY		EWP				FLY						SW			SW	SW
R-39 HOFMAN				FLY			FLY		EWP						FLY				SW			SW	SW
R-40 GUY				INST	SCH	EWP					LEAVE----------												
R-41 PETERSON		FLY			EWP			TO				FLY				FLY			BLOCK TRAINING----------				
R-42 HIBDON	FLY	TO		EWP		FLY				FLY				SW		FLY	SW	SW	BLOCK TRAINING----------				
R-43 WILLIAMS			EWP	SW	TO	FLY	SW	SW			FLY					FLY			BLOCK TRAINING----------				
R-45 BEHAN											EWP		FLY		FLY				SW			SW	SW
R-47 MILLER	SW	SW	SW		FLY		TO	EWP					FLY				FLY						
R-49 BATH	TO			TO		EWP					FLY		FLY					FLY	SW			SW	SW
R-65 BOUDREAUX	LEAVE----------							EWP	FLY			FLY			FLY				BLOCK TRAINING----------				
R-66 GEIKER											FLY		EWP						SW			SW	SW
R-67 MANN		SW	SW		FLY	TO	EWP		PRI TEST----------				FLY----------						BLOCK TRAINING----------				
R-68 PHILLIPS	LEAVE----------															FLY		EWP	SEC TEST----------				
R-73 TERRY		FLY				EWP		FLY											SW			SW	SW

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SCHEDULE FOR MONTH OF May 1957

371Bomron SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
R-74 REILLY		FLY					EWP					FLY				FLY			BLOCK TRAINING				
R-75 DODGE														FLY			FLY	EWP	BLOCK TRAINING				
R-79 MEYERS	TN TDY					FLY					FLY		EWP			FLY			SW			SW	SW
WEEKEND TOWER OFFICER																							
MANN	4																						
PETERSON		5																					
MEYERS			11																				

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"A FLIGHT"
SCHEDULE FOR MONTH OF MAY

372 CCTS SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
		(4)		10	10	(1)	10	12	9	10	5	10	(2)	9	9	4	10	12					
			B	A	B		A^2	B^2	A	B	A	B^4		A	B^2	6	A	B^4					
N-19 Pauza		F		SW	SW	SW			F		F			F			F		F			F	
N-20 Knight	F			F			F		SW	SW	SW			F			F		F			F	
N-21 Christians	SW	SW	SW	F			F		F		F			F			F		F			F	
N-22 Smith	F			SW	SW	SW			F			F		F			F		F			F	
N-23 Hesler	F			F			F		SW	SW	SW			F			F		F			F	
N-24 Burkett	F			F			F		F		F			SW	SW	SW	F		F			F	

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"A FLIGHT"
SCHEDULE FOR MONTH OF MAY

372 CCTS SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
N-25 Crooks				F			F		F			F		F			F		SW	SW	SW	F	
				Inst School																			
N-26 Kminek	F			F			F		F			F		F		F			SW	SW	SW		
				Inst School																			
N-48 Ferrara	SW	SW	SW			F			F			F		F		F			F			F	
N-50 Coley	F			F			F						F	SW	SW	SW	F		F			F	
N-51 Houghtby		F		F			F		SW	SW	SW			PSB F			OSB F		F			F	
N-83 Martin	F			F			F		F		F			F			F		SW	SW	SW		

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"A FLIGHT"

SCHEDULE FOR MONTH OF MAY

372 CCTS SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31
N-85 Parks	F			Inst School			F		F		F			SW	SW	SW	F					F	
				Inst School																			

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"B FLIGHT"
SCHEDULE FOR MONTH OF MAY

372 CCTS SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29		
N-58 Marvel	F			F			F		F			F				F		F	SW	SW	SW		
N-76 Horner		F		SW	SW	SW		F		F		F		OBS STB			PLT STB						
N-80 McKenzie			F		F			F		F		F		SW	SW	SW		F					
N-81 Germundson	SW		F		F	SW		F		F	SW				F			F					
N-82 Pumford	SW		F		F	SW		F		F	SW				F			F					
				Inst School		Celestial School, Wichita																	
N-84 Meeks			F		F			F		F		F			F			F	SW	SW	SW		

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"B FLIGHT"
SCHEDULE FOR MONTH OF MAY

372 COTS SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24
N-52 Pearce	SW	SW	SW		F			F		F		F				F		F
N-53 Masserini	SW	SW	SW		F			F		F		F			F			F
N-54 Howell		F		SW	SW	SW		F		F		F			F			F
N-55 Mitchell			F	SW	SW	SW		F		F			PP F		F			F
N-56 Domino			F		F			F	SW	SW	SW				F			F
N-57 Dostalek	F		F		F			F	SW	SW	SW				F			F

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"B FLIGHT"
SCHEDULE FOR MONTH OF MAY

372 CCTS SQUADRON

AIRCRAFT AND/OR CREW	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24
U-86 Parker	SW	F			F	SW		F		F	SW				F			F
STAFF				F	F		F	F	F	F		F	F	F	F		F	F

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ANNEX "H"

TO

OPERATION PLAN

MAY SUPPLEMENTAL

AND REVISED DATA

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ANNEX "H"
TO
OPERATION PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 May 1957

ANNEX "H" (MAINTENANCE) TO OPERATION PLAN NO. 9-56

1. GENERAL:

a. This Maintenance Plan presents the flying schedule for May 1957 and reflects all known requirements.

b. The sortie schedule contained in Appendix's I, II, III, and IV, implement the flying requirements approved at the monthly scheduling meeting as directed by SAC Manual 60-3 and SAC Regulation 60-9. The total B-47 sorties will be one hundred and ninety-eight (198) for a total of eight hundred and seventy hours. The KC-97 aircraft will fly one hundred and ten (110) sorties for a total of four hundred and sixty-seven (467) hours.

c. All sorties are scheduled on a two (2) day turn around time.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday. Work accomplished on weekends and during periods other than normal duty hours will be on an overtime basis and on individual aircraft.

e. Sorties programmed for Mondays or a day following a holiday will not be scheduled for take-off prior to 1100 hours.

f. Daily meetings of all Maintenance Officers will be held at 0930 hours Monday through Friday, to confirm aircraft tail numbers and requirements.

g. Flight Line security measures will be in effect and personnel will exercise vigilance to insure that only those personnel having a "Right and Need" will be allowed access to aircraft, offices and/or shops.

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APPENDIX I
TO
ANNEX "H"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 May 1957

370TH BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide sixty-six (66) sorties for a total of two hundred and ninety (290) hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces seventy-six (76) pre-flight and eighteen (18) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form (s) 190, as needed, submitted and the pre-scheduled maintenance Form 526 accomplished. This Form 526, with appropriate work orders, will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publications.

g. The following aircraft will undergo periodic inspection during the month of May.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
143	15 May	21	16/21 May	22/23 May	24 May
140	27 May	22	28/31 May	3/4 June	5 June

h. Crew Chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Section for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew Chiefs will assure that the aircraft commanders are presented an operational check list, (secured from Maintenance Quality Control), for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft are scheduled for compass swings on the dates indicated:

236	9 May 1957
241	15 May 1957
242	27 May 1957

j. One (1) turn around sorties are scheduled furing May 1957. This requirement is also reflected in Inclosure No. 1, this appendix.

k. The detailed technical order program for the month is reflected by Squadron, Tail Number and Dates in Appendix IX, this annex.

l. The following listed aircraft will be prepared by 0800 hours on the date indicated for Weight and Balance. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for Weight and Balance prior to jacking the aircraft. The aircraft will be defueled and a 780 check accomplished.

210	8 May 1957
139	15 May 1957

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APPENDIX II
TO
ANNEX "H"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 May 1957

371ST BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide sixty-six (66) sorties for a total of two hundred and ninety (290) hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces seventy-five (75) pre-flight and fifteen (15) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form (s) 190, as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This Form 526, with appropriate work orders, will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of May.

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
226	24 April	22	25/30 April	1/2 May	3 May
228	8 May	21	9/14 May	15/16 May	17 May
234	17 May	22	20/23 May	24/27 May	28 May

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft are scheduled for compass swings on dates as indicated:

218	3 May 1957
902	23 May 1957
243	13 May 1957

j. Three (3) turn around sorties are scheduled furing May 1957. This requirement is also reflected in Inclosure 1, this appendix.

k. The detailed technical order program for the month is reflected by Squadron, Tail Numbers and dates in Appendix IX, this annex.

l. The following listed aircraft will be prepared by 0800 hours on the date indicated for Weight and Balance. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for Weight and Balance prior to jacking the aircraft. The aircraft will be defueled and a 780 check accomplished.

902	9 May 1957
915	28 May 1957

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APPENDIX III
TO
ANNEX "H"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 May 1957

372ND BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide sixty-six (66) sorties for a total of two hundred and ninety (290) flying hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces seventy-three (73) pre-flight and sixteen (16) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crews and re-fueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This Form 526, with appropriate work orders, will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of May:

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
910	1 May	21	2/7 May	8/9 May	10 May
906	2 May	22	3/8 May	9/10 May	13 May
141	9 May	22	10/15 May	16/17 May	20 May
134	23 May	21	24/29 May	30/31 May	3 June

h. Crew chiefs whose aircraft are scheduled for periodic inspections will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft are scheduled for compass swings on the dates indicated:

413	1 May 1957
416	13 May 1957
900	21 May 1957

j. Five (5) turn around sorties are scheduled during May 1957. This requirement is also reflected in Inclosure 1, this appendix.

k. The detailed technical order program for the month is reflected by Squadron, Tail Number and dates in Appendix IX, this annex.

l. The following listed aircraft will be prepared by 0800 hours on the date indicated for Weight and Balance. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for Weight and Balance prior to jacking the aircraft. The aircraft will be defueled and a 780 check accomplished.

910	14 May 1957
128	23 May 1957

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ANNEX "H"
TO

OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 May 1957

307TH AIR REFUELING SQUADRON

1. GENERAL:

a. This unit will provide one hundred and ten (110) sorties for a total of four hundred and sixty-seven (467) flying hours (see inclosure to this appendix).

b. The flying schedule (see inclosure) produces one hundred and ten (110) pre-flight and thirty (30) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crew and refueled, parked and the flight crew, accompanied by the crew chief, debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This Form 526, will appropriate work orders, will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of May:

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
378	1 May	20	2/7 May	8/9 May	10 May
382	9 May	20	10/15 May	16/17 May	20 May
797	21 May	20	22/27 May	28/29 May	30 May
383	29 May	20	31May/5Jun	6/7 Jun	10 June

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

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i. The following listed aircraft will be prepared by 0800 hours on the date as indicated for Weight and Balance. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for Weight and Balance prior to jacking the aircraft. The aircraft will be defueled and a 780 check accomplished:

795	1 May 1957
797	2 May 1957
793	7 May 1957
796	14 May 1957
378	16 May 1957
383	17 May 1957
384	21 May 1957

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APPENDIX V
TO

ANNEX "H"
TO

OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 May 1957

307TH PERIODIC MAINTENANCE SQUADRON

1. GENERAL:

a. Provide personnel, tools, and equipment to process the following B-47 and KC-97 aircraft through periodic inspection.

B-47

TAIL NO.	PREDOCK	DOCK NO.	DATES	POST DOCK	FLT TEST
226	24 April	22	25/30 April	1/2 May	3 May
910	1 May	21	2/7 May	8/9 May	10 May
906	2 May	22	3/8 May	9/10 May	13 May
228	8 May	21	9/14 May	15/16 May	17 May
141	9 May	22	10/15 May	16/17 May	20 May
143	15 May	21	16/21 May	22/23 May	24 May
234	17 May	22	20/23 May	24/27 May	28 May
134	23 May	21	24/29 May	30/31 May	3 Jun
140	27 May	22	28/31 May	3/4 Jun	5 Jun

KC-97

378	1 May	20	2/7 May	8/9 May	10 May
382	9 May	20	10/15 May	14/17 May	20 May
797	21 May	20	22/27 May	28/29 May	30 May
383	30 May	20	31May/5Jun	6/7 Jun	10 Jun

b. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

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APPENDIX VI
TO
ANNEX "H"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 May 1957

307TH FIELD MAINTENANCE SQUADRON

1. GENERAL:

a. This unit will provide tools, equipment and personnel to support one hundred and ninety-eight (198) pre-flight and thirty-nine (39) post-flight inspections for B-47 aircraft. In addition support one hundred and ten (110) pre-flight and thirty (30) post-flight inspections for KC-97 aircraft.

b. Provide personnel, tools and equipment to process the B-47 and KC-97 aircraft through periodic inspection as outlined in Appendix V, paragraphs 3 and 4, this annex.

c. Specialists to accomplish technical orders will be furnished in accordance with the schedule as established in Appendix IX.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. Ground power will be provided to support the maintenance schedule as reflected in inclosure to Appendix I, II, III and IV.

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APPENDIX VII
TO
ANNEX "H"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 May 1957

307TH ARMAMENT & ELECTRONICS SQUADRON

1. GENERAL:

a. Provide necessary personnel, tools and equipment to accomplish one hundred and ninety-eight (198) pre-flight and thirty-nine (39) post-flight inspections for B-47 aircraft. In addition support one hundred and ten (110) preflight and thirty (30) post-flight inspections for KC-97 aircraft.

b. Provide personnel, tools and equipment to process the B-47 and KC-97 aircraft through periodic inspection as outlined in Appendix V, paragraph 3 and 4, this annex.

c. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

d. Special Weapons Loading requirements will be reflected in the weekly 60-9 publication.

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APPENDIX VIII
TO
ANNEX "H"
TO
OPERATIONS PLAN

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

MAINTENANCE QUALITY CONTROL

1. GENERAL:

a. This inspection plan will include all aircraft undergoing periodic inspection which will be inspected upon completion of the inspection and prior to flight test.

b. A minimum of sixteen (16) flight line inspections will be accomplished averaging four (4) per squadron.

c. The following activity inspections will be accomplished:

ORGANIZATION	DATE
307th Air Refueling Squadron	7 May 1957
307th Maintenance Control Activities	20 May 1957

d. A list of all discrepancies will be left at each section at the time of inspection. A formal report will be forwarded to the respective squadron commander at the end of the month in a statement of the corrective action by indorsement thereto.

e. Special inspections will be accomplished as required.

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MAINTENANCE FLYING SCHEDULE
307TH BOMBARDMENT WING (H)

MONTH MAY

SQUADRON 370TH BOMB SQUADRON

ACFT #	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22
916				F	x	x	F	x	x	F	x	x	F			F
901	TOC				F	x	x	F	x	x	F	x	x	F		
236	x	F				F	x	x	F	x	x	F	x	x	F	
224	x	x	F				SD	F	x	x	x	x		x	x	
								←	E.C.M. MOD							→
140	F	x	x	F				F	x	x	F	x	x	F	x	x
214	x	F	x	x	F				F	x	x	F	x	x	F	x
139	x	x	F	x	x	F				F	x	x	F	x	x	F
909	F	x	x	F	x	x	F				F	x	x	F	x	x
210	x	F	x	x	F	x	x	F				F	x	x	F	x
232	x	x		x	x	F	x	x	F				F	x	x	F
	←	DOCK	→													
208	F	x	x	TOC	x	x	F	x	x	F				F	x	x
222		F	x	x	TOC	x	x	F	x	x	F				F	x
143			FF	x	x	F	x	x	F	x	x					
											←	DOCK				→
241				F	x	x	F	x	x	F	x	x	F			
242	F				F	x	x	F	x	x	F	x	x	F		

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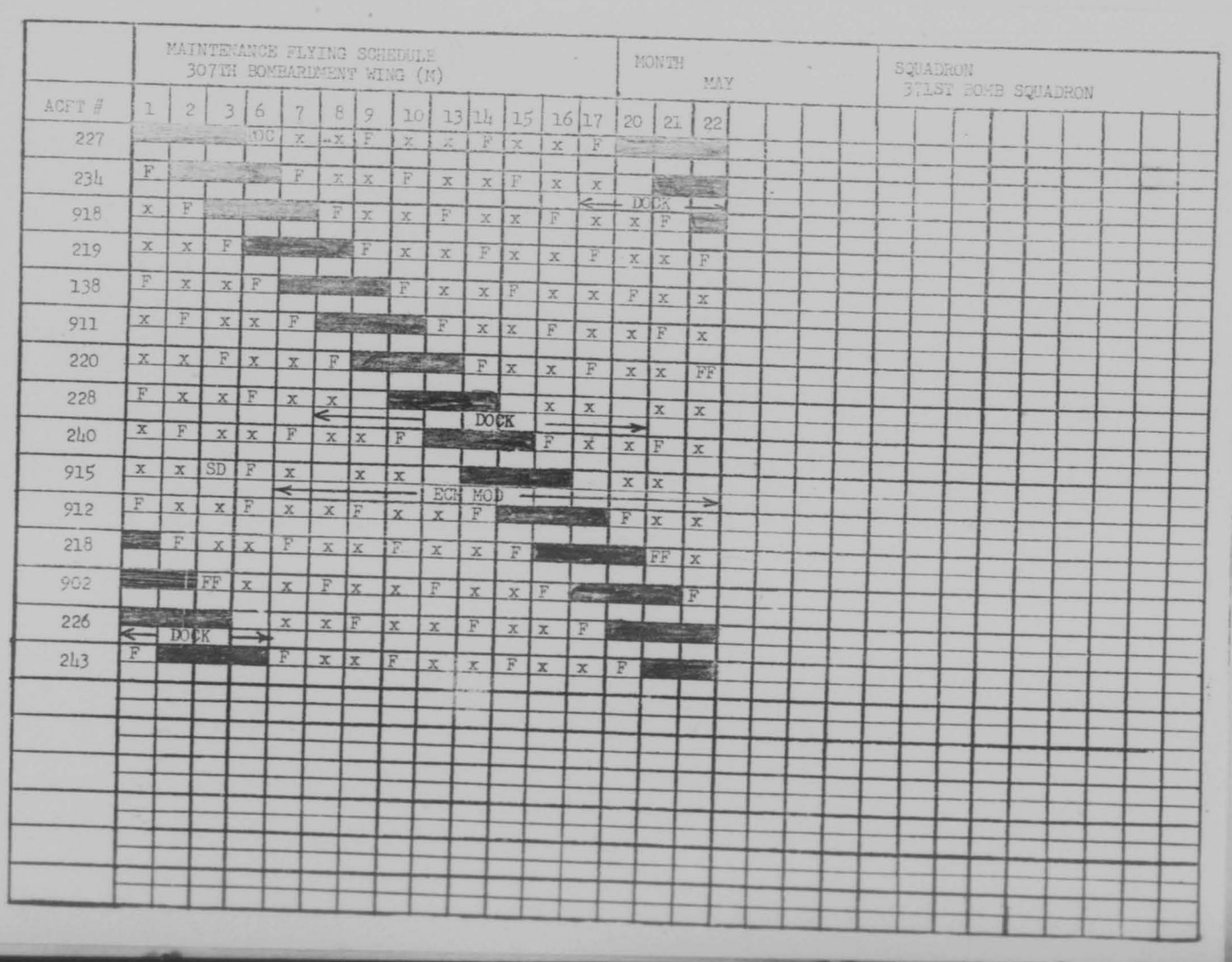

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MAINTENANCE FLYING SCHEDULE
307TH BOMBARDMENT WING (H)

MONTH
MAY

SQUADRON
372ND BOMB SQUADRON

ACFT #	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22
142				F	x	x	F	x	x	F	x	x	F			
416	F				F	x	x	FF	x	x	F	x	x	F		
917	x	F				F	x	x	F	x	x	F	x	x	F	
413	x	x	F				FF	x	x	F	x	x	F	x	x	F
906	F	x	x					x	x		x	x		F	x	x
			← DOCK								→					
134	x	F	x	x	F				F	x	x	F	x	x	F	x
128	x	F		x	x					x	x			x	x	
			←				E.D.M. MOD						→			
900	F	x	x	F	x	x	F				F	x	x	F	x	x
223	x	F	x	x	F	x	x	F				FF	x	x	F	x
417	x	x	FF	x	x	F	x	x	F				F	x	x	F
217	F	x	x	F	x	x	F	x	x	F				F	x	x
910				x	x		x	x		x	x	F				FF
		←		DOCK					→							
225				F	x	x	F	x	x	F	x	x	F			
141	F				F	x	x		x	x		x	x			
							←	DOCK					→			
244	x	F				FF	x	x	F	x	x	F	x	x	F	

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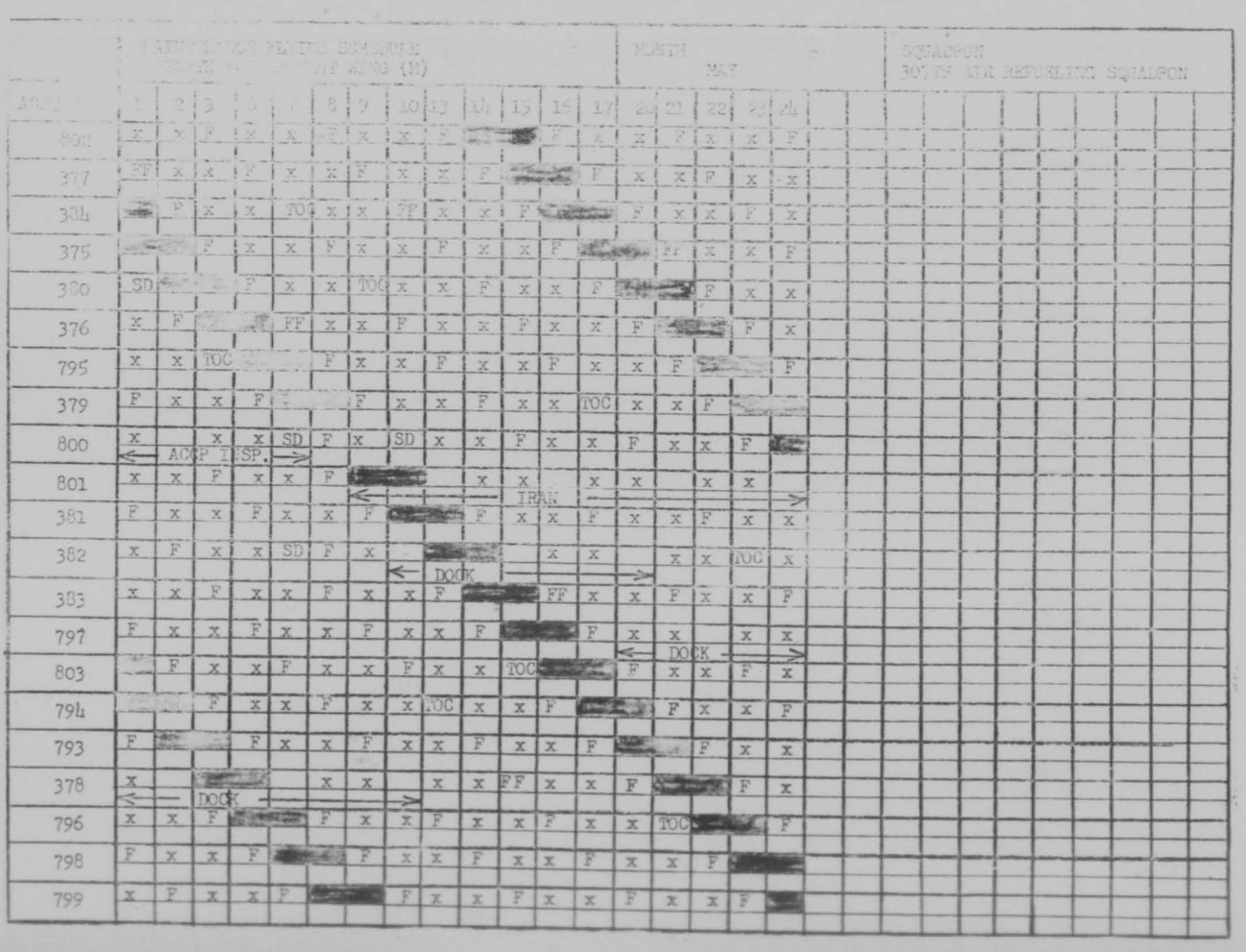

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CONFIDENTIAL

FM COMAF 8 WESTOVER AFB MASS
TO RJEDGD/COMAIRDIV 816 LINCOLN AFB NEBR
INFO RJEDMH CINCSAC OFFUTT AFB NEBR
BT
/C O N F I D E N T I A L/DO 1557Ø SUBJECT: (UNCL) FLYING HOUR ALLOCATION (TACTICAL). THIS HQ HAS RECEIVED ADDITIONAL FLYING HOURS FROM HQ SAC FOR UTILIZATION DURING PERIOD 1-24 MAY 1957. INCREASED ALLOCATIONS FOR ORGANIZATIONS BY ACFT TYPE ARE AS FOLIOWS:

ORGANIZATIONS	RB-47	KC-97
98TH BGWG	173	68
3Ø7TH BGWG	173	68

FLYING HOUR ALLOCATIONS FOR THE MONTH OF MAY WILL BE INCREASED BY THE ABOVE FIGURES. THE PROVISIONS OF 8 AF SECRET MESSAGE DO 5959 DATED 3Ø MAR 57 ARE STILL IN EFFECT.
BT
Ø3/213ØZ MAY RJEPEO

A CERTIEIED TRUE COPY

JOHN T MALSERT
1/Lt USAF

CONFIDENTIAL

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CONFIDENTIAL

O 162123Z MAY
FM COMAF 6 WESTOVER AFB MASS
TO AJEDED/COMAIRDIV 818 LINCOLN AFB NEBR
BT
/C O N F I D E N T I A L/ DO 17202 SUBJECT: (UNCLASSIFIED) TACTICAL AND
NON TACTICAL STAND DOWN PERIOD. THIS MSG IN III PARTS. PART I WITH
THE EXCEPTION OF SAC'S TACTICAL MISSIONS SPECIFICALLY DESIGNATED
IN SAF SECRET MSG D 001 11468 DATED 4 APR 57 AND UNITS DESIGNATED IN
SUPPORT THEREOF, I.A.W. FLIGHTS DIRECTED BY THIS OR HIGHER HEAD-
QUARTERS. B-52 AIR REFUELING SUPPORT MISSIONS, ETC, ALL TACTICAL
AND NON TACTICAL RESCUE TACTICAL AND NON TACTICAL AIRCRAFT WILL
STAND DOWN EFFECTIVE 0400Z 25 MAY 57 THRU 0400Z 1 JUNE 57.
SUFFICIENT FLYING HOURS WILL BE RETAINED TO ASSURE ALL RATED
PERSONNEL (A) HOURS FLYING TIME DURING MONTH OF JUNE. PART II
FOR COMDR 861ST AD.* * * * * * * *PART III FOR COMAIRDIV 820.* * * * * * *.
BT
16/2131Z MAY RJEDED

THIS IS A CERTIFIED TRUE EXTRACT COPY:

JOHN T. HALLIHAN
1st Lt., USAF

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CONFIDENTIAL

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CONFIDENTIAL

PRIORITY

X DC 17282 CONF

COMDR 3CIV 81 LINCOLN AFB NEBR

COMDR 3 WESTOVER AFB MASS

/CONFIDENTIAL/ DC 5-502-C. Subject: (Unclassified) Tactical and Non-Tactical Stand Down Period. Reference your message, DC 17282, dated 15 May 1957, same subject, and telephone conversation Colonel Neeley, your headquarters and Colonel Conlan, Headquarters 818th Air Division; request extension of Stand Down date through 28 May for all tactical units this station. This request necessitated by weather cancellations which have precluded completion of allocated flying time by 24 May. Every effort will be made to complete allocated flying time prior to requested extension of 28 May 1957.

DO/DMC/lk

17/2300Z

May 57

DOUGLAS M CONLAN, Colonel, USAF

219 1 1

THIS IS A CERTIFIED TRUE COPY:

JOHN T HALEY
1st Lt., USAF

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FCA055WCE866
FF RJEDSD
DE RJEFEC 186
F 202040Z
FM COMAF 8 WRIGHT-PATT AFB OHIO
TO COMAIRDIV 813 LINCOLN AFB NEBR
BT
/UNCLAS/DO 60411 SUBJECT FLYING HOUR UTILIZATION

THIS HQ HAS RECEIVED APPROVAL FROM HQ USAF TO AUTHORIZE FLYING ON
27 AND 28 MAY FOR BOTH TACTICAL AND NON-TACTICAL AIRCRAFT TO
INCURR 100 PERCENT FLYING HOUR UTILIZATION ADVISE COMPLETION TIME
AND DATE.

BT
20/2206Z MAY RJEFEC

THIS IS A CERTIFIED TRUE COPY:

John T. Hallett

JOHN T. HALLETT
1st Lt., USAF

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FM CCMAF 8 WESTOVER AFB MASS
TO RJWFFB/CCMAD 21 FORBES AFB KANS
RJEPLM/CCMAD 45 LORING AFB ME
RJEDBO/CCMAD 8Ø1 LOCKBOURNE AFB OHIO
RJWFSM/CCMAD 8Ø2 SCHILLING AFB KANS
RJEPGM/CCMAD 817 PORTSMOUTH AFB NH
RJEDGD/CCMAD 818 LINCOLN AFB NEBR
RJEPHM/CCMAD 82Ø PLATTSBURGH AFB NY
RJEDKG/CCMBOMWG 34Ø WHITEMAN AFB MO
RJEPDW/CCMAIRFLWG 4ØØ DOW AFB ME
BT
/UNCLAS/OI 89258. SUBJ: PACESETTER VII. FOLLOWING
FINAL OFFICIAL STANDINGS OF UNITS PARTICIPATING IN PACESETTER VII
ARE FOR IMMEDIATE RELEASE: 1st-31ØTH BOMB WING, SCHILLING AFB,
KANSAS: 2ND-42ND BOMB WING, LORING AFB, MAINE: 3RD-4ØTH BOMB WING,
SCHILLING KANSAS: 4TH-3Ø7TH BOMB WING M LINCOLN, NEBRASKA: 5TH-
34ØTH BOMB WING M, WHITEMAN, MISSOURI: 6TH-26TH STRATEGIC REC WING,
LOCKBOURNE: 7TH-9ØTH STRATEGIC REC WING M, FORBES: 8TH-98TH BOMB
WING M, LINCOLN, NEBRASKA: 9TH-91ST REC WING, LOCKBOURNE: 1ØTH-
1ØØTH BOMB WING M, PORTSMOUTH. PARA. THIS CANCELS PREVIOUS
MESSAGES, SAME SUBJECT
BT
31/2ØØ1Z MAY RJEPEO

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John T. Halbert

JOHN T HALBERT
1/Lt USAF

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OA 34
A

R
1-53

21

EOA 044MCB038
RR RJEPCM RJEPHM RJEPLN RJEDBO RJEDGD RJEDKG RJUFTB RJUFSY
DE RJEPEO 59
R 071240Z
FM COMAF 8 WESTOVER AFB MASS
TO RJUFTB/COMAIRDIV 21 FORBES AFB KANS
RJEPHM/COMAIRDIV 45 LORING AFB ME
ZEN/COMAIRDIV 57 WESTOVER AFB MASS
RJEPEO/COMAIRDIV 801 LOCKBOURNE AFB OHIO
RJUFSY/COMAIRDIV 822 SCHILLING AFB KANS
RJEPCM/COMAIRDIV 817 PORTSMOUTH AFB NH
RJEDGD/COMAIRDIV 818 LINCOLN AFB NEBR
RJEPLN/COMAIRDIV 820 PLATTSBURGH AFB NY
RJEDKG/COMBOMWG 340 WHITEMAN AFB MO
BT

	B/D	98	DO
	98	307	BO
	307		(18)

/UNCLAS/DO 65119 SUBJECT: SCHEDULING OF PACE
SETTER MISSIONS. THIS MESSAGE IN TWO PARTS. PART I. THE MINIMUM
FORCE REQUIREMENT AS ESTABLISHED BY THE BASIC OPERATIONS PLAN FOR
PACE SETTER MISSIONS IS 70 PERCENT OF POSSESSED AIRCRAFT WHICH ARE NOT
ON TDY ORDERED BY HIGHER HEADQUARTERS. FOR THE PURPOSE OF COMPUTING
THE MINIMUM REQUIREMENT, B/RB-47 UNITS CONSIDER 50 AS THE MAXIMUM
NUMBER OF POSSESSED AIRCRAFT AND B-52 UNITS, 45 AIRCRAFT.
THEREFORE, MAXIMUM FORCE REQUIREMENT BY THIS HEADQUARTERS NEVER
EXCEEDS 35 AIRCRAFT FOR B/RB-47 UNITS AND 31 AIRCRAFT FOR B-52
UNITS. THIS DOES NOT PRECLUDE THE UNIT FROM SCHEDULING ADDITIONAL

PAGE TWO RJEPEO 59
AIRCRAFT IS DESIRED. PART II. IT IS REQUESTED THAT EACH WING
COMMANDER INFORM THIS HEADQUARTERS NOT LATER THAN 17 MAY 1957
COMMENTS ON WHICH OF THE FOLLOWING THREE METHODS OF SCHEDULING
A PACE SETTER MISSION IS MOST DESIRABLE. IN ALL THREE METHODS THE
70 PERCENT MINIMUM FORCE REQUIREMENT WILL REMAIN THE SAME AS MENTIONED
IN PART I. A. LAUNCH THE ENTIRE 70 PERCENT MINIMUM FORCE REQUIREMENT
IN ONE WAVE. B. LAUNCH 70 PERCENT MINIMUM FORCE REQUIREMENT ON SUCCES-
SIVE WAVES IN TWO EQUAL INCREMENTS. C. LAUNCH 70 PERCENT MINIMUM
FORCE REQUIREMENT IN THREE EQUAL WAVES; THREE WAVES TO BE SCHEDULED
(WITHIN THE CAPABILITY OF THIS COMMAND AND NOT IN CONFLICT WITH
OTHER AGENCIES) AS NEARLY AS POSSIBLE ON THREE CONSECUTIVE NIGHTS.
BT
07/1444GZ MAY RJEPEO

7 May

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CONFIDENTIAL

CONDR ADVON 42d LINCOLN AFB NEBR PRIORITY

CONDR AF 8 WRIGHT-PATTERSON AFB OHIO

D/O 60119 UNCLASSIFIED

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UNCLAS/30700 5-1051 . ATTN: DO. Reference your unclassified DO 60119, the following comments are submitted: (1) The 307th Bomb Wing has attempted to approach each Pace Setter as a test of our overall operational and maintenance capability with general requirements being comparable to those of a USCM. From this basic premise, we have attempted to generate and maintain the interest of all wing personnel in Pace Setters and have considered them distinctly apart from normal training. Consequently, we favor scheduling of Pace Setter Mission in one wave. We believe the one wave concept has the following advantages: (a) It is a realistic test of a unit's true capability to launch its force; (b) It permits maximum concentration of command and supervisory effort; (c) It enables build up of maximum interest of combat crews and maintenance personnel and generates maximum teamwork among all units of the wing; (d) It has the least disruptive effect on other training programs within the wing by compressing efforts of crews into a short period of time:

(e) It requires the least period of good weather to complete the mission. Conversely, the effect of bad weather would be maximized. (In this connection, it is felt that sufficient bad weather pad days whould be scheduled for each unit so that the mission could be flown the following day, and possibly the second day, should weather conditions prevail). We have considered the fact that the single wave concept causes the greatest loss of sorties because of the standdowns required in the

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normal maintenance cycle, plus the fact that an assumed five hour launching period would create considerable strain on the present ground power resources of the wing and might necessitate joint use of such resources by both wings. We believe, however, the advantages outlined above outweigh these disadvantages. (2) Our second choice is the two wave concept. While it permits greater operational and maintenance flexibility than the one wave concept. It also begins to dilute the advantages of the one wave concept. (3) We definitely do not favor the three wave concept. It tends to create a prolonged break in other training programs and to relegate Pace Setters to normal training by spreading supervisory effort and crew interest. While we admit the convenience of scheduling aircraft in the normal flying cycle, and thereby losing no sorties, this convenience seems to degrade the importance we attach to Pace Setters. In addition, the possibility of weather cancellations would increase the chances of a Wing being involved in a Pace Setter mission considerably more than the three consecutive days programmed and possibly over a week or two weeks period.

UNCLASSIFIED

A. E. AENCHBACHER, Lt. Col. 307DO

A CERTIFIED TRUE COPY

JOHN T HALBERT
1/Lt USAF

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Completion of Air Force Regulation 60-2 Requirements

TO
98C
307C

FROM

SUBJECT

DATE
9 May 57
Col CONLAN/lk/219

23

1. A great improvement has been shown over this time last year in the numbers of rated officers who have completed their 60-2 annual flying requirements. However, the Division Commander directed that all rated personnel whould be complete by 1 May, and a review of the records indicates that some folks didn't get the word, or if they did get it, they elected to ignore it. It is realized that there are extenuating circumstances in some cases, but the fact remains that a good many people failed to finish that should have finished.

2. I would strongly recommend that both Wings bend every effort to complete their 60-2 requirements before the end of May with the exception, of course, of those people who need an absurd amount of time and who can't possible complete by that time.

3. If assistance is needed from Base Flight, the requirement should be made known far enough in advance to permit the Base Flight people to plan their flights. ANY people should be screened to determine if flights should be set up to get them their time.

4. 1 June is the absolute deadline for completion of all 60-2 requirements with the exception of those few extenuating cases.

/s/ Douglas M Conlan
/t/ DOUGLAS M CONLAN
Colonel, USAF
Director of Operations

THIS IS A CERTIFIED TRUE COPY:

John T. Kellert
JOHN T. KELLERT
1stLt., USAF

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307TH AIR REFUELING SQUADRON

SURVEY REPORT

FOR THE

818TH AIR DIVISION

SECRET

COPY No. 48 OF 50 COPIES

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

307DM

SECRET

SUBJECT: Survey Report (Unclassfied)

TO: Squadrons Concerned
307th Bombardment Wing, Medium
Lincoln Air Force Base, Nebraska

1. The inclosed information concerning facilities at our projected KC-97 support base is forwarded for your information and necessary action. (Unclassfied)

2. The inclosure is classified SECRET in accordance with AFR 205-1, dated 3 January 1956. (Unclassfied)

3. Upon withdrawal of the inclosure, this letter will be downgraded to UNCLASSIFIED in accordance with paragraph 37h, AFR 205-1, dated 3 January 1956. (Unclassfied)

1 Incl
Report-1 Copy (S)

ELKINS READ, Jr
Colonel, USAF
Commander

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REPORT OF THE 307TH BOMBARDMENT WING

SURVEY TEAM

(6 May to 13 May 1957)

SECRET

SECTION I. Report (Secret)

1. At the direction of the Wing Commander and in accordance with SAC Regulation 55-40, dated 25 June 1956, as amended, a survey was conducted of the forward operating bases to be utilized by the 307th Air Refueling Squadron for a period of approximately 90 days, beginning on/about 2 July 1957. The objectives established by the Survey Team included: (Confidential)

a. Evaluation of SAC Manuel 400-1B against the background of actual conditions at the TDY base. (U)

b. A determination of the support capability of the TDY base. (U)

c. Production of a detailed summary of TDY base conditions to facilitate advanced deployment planning and to insure the expeditious resumption of operations following deployment, and (U)

d. A determination of the support capability of Goose AFB, Labrador, the enroute support base. (U)

2. The following personnel, working in conjunction with 98th Bombardment Wing counterparts, represented the various activities of the 307th Bombardment Wing during the survey: (Unclasified)

Oliver E. Fowler, Lt Col, Survey Team Commander
Warren E. Griffin, Major, Wing OPS
Francis E. Strom, Major, AREFS OPS
William W. McLennan, Major, ARS Maintenance
Milton Bell, Captain, ARS Mobility
James J. Humphrey, Captain, 818th SS FAK
Linwood E. Libby, Captain, Wing Supply
Patrick C. Pedracine, Captain, Wing Maintenance
George D. Brannon, Captain, ARS Administration
Fentriss N. Armmer, 1/Lt, ARS, Supply
Henry L. Olson, CWO, Field Maintenance
Roland Chierichetti, M/Sgt, Wing Maintenance and PM
Walter A. Jaskowiak, M/Sgt, A&E

3. Bases visited during period 6 May to 13 May 1957: (Secret)

Westover AFB, Massachusetts, RON
Goose AFB, Labrador, Enroute Base
Thule AFB, Greenland, TDY Base

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4. It was the conclusion of the Survey Team that Goose AFB possessed the capability to adequately support the squadron's enroute maintenance operation during deployment. The facilities are excellent and the personnel are SAC experienced and uniformly dedicated to the support role they have been assigned. (Secret)

5. There follows sections containing detailed information on various significant aspects of the TDY base's capability for handling the equipment and personnel of the 307th Air Refueling Squadron. This information was consolidated from narrative reports as well as check lists completed by Survey Team personnel. These reports and check lists will be available to those who require the information by contacting the Air Refueling Squadron Mobility Officer, Captain Bell. In addition, reception plan, information folders, directories and base layouts are incorporated in Section VI, General Information, Thule AFB; and Section VII, Attachments. For the purpose of added emphasis, the following brief summary is provided: (Secret)

a. Personnel and Administration (Confidential)

(1) Facilities:

(a) Available facilities are adequate although being spread out may cause a transportation problem. The 4083rd Strategic Wing agreed to meet transportation requirements of the squadron through implementation of a bus route system and assignment of maintenance support vehicles. (C)

(b) Quarters are adequate and near the BX, Theater, Mess, etc. (U)

(c) Shops are considerable distance from quarters and flight line. Delays may be anticipated in job dispatching. Shops are not well equipped, therefore, considerable attention must be given to the selection of USE equipment which must be deployed to augment the station set items available. Engine build-up facilities and reparable parts test facilities require immediate build-up if acceptable production is to be expected during rotation. (C)

(d) Power facilities appear to be adequate with the exception of one each B-8 Rectifier for A&E Shop use and one each B-6 Generator as a magnaflux machine power source. (C)

b. Resources:

(1) Forward base resources are less than desirable. Generally, sufficient Seaweed equipment is on hand to meet basic requirements, but there is a shortage of bench stock and pre-issue type supplies in all support organization shops. Survey revealed that the base stocks approximately 39% of the pre-issue type supplies required. With a pipeline time averaging in excess of thirteen days, and an ineffective reparable processing program, considerable maintenance delays may be anticipated. It may be anticipated that linen supplies may impose a problem. Officials state that under normal conditions their linen supplies are adequate, however, should the present TDY organization be delayed in rotating concurrently with 307th ARS deployment, a linen shortage will generate. (C)

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c. Operational Problems:

(1) The EWP for the TDY Base has not been received. This may cause an inadequate study prior to deployment if not received soon. (C)

(2) Eight (8) aircraft are not equipped with the N-1 compass. This will require deployment in pairs if installation is not completed prior to deployment. (S)

(3) Standard refueling areas have not been established. This is scheduled to be accomplished prior to 1 July 1957. (S)

d. Troop Housing:

(1) Troop housing is adequate, however, facilities are limited. Problems may generate if the present TDY unit does not rotate to the ZI on schedule. (C)

e. Supplies:

(1) The following supplies primarily of a bench stock, local purchase expendable, and pre-issue category must be deployed: (C)

(a)	Blank Forms (8AF, SAC & AF)	90 day supply
(b)	Pyrotechnics	90 day supply
(c)	Sweeping Compound, 3,000 lbs.	90 day supply
(d)	Shear pins for tow bar	
(e)	Adapters for tow bar	
(f)	Rope	
(g)	Paint	
(h)	Fuel feed valves	
(i)	Grit seals for starters and generators	
(j)	Hydraulic fluid, 160 cases	
(k)	Engine for Solar Power Units	
(l)	LS 281 spark plugs	
(m)	Heater cycling switcher	
(n)	Heater transformers	
(o)	Ignition leads	
(p)	C.P.C. to mix with prop oil	
(q)	Magnaflux power cable (local manufacture)	
(r)	Safe, 3-drawer (storage classified materiel)	

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6. It is concluded:

a. SACM 400-1B adequately supports the rotation personnel-wise. However, some doubt exists as to whether the UME materiel deployed under the manuel will sufficiently support the squadron inasmuch as station set equipment located at the TDY base is in short supply. (C)

b. Immediate authorization must be obtained to deploy required USE materiel. (C)

c. Forward base personnel are competent and cooperative. Supply difficulties imposed by transportation and climate restrictions must be overcome if the base is to render effective support to TDY units. (U)

d. Goose AFB is capable of providing enroute support. (C)

7. The Survey Team is enthusiastic about the forthcoming TDY and believes that if complete squadron cooperation is given the 4083rd Strategic Wing many of the problem areas presented herein may be resolved. (U)

Maj USAF

FOR OLIVER E. FOWLER
Lt Col, USAF
Survey Team Commander

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SECTION II - PERSONNEL AND ADMINISTRATION

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Part I. GENERAL:

1. 4083rd Strategic Wing Procedures: (Confidential)

a. The 4083rd Strategic Wing Adjutant's Office is adequately manned and equipped to render any administrative assistance required. Correspondence will normally be routed back to Headquarters, 307th Bombardment Wing through mail channels. A list of RCS reports which must originate at the temporary duty base and those prepared at Lincoln AFB is attached in paragraphs 5a and b. These reports prepared at the temporary duty base will be routed through their Wing Stat Control for dispatch after proper coordination with the appropriate staff agency. Rotational units will assign cite numbers and release their outgoing messages, then hand carry to the Wing Adjutant for dispatch. An adequate distribution system is in effect for all incoming correspondence and messages. A TOP SECRET control officer must be appointed on orders prior to departure from Lincoln AFB and a copy of these orders delivered to the Wing Adjutant, 4083rd Strategic Wing, upon arrival. A policy has been established requiring the rotational unit to furnish various details (both officers and airmen) on the same basis as the permanent units. Support personnel will be housed in 307th Air Refueling Squadron billeting areas with the exception of Air Police and will report to their respective support squadron for duty. Air Police personnel will be integrated into the Air Police barracks. Personnel status changes are reported back to Lincoln AFB by priority message each day. Present procedures being used by the rotational unit in place regarding letter orders, emergency leave orders and aeronautical orders are as follows: (Confidential)

(1) Aeronautical orders and emergency leave orders are being published by the Air Refueling Squadron for its personnel. (U)

(2) Flight orders are being used to send crews further TDY from the TDY base. In most cases, confirming letter orders are published by the parent wing after the unit returns to its home station. Other units have used flight orders and merely adjusted their itinerary to include these trips from the TDY station when submitting pay vouchers. (C)

2. Critical Personnel Shortages: (Confidential)

a. Critical personnel shortages exist in the 29 and 30 career field. Wing Personnel Officer felt that no personnel problems would arise provided the deploying units bring those required by SAC Manual 400-1B. Since the Air Police Squadron there has only sixty-two (62) personnel assigned, including overhead, it was requested that fifty (50) Air Police personnel be sent with the 307th Air Refueling Squadron to include: (Confidential)

(1) One (1) Officer

(2) One (1) NCO (77170)

(3) Forty-Eight (48) Air Policemen

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The hospital commander recommended that Lincoln AFB send only one (1) Medical Officer and three (3) Medical Airmen for both the 307th Air Refueling Squadron and the tactical squadron of the 98th Bomb Wing. (C)

3. Personnel Services (Unclassfied)

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a. Proficiency Testing:

(1) Airmen Proficiency Test will be available at the TDY base. When tests are forwarded for grading, arrangements are made to have results sent back to Lincoln AFB. This procedure has been working very satisfactorily in the past. Any necessary requests for classification action will be sent to the 307th Bomb Wing for approval or disapproval. (U)

b. Educational and Recreational Facilities:

(1) The following educational and recreational facilities are available and considered adequate: (U)

(a) USAFI Program

(b) University of Maryland Courses

(c) Library (Small but has good selection of books)

(d) Chapel

(e) Theater

(f) Hobby Shop (Excellent)

(g) Gymnasium, including Bowling Alley. (Excellent)

(h) Service Club

(i) Airmen's Club

(j) NCO Club

(k) Officers' Club

4. Key Personnel (Unclassfied)

Lt Colonel Uhrinak, Base Commander, BC,	Telephone:	6250
Lt Colonel Guy Blair, Director/Personnel, BP	"	7205
Major J. E. Juttler, Adjutant, BA	"	4121
Captain S. F. Obermeyer, Asst Adjutant, BA	"	4121
Captain J. W. Stewart, Provost Marshal, APS	"	6222
Lt J. R. Bailey, Personnel Service Officer	"	6192
Lt Zeppernic, Adjutant, 71st Air Refueling Sq		
Lt Colonel Katzbert, Hospital Commander, HC	"	4105

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5. RCS Reports (Unclassfied)

a. List of RCS Reports to be submitted by 307th Air Refueling Squadron. (Based on reports being submitted by present Air Refueling Squadron in place at temporary duty base.) Organization is an Eighth Air Force Unit.

1-AF-A1	2-AF-AL	1-AF-E3
AF-P1	AF-S-52	1AF-V2
3-AF-V2	AF-F2	PT-1
PT-2	1-SAC-F4	SAC-P53
SAC-S28	SAC-528	9-SAC-T12
SAC-V10	SAC-V15	1-SAC-V1
2-SAC-V1	SAC-U52(8AF-1)	SAC-U57
1-SAC-U15	SAC-U47(3AF-1)	1-8AF-A6
2-8AF-T2	8AF-F1	1-8AF-T2
2-8AF-A6	8AF-T4	8AF-T19
2-8AF-A19	8AF-T39	AMC-E37
AMC-E44	AU-D5	9AF-S11

b. List of RCS Reports prepared at home station: (Unclassfied)

1-AF-E2	2-AF-E2	3-AF-E2
AF-P4	AF-P32	AF-P49
AF-P60	1-AF-518	1-SAC-E9
2-SAC-E9	3-SAC-E9	4-SAC-E9
1-SAC-E21	SAC-U22	SAC-U54-(8AF-1)
8AF-P1	SAC-K2	SAC-T42
SAC-U55		

c. The following 8AF message received by 4083rd Strategic Wing relative to RCS reporting is quoted: (U)

"TWX FR 8AF. UNCL?DCRS1 65701. SUBJECT: RCS REPORTING BASE STAT NEED NOT PHYSICALLY PROCESS REPORTS FOR TDY UNITS UNLESS LOCAL REQUIREMENTS EXIST FOR IT. HOWEVER ASSISTANCE SHOULD BE RENDERED DEPLOYED UNITS WHEN THE NEED ARISES. CURRENT SAC DIRECTIVES REQUIRE EACH DEPLOYING ORGANIZATION TO CARRY ESTABLISHED REPORTS CONTROL SUSPENSE SYSTEM AND REPORTING DIRECTIVES. THIS PROVIDES AN OPERABLE SYSTEM WITHOUT THE NECESSITY FOR MORE THAN MINIMUM ASSISTANCE FROM OVERSEAS STAT SERVICES."

6. Facilities (Confidential)

a. Administrative Facilities

(1) Administrative facilities (buildings) are deemed adequate. The 307th ARES Orderly Room will be located in Hangar 5. Telephonic communications are available and adequate floor space is provided. Floor plan for administrative offices included as Attachment III. (Confidential)

b. Billeting Facilities

(1) Officers will be billeted two (2) to a room. Airmen will be billeted two (2) to a room until latter part of July. At that time conditions may dictate assigning four (4) airmen per room. Quarters for both

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officers and enlisted men measure approximately 8' x 10'. Quarters are located approximately two miles from the flight line, but bus transportation is adequate. Billets are located within walking distance of unit mess facilities. Each barrack contains approximately thirty (30) rooms. Day Rooms are located in each barracks, however, two (2) barracks assigned to the 307th ARS will not have a day room. (U)

c. Bedding

(1) Limited linen supplies available. (U)

d. Water

(1) All water limited. Drinking and bathing water is trucked to the base. Conservation of water is of prime importance and troops should be so cautioned. (C)

7. Problem Areas (C)

a. Blank Forms (8AF, SAC and AF), the supply of blank forms is extremely limited. The deploying unit must take sufficient quantity of needed forms to last for the duration of the temporary duty. (C)

b. Publishing of letter orders and aeronautical orders. (U)

8. Recommendations (Unclassfied)

a. Recommend that the 4083rd Strategic Wing publish any aeronautical orders or emergency leave orders which are required for the 307th Air Refueling Squadron during the rotational period. (U)

b. Recommend the comptroller and appropriate staff agencies determine the necessity for issuance of letter orders in event crews are sent further TDY from the temporary duty station and if necessary establish a procedure to be followed. (U)

c. Recommend a clerk who is thoroughly familiar with Reports Control, be sent with the 307th Air Refueling Squadron. Due to the large number of recurring RCS reports, this airman should be from Stat Control and fully qualified in the handling and processing of the attached list of reports. (See paragraph 5a). Quoted in paragraph 5c, is 8AF message regarding the rotational unit's responsibility in regard to reporting. This message was in answer to a query by the temporary duty station. (U)

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SECTION III - OPERATIONS AND TRAINING

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1. Facilities (Confidential)

a. The operations facilities are located in Hangar No. 5 and include adequate office space and office facilities. At the present time plans are in progress to build a briefing room in the same hangar. However, if this is not completed by the time we deploy, there is a very adequate briefing room located in Hangar No. 6. We will be under the operational control of the 4083rd Strategic Wing and all training reports, flying commitments and accomplishments will be monitored by the Wing Staff. Clearances and associated paper work will be processed through the Wing DO and Wing Commander for approval. At the present time the 4083rd Wing is rewriting base regulations to conform to SAC policies and procedures. These will be available on our arrival and a thorough briefing of all such directives will be accomplished. (C)

b. Navigational facilities consist of a radio beacon, radar beacon, GCA, and a VOR which is unreliable at present. Suitable alternate air fields are considerable distance from Thule AFB but all flying is planned with full knowledge of this situation. Base Operations and Wing facilities are adequate. (C)

2. Generally, all operations facilities are adequate and no major operational difficulties are anticipated. (C)

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SECTION IV - MATERIEL

1. SUPPLY AND FAK (Confidential)

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a. Facilities

(1) The FAK Section will be located in Hangar No. 5. The Maintenance Control Supply representative will work directly with the FAK Section which is located adjacent to the Job Control Section. An expeditor radio is located in the FAK Section and all requests for supplies will be received by this section either by radio or telephone. The FAK Section will be furnished transportation to effect delivery directly to the aircraft. All re-supply will be by project "BIG TIN" from OCAMA and pipeline time averages 13 to 20 days. Very limited support can be expected from Base Supply. The only KC-97 parts now available in Base Supply are residue from departing TDY units. This base has recently transferred to SAC control so facilities for operation as prescribed in SAC Manuel 65-2 are practically non-existent. (C)

b. Procedures

(1) Requests for aircraft spares will be called to the expeditor section by telephone or radio. FAK will operate the expeditor and delivery sections. When an item is requested, FAK assets will be researched for availability, if not available in FAK, the Base Supply priority section will be contacted and Base Supply assets researched for availability on a fill or kill basis. If requested item cannot be obtained from these sources, the maintenance control supply representative will then check other base assets and other tenant units base shops to ascertain if repair or local manufacture can be effected. Base Supply will make the Daily S-28 AOCP-ANFE Report based on information provided daily by the Maintenance Control Supply Section. (C)

(2) Pre-issue. Authorized pre-issue for both A&E and Field Maintenance will be deployed to the forward operating base. Replacements will be drawn from FAK as any other aircraft spare. (C)

(3) Bench Stocks. Each deploying unit ARS, PM, FM and A&E should deploy with a full authorization of bench stock to support their operation as very limited replacement can be expected from the Base Supply at the forward operating base. Replacement of bench stock will be drawn from FAK and resupplied by project "BIG TIN". (S)

(4) Reparable Processing. A reparable processing and pickup section does not exist at the present time. The Base Supply Officer gives the assurance that by 1 June 1957 a reparable processing section will be fully operational and reparables picked up and processed as outlined in SAC Manuel 65-2. (C)

(5) Problems (Confidential)

(a) Supply Support. Very limited quantities of aircraft spares available to support this TDY operation. (C)

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c. Recommendations (Confidentia l) SECRET

(1) Recommend that a full authorization of pre-issue and bench stocks be deployed from the home base to augment FAK support. Maximum utilization of the base shops will be necessary to assure retention and return to servicable condition of all aircraft spares for which the shops have a repair capability. (C)

(2) Personnel Contacted: (Unclassfied)

Colonel Pirkle, 4083rd Director of Materiel
Lt Colonel Koby, Base Supply Officer
Captain Wilson, Management & Procedures, Property Accounting Office, Base Supply

2. Unit Supply and Miscellaneous Supply Information (Unclassfied)

a. Laundry and Dry Cleaning Facilities

(1) Bldg No. S-969 is the laundry and dry cleaning plant on Thule AFB. It is located near the flight line docks. Laundry and dry cleaning may be processed in three days to one week. (U)

b. Billeting Material

(1) Captain William N. Sweeney, Billeting Officer, located in Bldg 143, affirmed that billeting materials will be located in Bldg No. 203, which is utilized by rotating units as a supply storage area for billeting materials. Sheets, pillows, and pillow cases will be drawn from this building. Bldg 203 is centrally located in the Airmen's area. (U)

c. Seaweed for Maintenance

(1) WO Wangold, Bldg 1409, Telephone No. 4249, was contacted. All property authorized in Seaweed is now on hand and/or available, with the exception of B-8 stands. WO Mangold emphasized rotating units can expect very little support from Seaweed, in accordance with AFR 67-44, SAC message DM2A, Supplement 1 410741, dated 28 June 1956. (U)

d. Fire Fighting Equipment, AIO

(1) Bldg No. 469 is utilized as headquarters for fire fighters. M/Sgt Bernard E. Meaney, NCOIC of the Fire Fighters, Telephone: 5107, stated that fire fighters of deploying units would assure that all fire fighting equipment authorized will accompany them on their deployment. (U)

(2) Fire fighters will not be housed with the base permanent party personnel, but related duties will be with base personnel. (U)

(3) AFSC's three levels and above are preferred. SECRET

e. Storage Area (U)

(1) There will not be a requirement for outside storage. (U)

(2) There is a sufficient supply of pallets on hand. (U)

(3) There is a sufficient supply of wood on hand for dunnage. (U)

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(4) There are sufficient tarps on hand. (U)

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(5) The procedure for issue is hand receipt and return to base supply upon redeployment. (U)

NOTE: This information was obtained from Captain William Wilson, Base Accountable Officer, Bldg. 853, Telephone: 7249 (U)

f. Troop Housing (Unclassfied)

(1) The following buildings are available for airmen: (U)

201, 203, 204, 205, 209, 213, 215 and 216. Total: Nine. Bldgs 125, 715, 716, 717 and 718. Maximum capacity of building is 128 men. (Four men to a room). Size of room: 8' x 10' (U)

(2) All buildings have inside toilets and electrical fixtures. Day room facilities consist of tables, chairs, radios, and in some buildings, television. (U)

(3) The airmen's barracks are walking distance from the PX, theater and flight lines depending on the weather. (U)

g. Local Purchase Procedures (Unclassfied)

(1) There is no source of local purchase on Thule AFB for deploying units. It was suggested that deploying units deploy with all local purchase items, administrative and housekeeping expendables. (U)

h. Small Arms Gun Racks (Unclassfied)

(1) Small arms gun racks are not available. The present set up does not give adequate security, having guns stored in an open hangar with twenty-four hour guard. The Air Police will secure guns according to the Operations Order. (U)

i. Pyrotechnics (Confidential)

(1) The Base Accountable Officer informed the survey team that there is a terrific shortage of pyrotechnics on Thule AFB. He advised deploying units to bring their own flares, etc., and stated there could not be replacement for those used or destroyed. (C)

j. Problem Areas (Unclassfied)

(1) A conversation with the Billeting Officer revealed that there could perhaps be a bedding, sheets and pillow case shortage, in case the redeploying units were unable to redeploy as scheduled. It is mandatory that each man deploying carry blankets in his possession. (U)

3. POL (Confidential)

a. Both truck and pit POL facilities are available. JP-4 and AV-Gas pumping rates are standard. Supervisory personnel recommend that at least six airmen be assigned to the Base Fuel Servicing unit. Supervisors

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are not required. Fuel servicing assignees should be licensed drivers. (C)

4. Motor Transportation (Confidential)

a. There is approximately a fifty percent in rate commission status of general and special purpose vehicles. Transportation personnel will be integrated with the personnel of Thule AFB motor pool. Transportation requirements of the 307th ARS will be satisfied. There will be no sub-motor pool arrangement. All transportation will originate from one centrally located motor pool. (C)

b. The following list of transportation units by type and condition was available at time of survey: (C)

UNIT	QUANTITY	SERVICABLE	UNSERVICABLE
Truck, dump 2T	26	21	5
Tractor, Whse, 5-600# cap	22	20	2
Tractor, Farm Indust D-1	9	7	2
Trailer-Semi 15T	1	1	
Trailer-Semi 12T	7	7	
Sweeper, Rotary	10	8	2
Tug, Clark Hvy 6000# cap	0	0	0
Forklift, 3500#, 4000#, 6000#	28	25	3
Roller	3	2	1
Cranes	6	6	
Bulldozers	18	18	
Pay Loaders	10	10	
Snow Plows	8	8	
Sedans	5	3	2
Pickups, 3/4 T	58	40	18
Carryalls	4	3	1
Truck, Panel	0	0	0
Buses, 30-Pass	20	15	5
TK2-1/2 T	42	39	3
TK 1/4 T (Jeep)	59	55	4
Radio Equipped Vehicles:			
Truck 1/4T (Jeep)	8		
Truck 3/4 T WC AN/VRC-19	13		
Truck, Fire AN/VRC-19	11		

5. Flight Line Maintenance (Confidential)

a. Maintenance facilities are considered adequate except for test equipment in the Field Maintenance and A&E Shops. There are two hangars designated for KC-97 aircraft maintenance hangars. (Hangars Nos. 5 and 6). These hangars are modern permanent type which will shelter two KC-97 aircraft each. (C)

b. Parking area for KC-97 aircraft is the aviation gas pits around the boundary taxiway, an average of two miles from the aircraft shops. There is a radio dead zone covering approximately 25% of this parking area but this did not appear to be a problem at the time of the visit. Due to the distance between the aircraft in the maintenance parking area, each flight chief will need transportation, preferably with radio. (C)

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c. Space is available in Hangar 5 for the FAK Section. This is the same hangar that will house the orderly room, squadron operations, tech supply, tool crib, flight line maintenance office and post flight maintenance. Maintenance Control is also in this building. (C)

d. The ground power section was considered adequate and properly supervised with an average delivery time of ten minutes. (C)

e. Power is available in the hangar for post flight use, rectifier is available from Seaweed. Four hundred volt, three phase power is not available in the A&E shop to check auto-pilots. (C)

f. There was a noticeable shortage of bins for bench stocks and pre-issue items in all shops. Hangars are not equipped with overhead cranes, however, Garwood Crane is available and in commission. (C)

g. The inplace Air Refueling Squadron recommended that a 90 day bench stock be deployed as considerable trouble had been experienced by them in obtaining commonly used items. A check with Base Supply indicated only 39% of the bench stock line items on hand. (C)

h. All 307th personnel will be integrated into the permanent station sections. Priorities for maintenance will be established by job control section, which will make it possible for a 307th specialist to be dispatched to work on transient mats, Base Flight, 98th B-47's or the RB-47's at the base. (C)

5. Personnel Contacted:

Colonel Pirkle, Director of Materiel
Lt Col Burgeson, Chief of Maintenance
Major Mason, Asst Chief of Maintenance
Capt Finney, Maintenance Control Officer
Captain Eweing, OIC POL
NCOIC Ground Power
FLMO 91st Air Refueling Squadron
Squadron Commander, 91st Air Refueling Squadron
Line Chief, 91st Air Refueling Squadron
OIC FAK, 91st Air Refueling Squadron

6. Problem Areas (Confidential)

a. The distance between the shops and the maintenance parking area will present a problem of control and transportation of the specialists. This problem can be reduced by insuring that each flight chief has a vehicle which will enable him to supervise more closely. Private motor scooters are encouraged by the Wing Commander. (C)

b. The inclines on the taxiways between the hangars and the parking area will seriously hinder the movement of aircraft from a time and safety standpoint. This can best be alleviated by the use of a taxi crew. The vehicle in place for towing is a Euclid Tractor which will require driver check out for our drivers and modification of our tow bars. The tow bars could be modified before departure and the base driver's school should be requested to set up a short course for our drivers before departure. (C)

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c. A sweeping compound for cleaning and drying the hangar floor is a requirement while the unit is there. This compound is not available through BSO at Thule. The 91st Air Refueling Squadron used 3,000 lbs., of speedy dry sweeping compound which they brought with them while they were there. The need for this compound is amplified by the seriousness of the fire hazard in an area where water is so short in supply. Rags are not available and the only cleaning solvent available is kerosene. This can best be overcome by local purchase of suitable floor sweep and rags before deployment. (C)

d. The following items were critically short and had hindered the operation of the 91st Air Refueling Squadron. It was the recommendation of the ARS that we bring a 90 day supply with us. (C)

Shear pins for tow bars
Extra adapters for tow bars
Speedy dry sweeping compound
Battery Acid
Rope, to secure aircraft in winds
Paint to mark parking spot and tie down rings
Flight line maintenance bench stock
Fuel feed valves
Seals for starter and generator
Hydraulic fluid, eight cases per aircraft
Engine oil for solar power units
LS-281 type spark plugs (others prove unsatisfactory)
Heater cycling switches
Heater transformers
Ignition leads, harness and points analyzer
CPC to mix with prop oil (present unit using CPC and 10/10)
Oil inprop to prevent excessive prop seal leaks

e. Permanent party personnel have just recently adopted SAC maintenance procedures, and in some cases procedures vary from standard, however, conversion program is in progress. (C)

f. With completion of making all engines for KC-97 aircraft the same configuration except outboard and inboard, recommend that a supply of builtup engines be maintained at each forward operating base. This would greatly decrease the cost of transportation for the rotation of an Air Refueling Squadron. (C)

(1) Recommend that an additional set of power cables be locally manufactured and taken to support magnaflux operations. (U)

7. Maintenance Control and Periodic Maintenance (Confidential)

a. All necessary facilities for the operation of Maintenance Control functions are available and adequate. VRC-19 radio equipment is in use. Sixteen maintenance vehicles will be equipped with radio and made available to the 98th and 307th Bomb Wing activities. (C)

b. Personnel of the 98th and 307th Bomb Wings will be integrated with the 4083rd personnel. The senior TDY officer will most probably become the Maintenance Control Officer for the 4083rd Strategic Wing upon arrival for TDY. Personnel outlined in SACM 400-1A (B-47's) and 400-1B (KC-97) will be adequate for operation at the forward operating base. Skilled scheduling personnel should be selected for TDY with the 307th ARS. Any error in

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scheduling or dispatching at the forward operating base will result in many lost manhours because the flight line is located two miles or more from the support shops. (C)

c. Office supplies are in short supply at the FOB and TDY units are urged to bring all forms, reports paper, pencils, etc., with them on rotation. Charts, planning boards and office equipment is available. (C)

d. Maintenance Control is located in Hangar 5 and also Chief of Maintenance. FAK Bins, tool crib, ARS ommander, and Operations Sections. In addition, Hangar 5 will accommodate two KC-97 aircraft at one time for post flight inspections. One B-6 generator, two magnaflux machines and two sonic propeller garter te ters will be required. Bench stocks for post flight must be brought in with the TDY units. (C)

e. Hangar 6 will accommodate one KC-97 for Periodic Inspection, Engine Buildup for the 98th (set) and the 307th Bomb Wing (recip). Necessary stands, telephone, etc., are available for Periodic Inspection. Bench stocks are not available and must be brought in by the TDY unit. The 98th Bomb Wing B-47 squadron will not perform periodic inspections during TDY. (C)

f. Field Maintenance support shops are located in Hangar 11. A&E Shops will either be adjacent to Hangar 5 or in Hangar 6. Flight Line maintenance will be performed on KC-97 aircraft on the refueling stubs located from two to three miles from the shops. (C)

g. The ground power equipment shop is located across the runway from other FM shops and is within a mile of all the KC-97 parking stubs. Equipment is available in ample quantities, except for B-6 generators required for propeller magnaflux operation. (C)

h. The tire buildup shop is located in a building adjacent to Hangar 5. (U)

i. Personnel contacted:

Colonel Morgan W. Pirkle, Director of Materiel, 4083rd Strategic Wg
Lt Col Burgeson, Chief of Maintenance
Major Mason, Maintenance Control Officer
Major Lauson, Commander, FMS
Flight Line Maintenance Officer
Maintenance Control Officer, 71st ARS, Dow AFB (TDY)

j. Problem Areas (Confidential)

(1) Distance between flight line aircraft and support shops is two to three miles. (C)

(2) Vehicles equipped with radio are not in the best of condition and the radio sets are VRC-19 type although these vehicles and radios are considered adequate they are not the best and must not be abused in any manner. Some parking stubs are telephone equipped. Work Orders could be called in from them. (C)

(3) Man-hour accounting is not being accomplished at the FOB. The base was recently transferred from NEAC to SAC and many management policies outlined in SACM 66-12 and 13 are being introduced by TDY units. Eighth Air Force assistance team advised the 4083rd that a new man-hour accounting system would be introduced approximately 1 July 1957. (C)

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k. Recommendations: (Confidential)

(1) That TDY units bring bench stocks, pre-issue authorizations and all known required expendables for administration. (C)

(2) That Job Control schedulers and support activities dispatch sections be screened to obtain the best personnel for operation at the FOB because of the transportation, communication problem outlined in the above resume. Errors in scheduling and dispatching will be compounded by time and distance involved at the FOB due to the extended layout for flight line maintenance. (C)

8. Field Maintenance (Confidential)

a. Resume of Individual Survey (Confidential)

(1) Field Maintenance activities at the forward operating base will be extremely limited due to the lag time encountered from transportation to and from the widely dispersed areas to be covered. Most of the areas inspected presented a general problem insofar as supplies are concerned some shops presented serious problem areas. By breakdown they are: (Confidential)

(a) Tire Shop (C)

No air compressor operational
No bench stock
No pre-issue
No jack
No tools available other than a servicable bead breader
No parts bins
Extremely limited space
No PCS personnel to assist our operation

(b) Prop Shop (C)

No PCS personnel to assist our operation
No magnaflux machines
No bench stock
No pre-issue
No special tools for KC props
No sonic testers
No balance area
Props are hung with a manually operated "A" frame

(c) EBU (C)

No bench stock
No pre-issue of parts or engines or accessories
No stationary hoists available
No 220 power box for plug in of nacelle tester
No special tools
No tool crib
No washing facilities
No pack oil system flushing facilities
No parts bins
No blank forms
No PCS personnel available for support
No carburator or turbo shop. No turbo jacks

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NOTE: The unit in place during our visit were unable to build up but four engines in 70 days due to parts and supply shortages. (C)

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(d) Fuel Cell Repair (C)

No special tools
No special clothing
No "Warning" Signs to display
One (1) each F-4 Heater is available

(e) Electric Shop (C)

No bench stock
No pre-issue
Very limited test equipment
Bench test equipment not wired to power

(f) Hydraulic Shop (C)

No bench stock
No pre-issue
No special tools

(g) IFR Shop (C)

No bench stock
No pre-issue
No special tools
No boom dolly

(h) Instrument Shop (C)

No bench stock
No pre-issue
No special tools
Limited Test Equipment

(i) Sheet Metal Shop (C)

No cherry rivets
.040 Ga and .051 gh sheet aluminum (24 st) supply has been exhausted
No magnesium in supply
No portable units for flight line maintenance
Adequate storage bins for bench stock
No PCS assigned personnel above 3 level other than the NCOIC (T/Sgt Payne).
No PCS personnel qualified for flight line maintenance.
Low pressure air compressors are available but are portable for dispatch.

(j) Ground Power (C)

Very adequate facilities and well organized
25 personnel assigned and present for duty
Units in servicable condition are:

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MD-3	23	C-21	19	H-1	116
C [illegible]	7	B6-B	2	BT-40	53
B-[illegible]B	20	B-11	6	F-4	127
MAIA	10	MC-1	8	100 to 200 PSI	3

Man Jacking Set 1
Hydraulic Test D-5

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(k) Machine Shop: Very adequate in all respects. (U)

b. Personnel contacted: Colonel Lassiter, Wing Commander and his staff. The NCOIC's of each shop. (U)

c. Problem Areas: "Big Tin" pipeline time is about 13 day average. PCS personnel have very little SAC experience. Critical shortage of water. Extreme fire hazards exist within all areas. (C)

d. Recommendations: That all personnel be thoroughly indoctrinated prior to departure from LAFB as to the extreme fire hazards, water shortage and to prepare themselves to accept the challenge of the elements. (C)

(2) That each individual shop make plans to take all pre-issue, bench stock, tools and equipment necessary for a 90 day sustained operation. That each individual slated to go on this TDY be briefed through the media of maps, pictures and lectures as to what to expect upon their arrival. (C)

9. Armament & Electronics Maintenance (Confidential)

a. The space allotted the 307th A&E Maintenance is located in Hangar 6. The size of the shop is approximately 30' x 40'. A telephone is installed between Maintenance Control, located in Hangar 5, and the A&E Maintenance Section. (U)

b. The power available, at time of inspection, was 110 volts and 220 volts AC. A generator (F-1) is available for the 400 cycles, one-phase current. As for the 28 volts DC and 400 cycles three-phase current required for the auto-pilot equipment, will have to be furnished by this section. (C)

c. It was suggested by the NCOIC Base A&E Maintenance Section to combine the 307th A&E with the Base A&E shop since their section is already set up and operating, with the exception of auto-pilot mock-up. (C)

d. Only the flight line and pre-issue will be operated from Hangar 6. (C)

e. The Base A&E Maintenance Officer, Lt Wolfsberger, informed me of a plan in effect to combine all of the A&E Maintenance Section, which would be located in Bldg 1411, adjacent to Hangar 5, by 1 July 57, including all TDY units, operations and procedures. (U)

f. The aircraft will be parked on hardstands located approximately two miles from Hangar 5. (C)

g. The primary source of supply will be furnished from our pre-issue, bench and FAK. (C)

h. Transportation will be provided by the Base Motor Pool, one (1) Weapons Carrier and one (1) Radio Jeep. (U)

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i. Personnel contacted: (Unclassfied)

Lt Wolfeberger, Base A&E Maintenance Officer, Bldg S-467, Telephone: 4289/5202.
M/Sgt Trudell, Base A&E Maintenance NCOIC, Telephone: 4289/5202.
M/Sgt Shaffer, NCOIC, 71st ARS Maintenance, Hangar 5.

10. Air Base Group Functions (Confidential)

a. In general, Air Base Group functions will be provided by the 4083rd ABG, Thule AFB. Lincoln's 818th ABG personnel will be integrated with and under the control of the 4083rd ABG. All Lincoln AFB ABG personnel will house with the assigned deploying squadron. (307th or 98th BW 343rd BS). Air Police personnel will house with the Thule Air Police Squadron. (C)

b. Recommendations: (Confidential)

(1) Full personnel requirement should be met as outlined in SACM 400-1, 400-1A and 400-1B. (C)

(2) Suggest that only one complement of supervisory personnel be deployed for the combined operation. (C)

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SECTION V - ENROUTE BASE SUPPORT (Confidential)

1. Reception of enroute maintenance team (Confidential)

a. Upon landing, the enroute maintenance team will be met by Lt Colonel Senter or his representative from his office. Lt Colonel Senter is the Director of Operations and his office is located in Bldg T-2. This is the same building that houses the Control Room. (U)

b. The enroute maintenance aircraft (C-124) will be parked on the west aircraft parking ramp. (Same area that KC-97's will be parked). The C-124 will be the headquarters for the enroute maintenance team. (C)

2. Operational procedures for Enroute Maintenance Team (Confidential)

a. The OIC enroute maintenance will be issued a radio jeep and a weapons carrier after reception briefing. He will obtain necessary maintenance stands through maintenance control and pre-position them on the west parking ramp. The enroute maintenance team will obtain a suitable power plant for the magnaflux machine. The magnaflux machine will be given a functional check prior to arrival of the KC-97 aircraft. Caution must be exercised in installing the electrical leads from the power units to the magnaflux machine. (C)

b. The FAK bins will not be removed from the aircraft. The primary source of supply will be the FAK bins in the enroute maintenance team aircraft. Additional support from Base and Staging and Tanker Squadron will only be furnished in case of emergency. In the event parts required are not available in the enroute maintenance team's FAK, the in place staging units FAK section will be contacted by the enroute maintenance team's radio vehicle. This section will research Base Supply for the item and if not available from Base Supply, issue from their FAK, with approval of maintenance control. Processing of reparable spares will be the responsibility of the enroute maintenance team's FAK representative. All reparables generated from enroute FAK will remain with enroute maintenance team. All other reparables will be processed in to Base Supply. (C)

3. Operational Procedures for KC-97 Crews including crew chiefs: (Confidential)

a. KC-97 aircraft will be parked on the AV-Gas pits on the west parking ramp. There will be six pits in operation at the time of our rotation. Passengers will be off-loaded immediately at the fuel pits, only hand baggage will be off-loaded. (C)

b. A reception plan flimsey will be made available to the aircraft commander at the fuel pits. Air Crew and ground crew will remain with their aircraft until refueling is complete, and taxi the aircraft to a parking place designated by the OIC enroute maintenance team. The ground maintenance crew, (Crew Chief) will remain with the aircraft until the aircraft is readied for the following flight. (C)

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c. Oil, oxygen and ADI will be dispatched to the parking area by maintenance control as aircraft are parked. C-21 power units can be obtained through the maintenance control as required. Enroute refuse will be placed at the forward companion way immediately upon completion of flight, in order that it may be picked up by garbage disposal units. (S)

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4. Personnel Contacted: (U)

Lt Col Senter, Director of Operations, Bldg T-2. May be contacted through Control Room.
M/Sgt White, NCOIC, Reciprocating Engine Branch, FM.

5. Problem Areas (Confidential)

a. Major maintenance will be performed in Hangar No. 7, considerable distance from the parking area; therefore, a KC-97 tow bar should accompany the enroute maintenance team. (C)

b. Enroute maintenance team must bring a magnaflux machine with them. (C)

c. Requirement for in-flight lunches of the number required must be submitted well in advance of the expected delivery date. (U)

6. Recommendations: (Confidential)

a. That the requirement for in-flight lunches be submitted as soon as possible after take-off at Lincoln. (U)

b. Due to the six configuration of engines used by the 307th Air Refueling Squadron, it is recommended that one engine of each configuration be retained at Lincoln AFB until the maintenance status report at the enroute maintenance station is received.(C)

c. In case an engine is changed at the enroute maintenance station, the reparable pack accompany the enroute maintenance team to the forward base. (C)

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SECTION VI - MEDICAL (Confidential)

1. Numbered Medical Unit, with brief general description - 4083rd USAF Hospital. A fixed medical facility of semi-permanent (Clements panel) structure built on a 100 bed chassis. (C)

a. Authorized beds: 50 (C)

b. Expansion beds: 50 (C)

c. Average bed census in past two months: 33.33 (C)

2. Medical Capabilities: (Confidential)

a. General Medicine: Medical Staff consists of well-trained young G.P.'s. Chief of Medicine has had some residency training in internal medicine. (C)

b. General Surgery: Hospital Commander is board certified in general surgery. A male nurse, anesthetist is assigned; also, a registered physical therapist. Operating Room suite consists of two majors and one minor. A Central Nursing Supply service is functioning. (C)

c. Laboratory, including X-ray facilities: Adequately staffed and equipped. Seven level airmen are assigned to both of the above ancillary services. No physician assigned or attached with training in roentgenology. (C)

d. Pharmacy, including compounding capability: Adequately staffed and equipped. One technician is registered; another is a registered apprentice. (C)

e. Dental facilities and care: Clinic is located within the structurs or the medical facility. Six units are operating. Personnel and equipment adequate; however, we are hampered by lack of adequate space. (C)

f. Medical Supply (Confidential)

(1) Source and pipeline time normally, and for emergencies: Medical Materiel Sub-depot, Pepperrell AFB, Newfoundland. Pipeline time, normal: Thirty to forty days when transportation aircraft are available. Recent experience indicates that, although depot action is good on supplies, transportation difficulties can add thirty to forty days to normal pipeline time. Pipeline time, emergency: Depot action is excellent on emergency requisitions; however, expeditious receipt of supplies (2 to 3 days) is entirely dependent upon availability of aircraft for transportation, and has taken upward of two weeks on occasion. (C)

(2) Adequacy of medical materiel on hand and available: When pipeline time experienced is normal, medical materiel on hand is considered adequate. (C)

(3) Capabilities of re-supply of TDY medical unit: No difficulty has been experienced on re-supply of TDY medical units. (C)

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3. Normal evacuation of seriously ill or injured: Normal evacuation to Pepperrell AFB, Newfoundland, which operates a 100 bed hospital. At Hospital Commanders discretion, some cases are evacuated direct to Z.I. through ASMRO. (C)

4. Is a flight line dispensary available for TDY medical unit? If so, brief description: Yes, but was not designed as such. Consists of a room 15' x 35' located in Hangar No. 5. Equipped with four medicine cabinets, one 4-drawer file cabinet, one desk, three tables, and six folding chairs. (C)

5. Are Flight Surgeon's facilities available in Base Medical Facility: Yes. (C)

6. Number of ambulances and type: Five 3/4 T 4x4, field type ambulances. (C)

7. How many ambulances are equipped with a two-way radio: Two (C)

8. How many ambulances are made available for TDY units? Are drivers furnished for flight line ambulances: One ambulance is made available for TDY units. Drivers are not furnished because of shortage; therefore, TDY medical airmen should possess current vehicle operator's permit. (C)

9. What transportation is furnished for TDY medical officer other than ambulances? Base Taxi Service and Bus Service. It should be noted, however, that this service is considered poor. (C)

10. Any special health precautions necessary? None. However, attention is invited to AFR 160-28 and SAC Reg 160-1. (U)

11. Personnel authorized and assigned, by AFSC: (C)

	AFSC	Auth	Asgnd
a. Medical Officers:	9316	1	0
	9356	2	2
	9386	1	0
	9416	1	0
	9326	1	3
b. Dental Officers:	9816	1	1
	9826	6	4
c. Veterinarian Officers:	9926	1	1
d. MSC Officers:	9025	3	0
	9011	0	1
	9034	1	1
e. Nurses:	9716	1	2
	9744	1	1
	9734	1	1
	9754	2	1
f. Airmen:	62150	1	1
	62230	6	4
	62250	5	5
	62270	1	1

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AFSC	Auth	Asgnd
70250	1	1
73250	1	1
90150	1	2
90170	1	0
90230	9	0
90232	2	2
90250	12	20
90252	2	2
90270	2	2
90274	1	1
90350	1	1
90370	1	1
90430	1	0
90450	1	2
90470	1	2
90550	2	3
90630	1	0
90631	2	1
90650	5	3
90651	5	1
90670	2	2
90671	1	2
90770	1	2
90850	1	1
90870	1	2
98130	2	0
98150	7	8
98170	3	2
98250	2	5

g. Civilians: N/A (U)

12. Medical Commander's estimate of his capabilities and his recommendations for additional support. Equipment and facilities are adequate and with the availability of Air Evacuation, full medical care can be provided. (C)

Personnel: No provision has been made in our UMD for the many TDY and tenant units and during the next six months we will do well to keep our heads above water. (U)

Supply: Though there has been delay in pipeline, no critical problems have arisen. In all cases supplies can be obtained and are adequate. (C)

Transportation: This constitut s a great problem at present, but improvement is expected in 60 to 90 days. (C)

13. Recommendations: It is understood that two TDY units (Tactical) will be here. A 1,000 lb. dispensary and the TDY of a medical squadron element composed of one Flight Surgeon and three corpsmen is required. This one medical unit should be in place for the entire period of TDY of each one or both of the tactical units from your station. (C)

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SECTION VII - GENERAL INFORMATION, THULE AFB (Unclassified)

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1. Climate at Thule

a. Temperatures and snowfall are likely to be your first concern upon your arrival in northern Greenland. It will probably be comforting for you to learn that summertime temperatures have reached 62 degrees above zero. The lowest recorded winter temperature at Thule AFB was 47 degrees below zero. But those temperatures are the extremes. The summer average holds several degrees above the freezing point, and the coldest months, February and March, rarely average colder temperatures than 12 or 15 degrees below zero. (U)

b. The humidity is extremely low during the winter months, drier even that the arid areas of the U. S. southwest. Snowfall is relatively light with most of the coverage resulting from snow blowing down from the ice cap. (U)

c. The one severe aspect of climatic conditions occurs during foehn or phase activity. This takes place when certain low pressure systems are so situated that a high velocity wind sweeps across the base from the ice cap. This phase activity is divided into three categories and a base wide communication system: radio, telephone and TV, is used to inform all base inhabitants of the phase currently being and the precautions necessary to safeguard (U) personnel and property.

d. Phase conditions are classified as follows: (U)

Phase I. Rising winds, blowing snow. Possible increased phase activity. "PREPARE FOR PHASE II AND III" (U)

Phase II. Strong winds, blowing snow. Surface visibility restricted. Only that outdoor activity permitted which is absolutely necessary, such as traffic to and from work, mess halls, etc. BX, library, gym, etc., are closed. "PREPARE FOR PHASE III" (U)

Phase III. Extremely high winds, visibility zero. Outdoor activity hazardous. "Take cover. Remain in building where you are located." (U)

e. Unusual daylight-darkness periods: (U)

Upon arrival at Thule AFB in mid-December, "in the dark" will be experienced for at least a month. For three months, beginning in November, the sun remains below the horizon. Sunrise, comes after mid-February. During the dark period, there is a small amount of light on the southern horizon, but from late November until early February light is hardly more than a glimmer. During these dark months, the moon is usually visible. It circles around the dark sky, going through all its regular phases. (U)

Once the sun comes up, it stays in the sky longer each day, until in May it completely replaces the moon. Then for three and a half months, the sun stays above the horizon twenty-four hours a day. It circles the sky in the same manner the moon does in winter, high in the southern arc and low on its northern sweep. The summer sun is brilliant at Thule and personnel are advised to wear sun glasses, especially for use during the period before the snow melts. The snow does melt each summer, but the permanent ice cap, located eight miles from Thule AFB, remains almost unchanged. (U)

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f. Geography of Thule AFB and vicinity (Unclassified)

Thule AFB is located on North Star Bay, on Greenland's west coast, 921 statute miles below the North Pole. On the bay's edge is a port for sea-going vessels, and adjoining the port are the Air Base buildings and flying field area. Thule is actually closer to Seattle (2457 miles) than to New York (2477 miles). Moreover, Thule is north of the magnetic pole. The magnetic pole is situated on Canada's Prince of Wales Island which is 725 miles west-southwest of the base. Thus the magnetic compass at Thule does not point north, but in the direction of Prince of Wales Island. (U)

Thule AFB is centered along the most direct aerial routes from European Russia to the United States and is only 2760 miles from Moscow. (U)

Scattered in all directions from Thule AFB are the outlying stations which depend upon it for aerial supply. North of Thule, on Ellesmere Island, which is a large canadian island, are the two small joint Canadian-American weather stations known as Eureka and Alert. The latter station is the northernmost permanently inhabited outpost in the world. (U)

g. Transportation and Bus Service (Unclassified)

Personnel rotating to Thule should condition themselves to the ever present problem of personal transportation. Climate and location are factors which tax the transportation system to the utmost. Procurement of automotive parts, adverse maintenance conditions and rapid deterioration of equipment combine to point out the necessity of treating every vehicle with "kid gloves". Though a taxi system is available, all personnel are expected to adjust their normal activities to make use of the base bus service which is run on a strict schedule. (U)

h. Water and Disposal System (Unclassfied)

The installation and operation of fresh water and disposal systems are made extremely difficult by the permafrost. Water is supplied to the base from a fresh water lake located approximately seven miles away. This very pure water is piped to a central storage area via electrically heated pipes. Although the pipeline has a capacity to supply more than adequate quantities of water to all activities, individual fresh water and waste tank capacities in each building limit the quantity of water available for personal use. It is, therefore, mandatory that all personnel practice water conservation, and to this end, water rationing is practiced on a voluntary basis. Incoming personnel are requested to make an immediate appraisal of this situation and adjust personal habits accordingly. (U)

i. Off-Base Activities (Unclassfied)

Lack of transportation to surrounding areas, rugged terrain and climatic conditions restrict recreational activity to the immediate area of the base. Further, visiting neighboring native villates is discouraged for reasons of health. Common virus diseases which are of minor consequence to Americans, are often fatal to Eskimos. Though not necessarily infected, most Americans are common carriers of this type of disease. (U)

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2. Base Facilities (Unclassfied)

a. Barber Shop - located in Bldg S-262, Gymnasium.

Monday - Friday:	0800 to 1200	1300 to 1645	1845 to 2230
Saturday			1300 to 1645
Sundays and Holidays			Closed

b. Base Exchange - located in Bldg S-366, Phone: 5130

Weekdays except Wednesday	1200 to 1515	1615 to 2000
Saturday and Wednesday		1200 to 1730

c. Bus and Taxi Service (Unclassfied)

Several base buses are in continuous operation around the base and should arrive at each bus stop every 30 minutes. If buses are not convenient, a limited taxi service may be secured from the base motor pool. (Bldg S-364, Phone: 6124) (U)

d. Clothing Sales Store - located in Bldg S-562, Phone: 6224

Monday - Friday	0830 to 1600
Saturday, Sunday and Holidays	Closed

e. Education Office - located in Bldg S-362, Phone: 5139

Thule AFB is in the University of Maryland "North Atlantic Program". Throughout the year, courses are offered by a Professor of the University. United States Armed Forces Institute Courses and Air Force Extension Course Institute studies are also available. (U)

f. Laundry and Dry Cleaning Service (Unclassfied)

Generally, laundry and dry cleaning services take seven days. Officers may turn in laundry and dry cleaning at Bldg S-721, from 1900 to 2000 hours, Monday, Tuesday and Thursday; and from 1300 to 1500 hours on Saturday. Officers as well as airmen may also turn in their laundry and dry cleaning at Bldg S-969, from 0800 to 1630 hours, Monday thru Friday, and from 0800 to 1200 hours on Saturday. Airmen, if desirous, may deliver their laundry and dry cleaning to their squadron supply sections at certain designated times. (U)

NOTE: Laundry will not be accepted unless contained in a bag. Also, a complete laundry or dry cleaning slip must be included with each bundle. (U)

g. Mail Service - Post Office, located in Bldg S-367, Phone: 5216

Monday - Friday	1200 to 1930
Saturday	1200 to 1700

Mail call occurs only on days that mail arrives

h. Medical Care - Hospital located in Bldg S-750, Phone: 6249
Sick Call - 0730 hours, Monday - Saturday. A "Tab Form 90" must be obtained from your First Sergeant prior to going on sick call. Emergency sick call is 24 hours a day, seven days a week.

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i. Red Cross

The usual Red Cross services are available to all military personnel. (U)

j. Religious Services - Chapel located in Bldg S-464
Protestant Services - Phone: 3211

Sunday Worship	1100 and 1930
Church of Christ	1500
Thursday Bible Class	1830
Sunday Bible Class	1000
Latter Day Saints	1800

Roman Catholic Masses Phone: 3212

Sundays	0800 and 1300
Saturdays	1205 and 1230
Weekdays	1205 and 1730

Jewish Services

Fridays 1930

k. Dining Hall Hours (U)

Airmen's Dining Hall - #1 (Bldg S-591) Phone: 6184
#2 (Bldg S-451) Phone: 6191
#3 (Bldg S-431) Phone: 5271

#1	Breakfast	0600 - 0800
	Dinner	1100 - 1300
	Supper	1715 - 1830
#2	Breakfast	0500 - 0730
	Dinner	1045 - 1300
	Supper	1645 - 1830
#3	Breakfast	0500 - 0730
	Dinner	1045 - 1300
	Supper	1645 - 1830

Master Sergeant's Dining Hall #4 (Bldg 251) Phone: 5278

Monday - Saturday	
Breakfast	0400 - 0600
Dinner	1100 - 1230
Supper	1630 - 1800
Sundays and Holidays	
Breakfast	0800 - 1000
Supper	1400 - 1600

Transient's Dining Hall - No. 6 - located Bldg S-726, Phone: 6103
Open 24 hours a day for incoming transients only.
Regular Meal hours are:

Breakfast	0445 - 0800
Dinner	1100 - 1300
Supper	1700 - 2000
Midnight Meal	2300 - 0100

Officers Dining Hall - No. 6 - located Bldg S-726, Phone: 6103

Monday - Saturday	
Breakfast	0730 - 0800
Dinner	1130 - 1300
Supper	1645 - 1900
Sundays and Holidays	
eakfast	0900 - 1100
pper	1500 - 1730

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	Dinner	1045 - 1300
	Supper	1645 - 1830
#3	Breakfast	0500 - 0730
	Dinner	1045 - 1300
	Supper	1645 - 1830

Master Sergeant's Dining Hall #4 (Bldg 251) Phone: 5278

Monday - Saturday	
Breakfast	0400 - 0600
Dinner	1100 - 1230
Supper	1630 - 1800
Sundays and Holidays	
Breakfast	0800 - 1000
Supper	1400 - 1600

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Monday - Saturday	
Breakfast	0730 - 0800
Dinner	1130 - 1300
Supper	1645 - 1900
Sundays and Holidays	
Breakfast	0900 - 1100
Supper	1500 - 1730

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1. Open Messes (U)

(1) Officers Open Mess (Bldg S-732) Phone: 4141/5196
Hours: Sunday - Thursday 0900 - 2400
Fridays, Saturdays and Holidays 0900 - 0130

(2) NCO Open Mess (Bldg S-231) Phone: 4218
Hours: Monday - Friday 1700 - 2245
Saturday 1400 - 2400
Sunday 0900 - 2345

m. Clubs (U)

(1) Airmens Club (Bldg S-237) Phone: 5268
Hours: Monda y - Friday 1800 - 2300
Saturday 1400 - 2300
Sunday 0900 - 1030 - 1400 - 2300
Holidays 1200 - 2300

(2) Service Club (Bldg S-362) Phone: 6114

Hours: Sunday - Friday 1200 - 2300
Saturday 1200 - 2400

(3) Snack Bar

Monday - Thursday 0930- 1430 1730 - 2230
Friday 1800 - 2230
Saturday and Sunday 1200 - 2230

n. Gymnasium (Bldg S-262) Phone: 6254
Everyday 1200 - 2300

o. Hobby Shop (Bldg S-363) Phone: 5233
Everyday 1200 - 2300

3. Hunting and Fishing (U)

The Danish-American Agreements provide that members of the United States Armed Forces will not hunt in Greenland. Fishing, however, is allowed. During the summer months, fishing trips are conducted to nearby lakes. Fishing equipment may be checked out from the base gymnasium.

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LIBRARY (BLDG S-365, PHONE: 5238) (U)

HOURS: MONDAY, SATURDAY, SUNDAY AND HOLIDAYS . . . 1200 - 2200
TUESDAY - FRIDAY. . . . . 1000 - 2200

RADIO STATION HOURS (BLDG T-771, PHONE: 5280) (U)

KOLD . . . SEVEN DAYS A WEEK . . . . .24 HOURS A DAY. . 1425 KC
KBIC . . . SEVEN DAYS A WEEK . . . . . 1800 - 2400. . 1210 KC

TV STATION HOURS (SOUTH MOUNTAIN, PHONE: 6210) (U)

MONDAY - FRIDAY . . . . . 1800 - 2315
SATURDAY AND SUNDAY . . . . . 1400 - 1630 1800 - 2315

THEATERS (U)

- OFFICERS' CLUB THEATRE (BLDG S-732, PHONE: 5196)

HOURS: MONDAY - FRIDAY. . . . . 1800 & 2030
THURSDAY (BINGO NITES) 1800
SATURDAY AND SUNDAY. . . . . 1430, 1800 & 2030

- BASE THEATER (BLDG S-462, PHONE: 4227)

EVERYDAY . . . . . 1345, 1745, 1945 & 2145

TOURS (U)

DURING THE DAYLIGHT SEASON, TOURS, SPONSORED BY PERSONNEL SERVICES ARE NORMALLY CONDUCTED ON SUNDAYS. THESE TOURS ARE TO SURROUNDING AREAS, INCLUDING THE GREENLAND ICE CAP, GLACIERS AND FJORDS.

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SECTION VIII. ATTACHMENTS AND MAPS (Unclassfied)

Attachment I. Thule AFB General Site Plan (Staff Copies Only) (U)

Attachment II. Topographical of Thule Area (U)

Attachment III. Floor Plan Hangar No. 5 (U)

Attachment IV. Climotology Data (U)

Attachment V. Thule AFB Stregth Reports (U)

Attachment VI. Organizational Chart & Function of Key Personnel (U)

Attachment VII. Map of Thule AFB (U)

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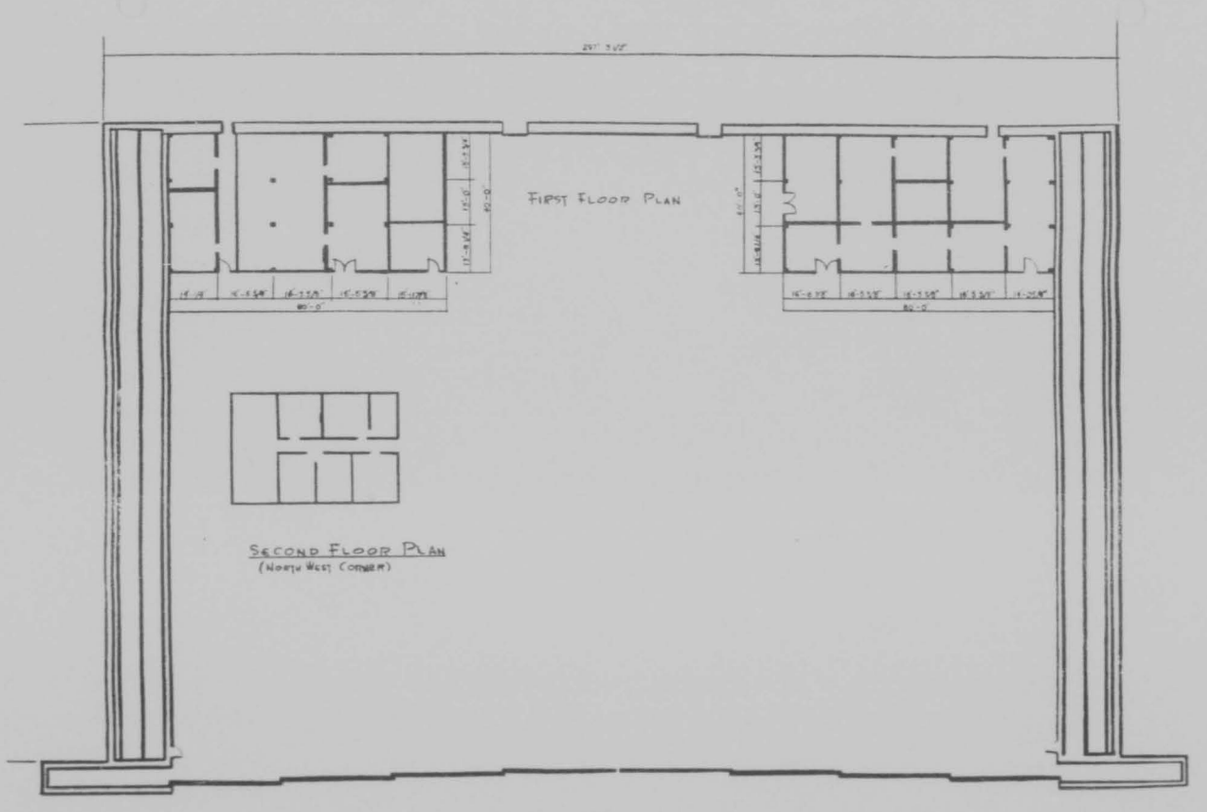

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THULE AFB, GREENLAND, CLIMOTOLOGY (Secret)

FLYING WEATHER*: (S)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Contact	93.3	93.1	96.4	92.0	92.1	90.1	81.3	91.8	94.2	97.2	94.4	94.8
Instrument	4.6	3.3	2.4	3.1	2.4	3.1	6.7	4.2	1.8	2.7	2.7	3.4
Below Min	2.2	3.7	1.1	4.9	5.5	6.9	12.0	4.0	4.0	0.1	0.1	1.8
Best Hours	13-14	14-15	15-16	17-20	12-14	14-18	11-13	16-21	20-01	09-07	00-10	23-10
Poorest Hours	11-12	04-08	18-21	21-03	04-06	22-02	17-03	00-09	06-08	08	19-21	12-21
PRECIPITATION:	(S)											
Aver Amt	0.45	0.42	0-15	0.05	0.06	0.07	0.52	0.31	0.85	0.07	0.34	0.21
Aver Days	7.5	6.5	5.5	3.5	1.5	2.0	4.0	8.0	9.0	2.0	6.5	9.0
WIND:												
Prev Dir	E	E	E	E	SE	W	W	SE	SE	E	E	ESE
Velocity	7.6	7.7	7.2	7.8	14.5	5.9	5.8	13.6	19.0	9.1	7.8	6.3
TEMPERATURE:	(S)											
Extreme Max	32	31	21	41	45	55	63	57	49	31	35	35
Mean Max	-5.3	-7.6	-9.8	17.0	32.7	40.6	45.5	45.5	34.8	14.7	10.2	-2.1
Mean	-11.9	-15.4	-17.3	7.0	27.4	36.5	40.9	41.0	30.6	9.7	3.6	-8.3
Mean Min	-18.1	-22.9	-24.9	-3.3	21.7	31.9	35.8	35.9	26.0	4.2	-3.3	-14.1
Extreme Min	-39	-39	-43	-33	-3	24	28	28	6	-15	-27	-33

* 1. Closed ceiling, less than 500 ft. and/or visibility less than 1 mile
2. Instrument ceiling, 500 to 900 ft. with visibility equal to or greater than 1 mile and/or visibility 1 to 2½ mile with ceiling equal to or greater than 500 ft.
3. Contact ceiling, equal to or greater than 1000 ft. with visibility equal to or greater than 3 miles.

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NARSARSSUAK, GREENLAND (S)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Closed	3	4	3	3	2	1	2	1	3	3	3	3
Instrument	8	10	8	8	5	4	6	5	8	9	7	8
Contact	89	86	89	89	93	95	92	94	89	88	90	89
PRECIPITATION (S)												
Mean Ins	1.8	2.1	1.7	1.5	1.6	1.5	3.5	2.8	4.5	3.4	2.4	2.0
Snowfall Ins	17.1	18.0	8.7	7.8	3.2	T	0	0	1.9	5.9	10.9	11.2
Days w/snowfall	13	11	7	6	3	0	0	0	1	6	8	10
TEMPERATURE: (S)												
Extreme Max	55	55	59	61	67	75	75	73	73	65	56	57
Mean Max	27	28	34	39	50	58	59	57	50	40	34	30
Mean Min	13	14	20	25	35	42	44	42	36	28	22	16
Extreme Min	-27	-15	-15	-5	6	30	34	30	24	4	-3	-15

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GOOSE BAY, NEWFOUNDLAND (S)

FLYING WEATHER*: (S)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Contact	85.6	84.5	88.1	87.4	89.2	92.9	94.7	92.2	95.2	92.8	87.7	87.2
Instrument	9.4	10.3	7.8	8.5	6.2	4.9	3.6	5.1	2.9	3.9	7.0	8.0
Closed	4.9	5.2	4.1	4.1	4.6	2.2	1.7	2.8	1.9	3.3	5.3	4.7
Best Hours	NSDV	04-09	11-22	14-24	15-02	13-21	13-07	16-22	NSDV	NSDV	12-17	21-15
Poorest Hours	13-15	21-24	08-10	05-07	06-08	23-01	08-09	03-05	NSDV	11-13	09-11	18-20
PRECIPITATION (S)												
Aver Amt	2.45	1.96	2.24	1.97	2.10	2.29	3.20	2.79	2.24	2.31	2.41	2.46
Aver Days	15.3	13.6	13.6	12.2	13.5	14.1	14.2	13.7	12.1	13.2	12.8	14.9
WIND												
Prev Dir	WSW	WSW	WNW	NE	NE	NE	WSW	WSW	WSW	WNW	W	WSW
Velocity (MPH)	10.9	10.0	10.7	10.2	9.0	9.4	8.7	8.9	9.9	10.1	9.7	10.2
TEMPERATURE: (S)												
Extreme Max	43	47	55	61	89	91	99	91	85	73	61	53
Mean Max	8.4	12.6	25.4	37.0	48.7	60.9	70.5	67.2	58.6	45.0	31.2	15.4
Mean	0.3	3.2	15.8	28.2	40.2	51.6	61.0	58.3	50.4	38.4	24.6	8.2
Mean Min	-7.8	-6.5	5.9	19.0	31.4	42.0	51.2	49.2	42.0	31.3	17.7	0.8
Extreme Min	-33	-41	-33	-13	10	28	38	32	20	12	-9	-33

* 1. Closed ceiling, less than 500 ft, and/or visibility less than 1 mile.
2. Instrument ceiling, 500 to 900 ft with visibility equal to or greater than 1 mile and/or visibility 1 to 2½ miles, with ceiling equal to or greater than 500 ft.
3. Contact ceiling, equal to or greater than 1000 ft with visibility equal to or greater than 3 miles.

** NSDV ---- No Significant Diurnal Variation

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KEFLAVID ICELAND (S)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Contact	6	8	6	4	6	5	8	6	7	6	6	5
Instrument	13	15	16	13	17	14	20	15	15	16	14	12
Closed	81	77	78	83	77	81	72	79	78	78	80	83
Precipitation (S)												
Mean Ins	5.0	3.2	3.4	2.7	2.3	2.0	2.1	2.7	3.5	4.2	3.0	3.8
Snowfall Ins	20.8	14.9	8.4	8.6	0.4	T	0	0	T	1.2	3.3	10.2
Days W/Snowfall	16	12	9	10	1	0	0	0	0	1	4	9
TEMPERATURE (S)												
Extreme Max	51	47	55	53	59	67	73	65	59	55	51	49
Mean Max	35	36	38	40	47	53	55	55	50	45	39	37
Mean Min	27	28	29	31	37	43	46	46	42	37	32	29
Extreme Min	4	10	10	8	20	32	38	36	30	18	12	8

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SEMI-MONTHLY STRENGTH REPORT AS OF 30 APRIL 1957 (Confidential)

MILITARY AND CIVIL SERVICE PERSONNEL	AUTHORIZED			ASSIGNED		
4083RD STRATEGIC WING (S)	OFF	AMN	CIV	OFF	AMN	CIV
HQ 4083RD STRATEGIC WING	16	39	0	11	35	0
HQ 4083RD AIR BASE GROUP (PP)	42	270	1	46	324	0
4083RD AIR BASE GROUP (PL)	0	0	0	8	271	0
4083RD AIR POLICE SQ	2	62	0	1	76	0
4083RD FOOD SERVICE SQ	3	123	0	2	137	0
4083RD USAF HOSPITAL	23	85	0	20	95	0
4083RD INSTALLATIONS SQ	22	811	0	22	861	0
4083RD OPERATIONS SQ	6	84	0	6	77	0
4083RD FLD MAINT SQ	6	175	0	5	191	0
4083RD TRANSPORTATION SQ	7	264	0	6	387	0
4083RD SUPPLY SQ	11	308	0	8	335	0
TOTAL 4083RD STRATEGIC WING	138	2221	1	135	2789	0
OTHER AIR FORCE UNITS (C)						
931ST A C & W SQ	21	167	0	18	208	3
1983RD AACS SQ	15	264	0	14	327	0
74TH FTR INTCP SQ	71	296	0	85	320	0
55TH AIR RESCUE SQ	24	75	0	26	104	0
1623RD SPT SQ DET # 1 MATS	2	5	0	2	5	0
5/24 WEATHER DET	8	34	0	7	28	0
6/6 APO DET	1	12	0	1	12	0
55TH STRAT RECON WING	UNK	UNK	UNK	15	39	0
71ST AIR REFUELING SQ	UNK	UNK	UNK	95	448	0
408 PHOTO SQ, RCAF	UNK	UNK	UNK	32	148	8
TOTAL OTHER AIR FORCE UNITS	142	853	0	295	1639	11
ARMY UNITS (C)	OFF	ENL	CIV	OFF	ENL	CIV
7TH AAA GROUP	28	217	0	30	225	0
549TH AAA BN	28	611	0	37	677	0
USA TRANS ARCTIC GROUP	33	266	0	37	225	0
USA SIG RES UNIT # 7	2	14	0	3	11	0
9636TH THULE IONOSPHERE	1	9	0	1	6	0
7278TH DET # 3 TTC	5	30	0	5	27	0
EOD COR OF ENG	5	0	25	5	0	15
US ARMY EATF	17	279	0	19	291	0
TOTAL ARMY UNITS	119	1426	25	137	1462	15
TOTAL THULE AIR BASE (C)	399	4500	26	567	5890	26

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PERSONNEL ON FLYING STATUS (C) OFFICERS: 232 AIRMEN: 114

DANISH LIAISON (C)	1	2	0	1	2	0

NON-CIVIL SERVICE CIVILIAN PERSONNEL (C)

CONTRACTUAL CIVILIAN		OTHER CIVILIANS		PERMANENT		TRANSIENT	
ARCHITECT ENG	20	RED CROSS	2	OFF	567	OFF	201
MECHANICAL COW	5	USO	5	AMN	5890	AMN	129
GRNLD CONT & DANISH		TECH REPS	9	CIV	26	CIV	27
ARCTIC CONTRACTORS	172			OSI	3		
TOTAL	197		16		6486		356

PREPARED BY STATISTICAL SERVICES, 4083RD AIR BASE GROUP, FOR PERIOD ENDING 30 APRIL 57

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ORGANIZATIONAL CHART FOR THE 4083D STRATEGIC WING (UNCLASSFIED)

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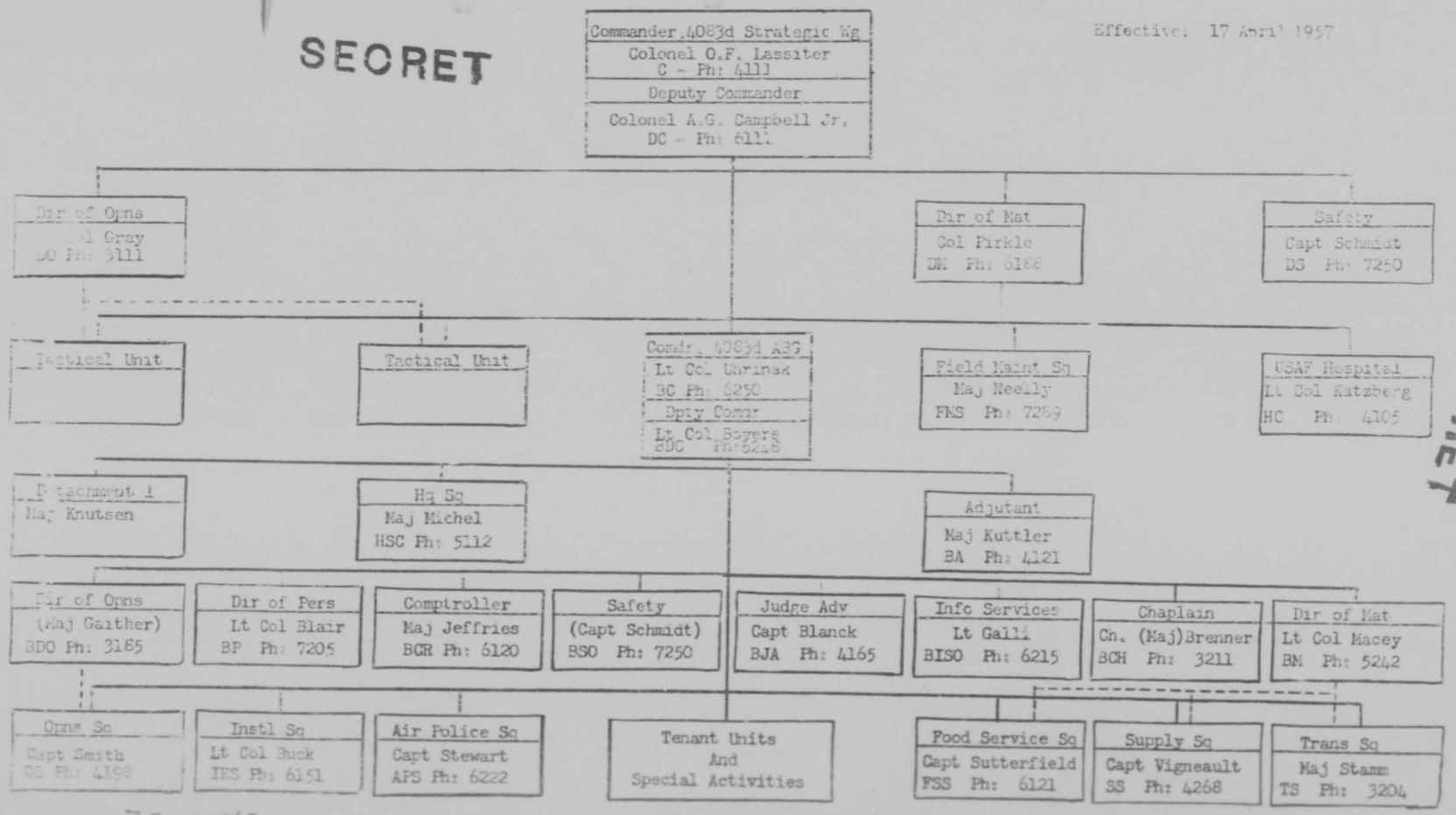
Effective: 17 April 1957



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FUNCTIONAL ALIGNMENT OF KEY PERSONNEL (Declassified)

4080D STRATEGIC WING (U)

Commander: Col O.F. Lassiter

Deputy Commander: Col A. G. Campbell, Jr.

Director of Operations: Lt Col Gray

Intelligence: Capt Mitchell

Plans: Major Barrett

Training: Major Schleuter

Director of Materiel: Col Pickle

Chief of Supply:

Chief of Maintenance: Lt Col Burgeson

Maintenance Control: Major Mason

Quality Control:

Production Control: Capt Finney

Analysis Records and Reports:

Safety: Capt Schmidt

FIELD MAINTENANCE SQUADRON (U)

Commander: Major Neelly

Adj: Capt Leahy

Supply: Lt Strong

Maintenance Supervisor: Major Lawson

Propulsion:

Armament Systems: Lt Wolfsberger

USAF HOSPITAL (U)

Commander: Lt Col Katzberg

Executive: Capt Sanders

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Flt Surgeon: Capt Hall

Dental Surgeon: Lt Col Zuber

Chief Nurse: Capt Bailey

Registrar: Lt Nowak

Unit Commander: Lt Butler

Supply: Lt Friestadt

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4083D AIR BASE GROUP(U)

Commander: Lt Col Uhrinak

Deputy Commander: Lt Col Boyers

Base Adj. Major Kuttler

Headquarters Squadron Commander: Major Michel

Adjutant: Capt Obermayer

Detachment 1 Commander: Major Knutsen

Director of Operations: Major Gaither (Additional Duty)

Base Operations: Capt Stegall

Base Flight & Transient Maint:

Personnal Equipment:

Director of Personnel: Lt Col Blair

Military Personnel: Major Cohen

Airman Personnal: CWO Mullem

OJT & Education: Capt Campbell

Manpower & Organization: Capt Campbell (Additional Duty)

Personnel Services: Capt Wilson

Officers Club: Capt Love

NCO Club: M/Sgt Puckett

Airmans Club: M/Sgt Demos

Comptrolier: Major Jefferies

Accounting: Lt Jennings

Management Analysis: Capt Lloyd

Budget: Lt Kosutic

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Finance: Lt Polumbo

Stat Cont: Lt Craig

Safety: Capt Schmidt (Additional Duty)

Flying Safety:

Ground Safety:

Judge Advocate: Capt Blanck

Information Services: Lt Galli

Chaplain: Chaplain (Maj) Brenner

Director of Materiel: Lt Col Macey

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Staff Supply

Base Supply: Lt Col Koby

M & P: CWO Hargrove

Property Accounting: Capt Wilson

POL: Capt Ewing

SEAWEED: CWO Mangold

Transportation: Capt Raines

SUNEC: Lt Ashton

Base Exchange: Capt Matthews

Housing: Capt Sweeney

OPERATIONS SQUADRON (U)

Commander: Maj Gaither

Base Communications: Capt Smith

Survival Training: Lt Nichols

Photo Labratory: Lt Millikan

Ground Training: Lt Ellis

INSTALLATIONS SQUADRON (U)

Commander: Lt Col Buck

Deputy Commander: Maj Menghini

Operations: Maj Gaffey

Engineering: Capt Chapman

Material & Property: Capt Warner

Production Control: Capt Turner

Fire Crash & Rescue

AIR POLICE SQUADRON (U)

Commander: Capt Stewart

SECRET

FOOD SERVICE SQUADRON (U)

Commander: Capt Sutterfield

Dining Halls: CWO Smith

Bakery:

Meat Cutting

In-Flight Kitchen

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SUPPLY SQUADRON (U)

Commander: Capt Vigneault

Clothing Sales: Lt Guise

Commissary: Capt Vigneault (Additional Duty)

Salvage: Lt Guise (Additional Duty)

Material Facilities: Lt Porter

Laundry: Capt Clements

TRANSPORTATION SQUADRON (U)

Commander: Maj Stamm

Vehicle Operations: Capt Metiver

Vehicle Maintenance: Lt Brooks

Transportation Services: Lt Schlobohm

Supply: Lt Herd

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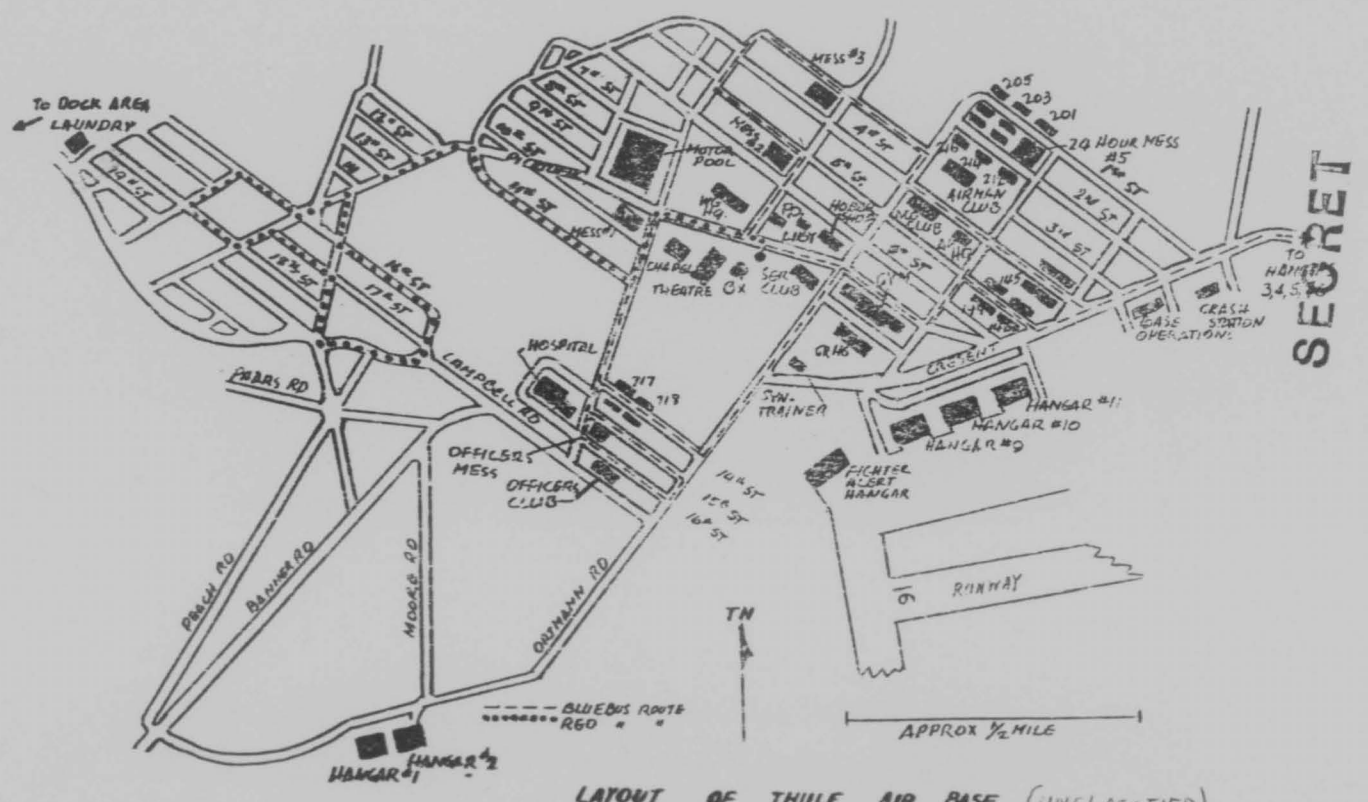

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LAYOUT OF THULE AIR BASE (UNCLASSFIED)

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HISTORY

RETURN TO:
Director
Research Air Force Institute
Attn: Archives Branch
Maxwell AFB, Alabama

K-WG-307-HI JUN 1957 (Bomb)

Officer of 307th ARS, and Captain Blinkinsop, S

e have looked into the need for N-1 Compass Syst raft during our forthcoming deployment. We feel from the standpoint of flying safety, that all equipped with N-1 Compass Systems.

s you know the limitations of the Fluxgate Syste rth latitude make navigation extremely hazardous. ired type compass denies the use of it as a gyr ...s of variation and the ...

STRATEGIC AIR COMMAND

RM—57— 2729

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RCS: AU-D5

307TH BOMBARDMENT WING (H)

1-30 JUNE 1957
(Unclassified Title)

This document was prepared
by T/Sgt Kenneth W. Stevens
under the supervision of
Major Vaughan O. Stevens,
Information Services Officer
Lincoln Air Force Base
Nebraska

ELKINS READ JR.
Colonel, USAF
Commander

~~AM~~ 61-2729

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COLONEL ELKINS READ JR.

COMMANDER, 307TH BOMBARDMENT WING (M)

LINCOLN AIR FORCE BASE, NEBRASKA

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HISTORY OF THE

307TH BOMBARDMENT WING (M)

1-30 JUNE 1957

CHAPTER I - ORGANIZATION AND ADMINISTRATION

SECTION I - Mission Developments

Activated by President Roosevelt in April 1942, the 307th Bombardment Group was formed at Geiger Field, Washington and furnished with B-17 Aircraft. In May 1942, the 307th Bomb Group was assigned to Ephrata, Washington with the mission of defending the coast of Alaska against the enemy forces of Japan. (U)

In December of 1942, the 307th Bomb Group was assigned to Hawaii, and participated in all Central Pacific Campaigns until the end of the war in 1945. Flying a total of 573 missions during the war, the 307th Bomb Group picked up the nickname, "Long Rangers", and received two Presidential Unit Citations for its' accomplishments. (U)

The 307th Bomb Group was deactivated in November of 1945 and reactivated as the 307th Bombardment Wing, in August of 1946, at MacDill Air Force Base, Florida, and was assigned B-29 aircraft, taking part in all Strategic Air Command Operations until the outbreak of the Korean Conflict in 1950. (U)

After a successful campaign in Korea, receiving another Presidential Unit Citation and a citation from President Syngman Rhee, of South Korea, the 307th Bomb Wing was returned to the United States and assigned to Lincoln Air Force Base, Nebraska, in October 1954. In a period of 15

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months the 307th Bomb Wing was converted to B-47 aircraft, and on 1 April 1956, had reached combat readiness. (C)

After a temporary additional duty movement to the United Kingdom during July, August, and September 1956, the Wing settled down to the work of increasing their combat effectiveness. Beginning with the month of March 1957, the 307th Bomb Wing became engaged in a four month stand down period designed to advance non-ready crews to a combat ready status. This month, June 1957, marked the end of this stand down period which was not as successful as was at first expected. The cutting of flying hours by higher headquarters seriously handicapped the upgrade program by limiting the flying hours during the latter part of April, all of May, and all of June. More detailed information on the upgrading program and the flying hour cut is contained in Chapter III, Operations and Training. (U)

MISSION: The mission of the 307th Bombardment Wing (M) is to:

Organize and train a force capable of immediate and sustained long range offensive bombardment and air to air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced weapons.

Be prepared to perform those tasks assigned in current emergency plans and related Operations Orders.

Train and administer assigned reserve personnel and units.

Participate in disaster relief and other domestic emergencies when required.

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Perform such special missions and assignments as may be directed by higher headquarters.

SECTION II - Command

General Orders Number five was published in June, assigning First Lieutenant William R Soukup as Comptroller, effective 29 April 1957.[1] (U)

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1. GO 5, Hq 307BW, 20 Jun 1957. Exhibit 1.

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CHAPTER II - PERSONNEL

SECTION I - Military Personnel

STATUS: The average authorized strength for the 307th Bomb Wing during the month of June was 2,000. This total was an aggregate of the officers and airmen. Totals for officers was 432 authorized, and for airmen, 1,568 authorized. The assigned aggregate total was 2,044, representing 422 officers and 1,622 airmen. The authorizations remained the same as last month, but the assigned figures decreased 17 for officers, and increased 90 for airmen.[1] (U)

The individual squadrons of the 307th Bomb Wing had average authorized and assigned strengths during the month of June as follows:[2] (U)

Organization	Officers		Airmen	
	Auth	Assigned	Auth	Assigned
Hq, 307th Bomb Wing	64	55	141	143
370th Bomb Squadron	74	72	96	87
371st Bomb Squadron	74	80	96	93
372nd Bomb Squadron	74	75	96	91
307th Air Reflg Sq	99	106	220	217
307th Fld Maint Sq	8	6	415	413
307th Per Maint Sq	3	3	106	97
307thA&E Maint Sq	11	9	316	404
307th TAC Hospital	25	16	82	77
Total	432	422	1568	1622

1. "Lincoln Air Force Base Strength Report", prep by Stat Svs, Hq 818ABG, for Jun 1956. Exhibit 2.

2. Ibid.

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SECTION II - Crews

The combat availability of the Wing was reflected in 60 B-47 crews and 27 KC-97 crews. The following was the organizational breakdown for the month of June 1957.[3] (U)

370th Bomb Squadron		371st Bomb Squadron	
Lead Crews	3	Lead Crews	2
Combat Ready	10	Combat Ready	11
Non-Combat Ready	10	Non-Combat Ready	10

372nd Bomb Squadron		307th Air Refueling Squadron	
Lead Crews	3	Combat Ready	21
Combat Ready	11	Non-Combat Ready	6
Non-Combat Ready	8		

The loss of crews numbered IN-04 and IN-01 from the 370th Bomb Squadron, to the B-52 program brought their total number of crews down from 25 during May to 23 during June. Two crews, R-28 and T-11, from the Air Refueling Squadron, were lost due to the rotation (R-28 was disbanded) and to the KC-135 program. Four new crews, R-34, R-35, R-36, and T-37 were formed in the Air Refueling Squadron.[4] (U)

Three KC-97 pilots and one flight engineer were gained during the month of June, while two KC-97 aircraft commanders, two pilots, two navigators, and one boom operator were lost. For B-47 crew members they gained one aircraft commander, three co-pilots, and one ECM observer. On

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3. "Combat Crew Roster, prep by D/Pers, Hq 307BW, 2 Jul 1957, filed in Combat Crew Section, 307BW D/Pers.

4. Ibid.

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the other hand they lost one B-47 aircraft commander, one co-pilot, and one navigator, as mentioned before, to the B-52 program.[5] (U)

SECTION III - Manning

OFFICER: During the month of June, there were 428 officers required with 400 in the required specialties, presenting 93.5 percent authorized in the required specialties. There were 428 officers assigned against the 400 in the required specialties which also gave them 93.5 percent assigned in required specialties.[6] The Wing also had four Warrant Officers assigned which were not counted in the above totals. (U)

Twenty-eight officers were not in their required specialties, some due to awaiting assignment, others are on combat crews, and for some, such as two 9326's in the Tactical Hospital, theirs were the only AFSC's in which they were qualified to perform in.[7] (U)

Projected losses amounting to 14 officers were to cut into several AFSC's during the month, removing some of the overages in some career fields and in six cases they were to cut into career fields already undermanned.[8] (U)

The three tactical squadrons were manned at 98.6 percent effective during June, while the 307th Periodic Maintenance Squadron remained at 100 percent effective. The low squadron in regard to effective manning

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5. "Wing Commander's Remarks," (RCS: 4-SAC-T12 and 5-SAC-T13), June 1957, Hq 307 BW, n.d. Exhibit 3, and "Wing Commander's Remarks," (RCS: 9-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 4.

6. "Management Control Statement," (RCS: 1-SAC-T35), June 1957, Hq 307 BW, n.d. Exhibit 5.

7. DF, DPO to DCR, Hq 307 BW, "Officer Manning as of 30 Jun 1957", 1 Jul 1957. Exhibit 6.

8. DF, 307DPO to 818SPO, "Officer Personnel Accounting as of 30 Jun 57", 1 Jul 1957. Exhibit 7.

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for officers was the 307th Field Maintenance Squadron with only 50 percent effective. Close behind was the Tactical Hospital with 56 percent effective.[9] (U)

AIRMEN: For airmen in Direct Support Skills, with 1,068 required and 1,123 assigned, the percent of the required was 84.6, and the percent of the assigned, that were in the required specialties was 80.5. A total of 904 airmen were assigned in the required specialties.[10] (U)

In the Indirect Support Skills there were 500 airmen required, 484 assigned, and 387 in the required specialties. This provided a rating of 77.4 percent of the required being assigned in the required specialties, and 80 percent of the assigned being in the required specialties.[11] (U)

SECTION IV - Shortages

OFFICER: The Wing was still critically short in Supply Officers, AFSC 6424. They were authorized 11 and had only six assigned at the end of June. One of these was to be reassigned to the 918th Air Base Group in his directed duty specialty, Management Analysis Officer, AFSC 6741. The projected manning after this transfer will be only 45 percent.[12] (U)

AIRMEN: The critical AFSC's in the airmen career fields were in the 20, 29, 45, 47, 58, 60, 62, 68, 70, 92, and 98 career fields. All of

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9. DF, DPO to DCR, Hq 307 BW, "Officer Manning as of 30 Jun 1957", 1 Jul 1957. Exhibit 6.

10. "Management Control Statement", (RCS: 1-SAC-T35), Jun 1957, Hq 307BW, n.d. Exhibit 5.

11. Ibid.

12. "Wing Commander's Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), Jun 1957, Hq 307 BW, n.d. Exhibit 3.

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these were below 76 percent effectively manned.[13] (U)

During the month of June the 307th Bomb Wing was authorized nine Electronic Counter-Measures Operators, AFSC 29324, and had ten assigned. The future for this AFSC was not too bright as they had a projected loss of four with 60 days. Waivers of Project Guidance was forwarded requesting two airmen be released from their directed duty assignments as Electronic Counter-Measures Repairman, AFSC 30133B, so they could perform in the AFSC 29354. Replacments should be projected now to allow for time required to train a crewman to contat ready status for two additional projected losses during February 1958.[14] (U)

The supervising of a large number of semi-skilled personnel was still limited due to the shortage of seven level maintenance personnel.[15] (U)

SECTION V - Reenlistment and AWOL

REENLISTMENT: The 307th Bomb Wing had the highest reenlistment rate since arriving at Lincoln Air Force Base. In June the rate climbed to a new all-time high of 85.7 percent. This included a high rate of 18 out of 21 first term airmen reenlisting. Only three out of seven career airmen reenlisted.[16] (U)

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13. DF, 307DPA to Base Historian, "History of Airman's Branch", 11 Jun 1957. Exhibit 8.

14. "Wing Commander's Remarks", (RCS: 4-SAC-R12 and 5-SAC-T12), Jun 1957, n.d. Exhibit 3.

15. Ibid.

16. "Separation & Reenlistment Rate for June 1957", prep by Base Reenlistment Officer, 818 ABG, n.d. Exhibit 9.

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AWOL: Along with the rise in number of reenlistments the Wing was blessed with a decrease in the number of AWOL's during June. There were only three airmen going AWOL during the month, producing a rate per 1,000 of 1.5 percent.[17] (C)

SECTION VI - Key Personnel

Only two actual changes were made in the 307th Bomb Wing during the month of June, however, First Lieutenant William N Soukup, who was placed in the duty of Comptroller, was not placed on actual orders until 20 June 1957.[18] (U)

Major John C. Realka assumed the command of the 372nd Bomb Squadron on 12 June 1957, in the temporary absence of Lieutenant Colonel Karl V. Benson Jr.[19] (U)

The 307th Air Refueling Squadron Commander, Lt. Colonel Everett Thurlow, was replaced on 20 June 1957, by Lt. Colonel Oliver E. Fowler.[20] (U)

SECTION VII - Awards

The Outstanding Non-Commissioned Officer Award for the month of June went to Staff Sergeant Phillip H. Harrington of the 307th Armament and Electronics Squadron.[21] (U)

A/1C William J. Howard, 307th Headquarters Squadron, was awarded the award for Outstanding Airman of the Month,[22] and A/1C Sherman D. Davis,

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17. "Management Control Statement", (RCS: 1-DAC-735), Jun 1957, prep by DCM, Hq 307BW, n.d. Exhibit 5.
18. GO 5, Hq 307BW, 20 Jun 1957. Exhibit 1.
19. SO 14, Hq 372BS, 12 Jun 1957.
20. PERAM 88, Hq 307BW, 20 Jun 1957.
21. Ltr, Col Read to S/Sgt Harrington, 22 Jul 1957, filed 307C.
22. Ltr, Col Read to A/1C Howard, 22 Jul 1957, filed 307C.

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307th Periodic Maintenance Squadron, received the award for the Out-Standing Maintenance Man of the Month.[23] (U)

A/1C Donald S. Willis, 307th Field Maintenance Squadron, was appointed as the Eighth Air Force Maintenance Man of the Month for May 1957, and was also nominated by Eighth Air Force for the award of SAC Maintenance Man of the Month for May.[24] (U)

SECTION VIII - Safety

There were no major or minor aircraft accidents during the month of June 1957. On 16 June 1957, an aircraft damage accident was reported wherein an Airman of the 307th Field Maintenance Squadron failed to secure a maintenance stand which was being repaired even after being notified that a Phase 1 wind alert was in effect. The stand was blown into a B-47 aircraft damaging the skin of the left inboard nacelle panel. The total loss in dollar cost was $155.00.[25] (U)

The flying percent score, with no accidents during 629 flying hours, was 100 percent. The ground percent score did not fare as well and dropped to 90 percent. This resulted when three military personnel were injured, and was figured against 61,710 man days exposure. There were no Government Motor Vehicle accidents, nor any civilian accidents in June.[26] (U)

---

23. Ltr, Col Read to A/1C Davis, 22 Jul 1957, Filed 307D.

24. Ltr, Gen Sweeney to A/1C Willis, 13 Jun 1957, Filed 307MMS.

25. Interview, T/Sgt Kenneth W. Stevens, Historian, with Maj Lemar M. Herridge, 307DS, 5 Jun 1957.

26. "Management Control Statement", (RCS: 1-SAC-T35), Jun 1957, prep by DCR, Hq 307BW, n.d. Exhibit 5.

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CHAPTER III - OPERATIONS AND TRAINING

SECTION I - General

FLYING HOUR CUT: The 307th Bomb Wing entered into the last month of Fiscal Year 1957 with restrictions on flying to the effect that the Wing was at an all time low on scheduled flying hours. The Wing flew a total of 417 B-47 hours during June. This time was used primarily for four hour type missions which precluded progress on the upgrade program and did little to maintain proficiency of non ready crews.[1] (S)

Thirty additional KC-97 hours were received during June, boosting the June allocation to 230 hours.[2] B-47's were increased an additional 21 hours. This increased the total Fiscal Year 1957 allocation for B-47's to 7,200 hours, and for KC-97's to 3,037 hours.[3] (S)

FLYING HOUR ALLOCATIONS: The allocation of flying hours to be utilized during the first quarter fiscal year 1958, by tactical and non-tactical aircraft were received during June. The 307th Bomb Wing received 4,830 hours for B-47 aircraft, 144 hours for T-47 aircraft, 918 hours for KC-97F's, and 1,050 hours for the KC-97G's.[4] (C)

SPECIAL UPGRADE TRAINING: With the restrictions of flying during June, only 210 hours were programmed for B-47 non-combat ready crew training.

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1. "Wing Commanders Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.
2. Msg, Comdr SAF to Comdr 818AD, D001A 19950, 7 June 1957. Exhibit 10.
3. Msg, Comdr SAF to Comdr 818AD, D001A 20805, 13 June 1957. Exhibit 11.
4. Msg, Comdr SAF to Comdr 818AD, D001A 21766, 21 June 1957. Exhibit 12.

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Only 120:45 hours were accomplished, due to the failure of these crews to complete all items of SAC Regulation 51-19 on ground training. This regulation, which requires completion of all ground training prior to flying, reduced the number of non-combat ready crews available for flying training.[5] (C)

Seven hours were accomplished under KC-97 non-combat ready training and 53 hours were accomplished for the individual upgrading. The KC-97 flying hours under the upgrading program were severely restricted due to the cutback in flying hours and the preparation for the deployment in July.[6] (S)

A recommendation was made along the lines of the deployment. Following a major conversion or upgrading program there should be consideration given to avoid deployment during the following month. The preparation for a major exercise requires the full time of staff and operations personnel which precludes them from engaging in the upgrading or conversion plans.[7] (S)

It was also recommended that Strategic Evaluation School quotas not be assigned to a Wing participating in the crew upgrading program until at least two months following the end of the program. This recommendation was based on the fact that crews selected for SES are always the most

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5. "Wing Commanders Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.

6. "Wing Commanders Remarks", (RCS: 9-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 4.

7. Ibid.

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experienced in the wing and are either used as Standboard crews or as instructor personnel, both required for successful completion of the upgrade program.[8] (S)

A further recommendation was that Wings in the Upgrading Program should not be required to participate in competitive type bomber stream missions. Experience has shown that every resource in the Wing must be expended toward winning, and experienced crew members in addition to spending considerable time preparing for the mission are also lost as instructors for the upgrading program.[9] (S)

Flying time and training for new personnel assigned as potential B-47 combat crew members was delayed somewhat because of varying amounts of requisite SAC Regulation 51-19 training, survival, ABC, Gunnery, and simulator training. This normally means that several weeks of off base training must be accomplished before they can be scheduled for the two weeks residual 51-19 training not available at McConnell Air Force Base. Off base training quotas have not always been available that would coincide with the Wing's schedule, creating periods of time to lapse which are not harmonious with the flying training program. The time lapse away from the B-47 also tended to degrade the retention of flying and ground training knowledge obtained from Wichita. It was believed that if flying and ground training were conducted concurrently

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8. "Wing Commander's Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.

9. Ibid.

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that students would learn more rapidly and retain their knowledge longer. It would also be impossible for aircraft of the Air Base Group to supply the Air Force Regulation 60-2 requirements for these people when they are transferred into the Wing lacking these requirements.[10] (U)

In light of the above, the 307th Bomb Wing recommended that SAC Regulation 51-19 be changed to allow the flight and ground phases to be conducted concurrently. As an alternate, they could recommend that a list of minimum requirements be formulated prior to flying and this list would be made up of items essential from a standpoint of flying safety.[11] (U)

In May 1957, a request was forwarded to Headquarters Eighth Air Force requesting reconsideration of the termination date, for the Upgrade Program, of 1 August 1957, and that it be extended to 1 September 1957.[12] (U)

This recommendation was forwarded to Headquarters Strategic Air Command and returned disapproved. Their reply indicated that August would be a special training and emphasis would be placed upon non-ready crew upgrading.[13] (U)

Eighth Air Force requested that the Wing review the Upgrade Program to insure that all steps had been taken to utilize all available facilities, effective scheduling, and flying time, to upgrade the maximum

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10. "Wing Commander's Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.

11. Ibid

12. Msg, Comdr 818AD to Comdr SAF, DO 5-534-C, 17 May 1957. Exhibit 13.

13. Msg, Comdr SAF to Comdr 818AD, DO 19604, 5 June 1957. Exhibit 14.

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number of crews. According to their records, 65 B-47 crews were assigned in January and 63 in June. Thirty-nine of the crews assigned in January were combat ready and 40 assigned in June were combat ready. Two B-47 crews were programmed for upgrading, with the Wing actually upgrading five. Twenty-five KC-97 crews were assigned both in January and in June. Only 20 were combat ready in January, and 21 in June. Four crews were programmed to be upgraded in June and only three have been upgraded.[14] (S)

The projected upgrading dates for crews varied throughout June, with all B-47 crews being set up with the exception of crew M-21V. Crew M-21V was set back to 30 September due to the Electronics Counter-measure Operator being discharged and his new replacement not being fully trained. The new projected combat ready dates for each non-combat ready crew was as follows:[15] (S)

Crew Number	Projected Date	Crew Number	Projected Date
M-19	31 July	M-54	31 July
M-20	31 Aug	M-55	31 July
M-21V	30 Sep	M-56	30 Sep
M-22	30 Sep	M-57	31 Aug
M-23	30 Sep	M-58	30 Sep
M-24	30 Sep	M-76	31 Aug
M-25	30 Sep	M-80	31 Aug

14. Msg, Comdr SAF to Comdr 818AD, DO 23120, 28 June 1957. Exhibit 15.

15. "Wing Commander's Remarks", (HQS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.

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K-26	30 Sep	K-81	30 Sep
K-27	31 Oct	K-82	31 Aug
K-40	31 Aug	K-83	30 Sep
K-50	31 Jul	K-84	31 Aug
K-51	31 Jul	K-85	31 Aug
K-52	30 Sep	K-86	31 Aug
K-53	31 Aug		

The projected ready dates for non-ready KC-97 crews also under went considerable change during June. Crew K-28 previously forcast for 30 June, was disbanded on 24 June because more then three changes had to be made due to the rotation of the 307th Air Refueling Squadron in July. Crew K-29, K-31, and K-33 retained their forcasted date of 1 November 1957. Three new crews, K-34, K-35, and K-36 received the respective forcasted dates of 1 Nov, 1 Dec, and 31 July, 1957.[16] (S)

WING READINESS: It was the Commander's estimate that the readiness of the overall Wing was not quite up to par during the last quarter due to the low experience level in the Armament and Electronics Maintenance Squadron, and the shortage of Flight Surgeons in the Tactical Hospital.[17] (S)

Forty-three point seven aircraft were possessed by the Tactical Squadrons for a percentage of 97. The Air Refueling Squadron reported 18 aircraft on hand for the quarter, with 20 on hand at the end of June.

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16. "Wing Commander's Remarks", (RCS: 9-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 4.

17. "Quarterly Operational Readiness Report (RCS: 1-AF-V2), as of 30 June 1957," prep by D/Ops, Hq 818 AD, n.d. Exhibit 16.

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The number of KC-97 aircraft that were operational during the month was 13.3, which did not meet the minimum requirement of 14. The Quick Engine Change Modernization Program, which had three aircraft tied up here on the station, and two aircraft at the depot for approximately 25 days were the causes of them not meeting their minimum. [18] (S)

The projected overall readiness in the Wing was expected to stay below the minimum standard for the next three months due to the shortage of the three Flight Surgeons. The 347th Air Refueling Squadron was also expected to stay where it was due to the number of crews assigned, and not enough crews forcast for upgrading prior to 1 October, to raise the standard above the minimum requirement. The delay in upgrading crews stems from the newly assigned Flight Engineers requiring SAC Regulation 51-19 training. [19] (S)

SECTION II - Flying Training

B-47: Eighth Air Force Training priorities during June totaled 397 hours programmed, and with the increase in flying hours allocated during June, the Wing accomplished 415 hours. Air Force Regulation 60-2 requirements as usual were programmed and accomplished concurrent with other flying. Non-Combat Ready Crew training was programmed for 210 hours, but the enforcing of SAC Regulation 51-19, requiring all ground training to be completed prior to flying, reduced the hours accomplished to 120 hours.

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18. Ibid.

19. Ibid.

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The combat ready crew training, programmed for 140 hours, was subsequently increased, and they accomplished 302 hours. SAC Regulation 51-26 requirements were also scheduled and accomplished concurrent with other training. Test flights, ferry, and individual 51-19 training was programmed for 47 hours and 73 hours were accomplished. The increase here was also attributed to the cut in non-ready crew training. An additional 21 hours were allocated to the Wing to use in this higher headquarters mission "Yukon King" which was accomplished in 17 hours.[20] (C)

K2-27: A ferry flight accomplishing 22 hours and a survey flight of 33 hours for the forthcoming temporary duty movement were the only higher headquarters directed missions during the month of June. Eighth Air Force training priorities accounted for the programming of 230 hours, of which 212 hours were accomplished. Air Force Regulation 60-2 requirements were flown concurrent with other flying. The non-combat ready training was programmed for eight hours, of which seven were accomplished. The individual upgrading was programmed for 66 hours with only 58 hours being accomplished. Combat ready training was next in priority with 146 hours programmed and 130 hours accomplished. Test flights took more hours than were programmed by accomplishing 16 hours. Ten hours were all that were programmed. Two-hundred and thirty hours were originally programmed due to an error in an Eighth Air Force message. This was subsequently corrected to 210 hours, which in turn accounts for the low accomplishment figure.[21] (C)

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20. "Wing Commander's Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.

21. "Wing Commander's Remarks", (RCS: 9-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 4.

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CANCELLED SORTIES: One B-47 sortie, for approximately four hours, and no KC-97 sorties, were cancelled due to weather or local conditions during the month of June. (U)[22]

SECTION III - Training Accomplishments

B-47: The average number of non-combat ready crews available during May was reported in error and should have been 22.8. For the month of June, the average number of non-combat ready crews available totaled 14.3. The average number of combat ready and above crews assigned for the month of May was not reported, but was 40.8. During June the average number assigned was 39.5. (C)[23]

The radar Radar Bomb Scoring bombing reliability rate went down in June to 85.7 percent, with only 18 acceptable of 21 accomplished. Visual Radar Bomb Scoring bombing remained at 100 percent with the acceptance of seven out of seven. (C)[24]

Night celestial and grid celestial navigation scores both totaled 100 percent in June with three of three, and 15 of 15 being accepted respectively. The rendezvous percent score was also at 100 percent with seven of seven successful. (C)[25]

KC-97: The average number of non-combat ready crews available for the

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22. "Wing Commander's Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Exhibit 3, and (RCS: 9-SAC-T12), June 1957, Exhibit 4, Hq 307 BW, n.d.

23. "Management Control Statement", (RCS: 1-SAC-T35), June 1957, prep by DCR, Hq 307BW, n.d. Exhibit 5.

24. Ibid.

25. Ibid.

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for the month of June was three, and the average number of combat ready crews assigned was 21.[26] (C)

Wing reliability for KC-97's was scored on the rendezvous, which totaled 100 percent, on seven of seven being acceptable, and on Wet Hookups, when after completing 11 of 11 successfully, they reported 100 percent.[27] (C)

SECTION IV - Ground Training

B-47: A total of 35 combat ready crews had completed Phase I, of SAC Regulation 50-24 training by the end of June from a total of 36 that were responsible. Twelve crews were responsible to attend during June but only eleven made it. One crew navigator went TDY to Mather Air Force Base, which precluded his attendance. The other two crew members did attend.[28] (C)

Forty combat crews were scheduled for special weapons academic training for the four month period, with 10 crews completing through June. Eight crews were scheduled during June and eight completed.[29] (C)

KC-97: Twenty-one combat ready crews were responsible for the applicable phase of SAC Regulation 50-24 requirements and 21 have completed. During the month of June, one crew was scheduled and one completed.[30] (C)

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26. Ibid.

27. Ibid.

28. "Wing Commanders Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.

29. Ibid.

30. "Wing Commander's Remarks", (RCS: 9-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 4.

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SECTION V - Refueling Data

B-47: B-47 aircraft logged up a total of 10 refueling sorties that were scheduled and confirmed during June. From this total they produced 10 airborne sorties, nine sorties effecting complete electronic rendezvous, and had 9 sorties involving transferring of required fuel. One sortie failed to transfer the required fuel. This was due to a tanker cancellation and/or abort.[31] (C)

KC-97: There were 16 air refueling sorties scheduled and confirmed for the 307th Air Refueling Squadron during June. From this, a total of 13 were airborne, 10 effected a complete electronic rendezvous, and one completed electronic rendezvous on a double refueling mission. One sortie did not complete the rendezvous due to the receiver not descending. Four sorties were made wherein the transfer of required fuel was made, and one sortie was made transferring the required fuel on double refueling mission. A total of six sorties failed to transfer the required fuel. There were six aborts from four different causes. The largest amount was two, for aircraft malfunction, and two for receiver cancellations. Operations and maintenance cancellations both accounted for one.[32] (C)

The total amount of fuel transferred during the month of June was 8,000 gallons.[33] (C)

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31. "Wing Commander's Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.

32. "Wing Commander's Remarks", (RCS: 9-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 4.

33. Ibid.

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CHAPTER IV - MATERIEL

SECTION I - General

M-1 COMPASS: The M-1 Compass problem, covered in last month's historical report, received further attention from Colonel Robert B. Nowell, Deputy Command 307th Bomb Wing, who felt very strongly that from a standpoint of flying safety, all KC-97's that were to be utilized in the forthcoming deployment should be equipped with the M-1 Compass System. He pointed out the limitations of the Fluxgate System now being used as being a hazard above 60 degrees north latitude. The use of the Fluxgate System in encountering overcast or electrical failure, would make it impossible for an aircraft to return from a normal routine mission.[1] (U)

Colonel Nowell recommended that the best solution would naturally be the conversion of the five aircraft prior to deployment. As an alternative he suggested that some arrangement might be made, with the approval of Strategic Air Command Headquarters, for the transferring of KC-97's from the 98th Bomb Wing, with the M-1 equipment installed, to the 307th Bomb Wing. As a last resort, they could schedule around the five aircraft. This however would not be very realistic, and would prove to be a scheduling nightmare. The 307th Air Refueling Squadron was also to have 11 newly checked out navigators who had no experience in navigating in the deployment area. This too, emphasized the need for M-1 Compass Systems.[2] (U)

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1. DF, DC to DM, Hq 307BW, "Need for M-1 Compass Systems", 6 June 1957. Exhibit 17.

2. Ibid.

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SECTION II - Material

MATERIEL: The shortage of MD-3 Generators reported in the May Historical Report continued to exist. Also, no information had been received indicating action taken to redistribute the two from Forbes, and five from other sources throughout the Strategic Air Command.[3] (U)

The two air compressors that were also mentioned as critical have not been received. An estimated delivery date from the depot was given for the month of June.[4] (U)

Two "P" type aircraft had not been fitted for periscopic sextent utilization, and as mentioned in Section I, above, the K-1 compass systems had not been installed at the end of the month. Aircraft scheduling and utilization will become a problem during the subsequent temporary duty period. These aircraft would be restricted to certain types of missions which would in turn restrict the over all success of the rotational training movement.[5] (U)

GAIN AND LOSS: One KC-97G, serial number 52-2804, was assigned to the 307th Bomb Wing from the 98th Bomb Wing, on 11 June 1957. Also gained were two B-47 aircraft, numbered 53-1916, and 53-1915. Three B-47E aircraft were lost to Marietta, Georgia, for Electronic Counter-measure modification. The numbers of these aircraft were: 53-2138, 53-4226, and 53-4225.[6] (U)

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3. "Wing Commander's Remarks", (RCS: 4-SAC-T12 and 5-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 3.

4. Ibid.

5. "Wing Commander's Remarks", (RCS: 9-SAC-T12), June 1957, Hq 307 BW, n.d. Exhibit 4.

6. Report of Aircraft Arrival and Departure", prep by 3DMGH, Hq 307 BW, n.d, filed in D/Mat Reports and Analysis Section, 307 BW.

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SECTION III - Maintenance

SORTIES: During the month of June the Tactical Squadrons flew a total of 138 missions, for 417 flying hours. Maintenance confirmed 100 sorties for 396 flying hours, and delivered 117 operational sorties for 335 flying hours. The Air Refueling Squadron delivered 43 operational sorties for 182 flying hours out of a programmed 58 sorties for 230 flying hours.[7] (U)

One hundred sorties were required for B-47 aircraft, and 192 were scheduled. A total of 136 sorties were airborne, and with an adjusted sortie requirement, they had 100.5 percent airborne sorties as scheduled.[8] (C)

Fifty-eight KC-97 sorties were originally required and 70 were scheduled. With an adjusted sortie requirement of 52, and 68 sorties airborne, they posted 128.9 percent as being airborne as scheduled.[9] (C)

INSPECTION: There were six periodic inspections completed on B-47 aircraft during the month, with an average of 48 hours spent on each. Three periodic inspections were made on the KC-97 aircraft averaging 50 hours on each.[10] (C)

RELIABILITY: B-47 aircraft reliability for operationally ready and flyable aircraft during June was 80 percent. Of the 31,462 hours available, they had 25,657 hours operationally ready, and 2,710 hours were flyable, but not operationally ready.[11] (C)

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7. Chart, "Flying Hours and Sorties", 307 BW, June 1957, prep by 3DMSR, Hq 307 BW, n.d, filed in D/Mat Reports and Analysis Section, 307 BW.

8. "Management Control Statement", (RCS: 1-AAC-T35), June 1957, Hq 307 BW, n.d. Exhibit 5.

9. Ibid.

10. Ibid.

11. Ibid.

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QUALITY CONTROL: Six engine changes were inspected with an average of 2.3 discrepancies per jet engine, as compared to 3.6 discrepancies for May 1957. Reciprocating engines averaged 11.3 discrepancies during June compared to 11.9 in May.[12] (U)

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12. "Inspection Dispatch and Test Flight Log", prep by Quality Control Office, Hq 307AW, for June 1957. Filed in D/Mat Quality Control Section, 307 AW.

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ROSTER OF KEY PERSONNEL

Commander	Colonel Elkins Head Jr.
Deputy Commander	Colonel Robert B. Nowell
Adjutant	Captain Earlan D. Seawards
Director of Operations	Lt. Colonel Arthur H. Aenchbacher
Director of Materiel	Lt. Colonel Delos Richards
Director of Personnel	Lt. Colonel Edward E. Lundak
Director of Safety	Major Leman M. Herridge
Comptroller	1/Lt William Soukup

SQUADRON COMMANDERS

307th Air Refueling Squadron	Lt. Colonel Oliver E. Fowler
370th Bomb Squadron	Lt. Colonel Raleigh D. Smith
371st Bomb Squadron	Lt. Colonel Jesse E. Stay
372nd Bomb Squadron	Major John G. Mealka
307th A & E Maint Squadron	Lt. Colonel Ralph L. Smith
307th Field Maint Squadron	Lt. Colonel Herbert A. Tillapaugh Jr.
307th Periodic Maint Squadron	Lt. Colonel Howard G. Johns
307th Headquarters Squadron	Captain Robert W. Gottlieb
307th Tactical Hospital	Captain Kent Scholl

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GLOSSARY

A/1C	Airman First Class
A&E	Armament and Electronics
AFSC	Air Force Specialty Code
AWOL	Absent Without Leave
Bomb	Bombardment
ECM	Electronics Counter Measures
Hqtrs	In the Same Place
IA	Not Checked Out - B-47 Crew
IK	Not Checked Out - KC-97 Crew
M	Incompleted Crew - KC-97
Maint	Maintenance
N	Non-Joint Ready B-47 Crew
SAC	Strategic Air Command
Sq	Squadron
TDY	Temporary Duty

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APPENDIX

Exhibit	Nomenclature
1.	[illegible] 5, Hq 307 BW, 20 June 1957.
2.	"Lincoln Air Force Base Strength Report, June 1957.
3.	"Wing Commanders Remarks" (RCS: A-[illegible]-T12 and 5-[illegible]-T12), June 1957.
4.	"Wing Commanders Remarks" (RCS: 9-[illegible]-T12), June 1957.
5.	"Management Control Statement" (RCS: 1-[illegible]-T35), June 1957.
6.	DF, DPO to DCS, Hq 307BW, "Officer Manning as of 30 June 1957".
7.	DF, 307DPO to 818DPO, "Officer Personnel Accounting as of 30 Jun 57".
8.	DF, 307DPA to Base Historian, "History of Airmen's Branch".
9.	"Separation & Reenlistment Rate for June 1957".
10.	Msg, Comdr SAF to Comdr 818AD, DCOLA 19950, 7 June 1957.
11.	Msg, Comdr SAF to Comdr 818AD, DCOLA 20805, 13 June 1957.
12.	Msg, Comdr SAF to Comdr 818AD, DCOLA 21766, 21 June 1957.
13.	Msg, Comdr 818AD to Comdr SAF, DO S-534-C, 17 May 1957.
14.	Msg, Comdr SAF to Comdr 818AD, DO 19604, 5 June 1957.
15.	Msg, Comdr SAF to Comdr 810AD, DO 23120, 26 June 1957.
16.	"Quarterly Operational Readiness Report" (RCS: 1-AF-V2), as of 30 June 1957.
17.	DF, DO to DM, Hq 307BW, "Need for K-1 Compass Systems".

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Headquarters
307th Bombardment Wing, Medium (SAC)
United States Air Force
Lincoln Air Force Base, Nebraska

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GENERAL ORDERS)
NUMBER 5)

20 June 1957

I. STAFF ASSIGNMENT.--FIRST LIEUTENANT WILLIAM R SOUKUP, AO3029939, Headquarters, 307th Bombardment Wing, Medium, SAC, this Station, is assigned as Comptroller, effective 29 April 1957, vice MAJOR BRUNO J ANTONIETTI, AO566455, Headquarters, 307th Bombardment Wing, Medium, SAC, this Station, relieved.

BY ORDER OF THE COMMANDER:

Earlan L Seawards
EARLAN L SEAWARDS
Captain, USAF
Adjutant

DISTRIBUTION:
"C"

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LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION
Average for June 1957

UNIT	OFFICERS AUTH	OFFICERS ASGD	OFFICERS PFD W	OFFICERS PFD N	OFFICERS PFD F	OFFICERS PFD TOTAL	OFFICERS ON FLY STATUS	AIRMEN AUTH	AIRMEN ASGD	AIRMEN PFD W	AIRMEN PFD N	AIRMEN PFD TOTAL	AIRMEN ON FLY STAT
Hq 818 ADiv	12	11	5			5	7	10	7	5		5	
Hq 98 BW	64	54	44			44	45	141	147	115	14	129	
343 BS	71	77	65			65	74	93	79	75	3	78	16
344 BS	71	75	59			59	71	93	73	57	6	63	16
345 BS	71	76	48			48	74	93	77	57	4	61	16
98 ARS	99	113	88			88	111	220	227	169	7	176	97
98 FM	8	7	7			7	1	415	421	369	18	387	4
98 PM	3	4	5			5	5	106	111	75	7	82	2
98 A&E	11	8	6			6	3	325	386	295	22	317	7
TAC Hosp	8	5	3			3	2	30	33	22	6	28	
TOTAL	406	419	325			325	386	1526	1554	1234	87	1321	158
Hq 307 BW	64	55	38	1		39	31	141	143	113	12	125	
370 BS	74	72	55	1		56	60	96	87	71	4	75	13
371 BS	74	80	61			61	77	96	93	74	5	82	12
372 BS	74	75	47	1		48	72	96	91	71	9	80	
307 ARS	99	106	85	3		88	100	220	217	192	13	205	101
307 FM	8	6	7			7		415	413	306	30	336	
307 PM	3	3	2			2		106	97	73	10	83	
307 A&E	11	9	5			5	2	316	404	314	18	332	8
307 TAC Hosp	25	16	6		7	13	1	82	77	63	4	67	
TOTAL	432	422	306	6	7	319	343	1568	1622	1277	108	1385	134
Hq ABOp	62	43	38			37	35	317	366	282	24	306	4
818 SS	9	7	6			5		257	267	196	46	242	
818 TS	5	5	4			4		179	168	120	29	149	
ADS	9	8	6			6	4	127	153	126	10	136	
818 AP	14	8	5			5	3	431	399	305	63	368	
818 IS	7	5	3			3		265	240	196	29	225	
818 FSS	2	2	1			1		186	168	119	41	160	
818 OpS	16	10	10			10		163	188	152	11	163	
4168 Hosp	13	11	6			6		8	6	6		6	
TOTAL	137	99	77			77	42	1933	1945	1502	253	1755	4
TOTAL ADIV	987	951	713	6	7	726	778	5027	5128	4018	448	4466	296
Aud. Gen.	1	1	1			1							
D. 21, 5 Wea	8	6	6			6	1	18	18	17	1	18	
D. 2, 19 AACS	2	2	2			2	2	40	48	45	2	47	
B-47E6 MTD								1	7	7		7	
TOTAL	11	9	9			9	3	65	73	69	3	72	
TOTAL LAFB	998	960	722	6	7	735	781	5092	5201	4087	451	4538	296

Source: Morning Report

Prepared by: Stat Svs, Ext. 477

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LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION
AS OF 30 JUNE 1957

B150

UNIT	OFFICERS AUTH	ASGD	PED W	PED N	PED F	PED TOTAL	ON FLY STATUS	AIRMEN AUTH	ASGD	PED W	PED N	PED TOTAL	ON FLY STATUS
Hq 818 ADiv	12	12	8			8	7	10	8	7		7	
Hq 98 BW	64	59	47			47	45	141	148	119	14	133	
343 BS	71	77	73			73	74	93	81	72	3	75	16
344 BS	71	73	60			60	71	93	70	57	6	63	16
345 BS	71	74	59			59	74	93	77	62	4	66	16
98 ARS	99	113	94			94	112	220	227	172	7	179	97
98 FM	8	9	8			8	1	415	420	374	18	392	4
98 PM	3	5	4			4	5	106	116	85	7	92	2
98 A&E	11	8	7			7	3	325	386	309	22	331	7
98 TAC Hosp	8	5	3			3	2	30	34	22	6	28	
TOTAL	406	423	355			355	387	1516	1559	1272	87	1359	158
Hq 307 BW	64	58	45	1		46	31	141	147	119	12	131	
370 BS	74	77	66	1		67	60	96	87	69	4	73	13
371 BS	74	82	70			70	78	96	93	74	8	82	12
372 BS	74	75	48	1		49	72	96	90	73	9	82	
307 ARS	99	104	96	3		99	101	220	215	196	13	209	101
307 FM	8	8	8			8		415	410	326	30	356	
307 PM	3	3	2			2		106	98	83	10	93	
307 A&E	11	10	7			7	2	316	406	333	18	51	8
307 TAC Hosp	25	15	9		7	16	1	82	72	61	4	65	
TOTAL	432	432	351	6	7	364	345	1568	1618	1334	108	1442	134
Hq ABGp	62	43	36			36	35	317	357	302	24	326	4
818 SS	9	7	7			7		257	265	200	46	246	
818 TS	5	5	5			5		179	168	122	29	151	
34 ADS	9	9	7			7	4	127	153	125	10	135	
818 AP	14	9	5			5	3	431	399	316	63	379	
818 IS	7	5	3			3		265	239	195	29	224	
818 FSS	2	2	2			2		186	172	119	41	160	
818 OpS	16	11	9			9		153	184	149	11	160	
4168 Hosp	13	12	7			7		8	6	6		6	
TOTAL	137	103	81			81	44	1933	1943	1534	253	1787	4
TOTAL ADIV	987	970	795	6	7	808	781	5027	5128	4147	448	4595	296
Aud. Gen.	1	1	1			1							
D. 21, 5 Wea	8	6	6			6	1	18	18	17	1	18	
D. 2, 19 AACS	2	2	2			2	2	40	48	45	2	47	
B-47E6 MTD								7	7	7		7	
TOTAL	11	9	9			9	3	65	73	69	3	72	
TOTAL LAFB	998	979	804	6	7	817	784	5092	5201	4216	451	4667	296

Source: Morning Report

Prepared by: Stat Svs, Ext. 477

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LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION
AS OF 30 JUNE 1957

B150

UNIT	OFFICERS AUTH	OFFICERS ASGD	OFFICERS PTD W	OFFICERS PTD N	OFFICERS PTD F	OFFICERS PTD TOTAL	OFFICERS ON FLY STATUS	AIRMEN AUTH	AIRMEN ASGD	AIRMEN PTD W	AIRMEN PTD N	AIRMEN PTD TOTAL	AIRMEN ON FLY STATUS
Hq 818 ADiv	12	12	8			8	7	10	8	7		7	
Hq 98 BW	64	59	47			47	45	141	148	119	14	133	
343 BS	71	77	73			73	74	93	81	72	3	75	16
344 BS	71	73	60			60	71	93	70	57	6	63	16
345 BS	71	74	59			59	74	93	77	62	4	66	16
98 ARS	99	113	94			94	112	220	227	172	7	179	97
98 FM	8	9	8			8	1	415	420	374	18	392	4
98 PM	3	5	4			4	5	106	116	85	7	92	2
98 A&E	11	8	7			7	3	325	386	309	22	331	7
98 TAC Hosp	8	5	3			3	2	30	34	22	6	28	
TOTAL	406	423	355			355	387	1516	1559	1272	87	1359	158
Hq 307 BW	64	58	45	1		46	31	141	147	119	12	131	
370 BS	74	77	66	1		67	60	96	87	69	4	73	13
371 BS	74	82	70			70	78	95	93	74	8	82	12
372 BS	74	75	48	1		49	72	96	90	73	9	82	
307 ARS	99	104	96	3		99	101	220	215	196	13	209	101
307 FM	8	8	8			8		415	410	326	30	356	
307 PM	3	3	2			2		106	98	83	10	93	
307 A&E	11	10	7			7	2	316	406	333	18	51	8
307 TAC Hosp	25	15	9		7	16	1	82	72	61	4	65	
TOTAL	432	432	351	6	7	364	345	1568	1618	1334	108	1442	134
Hq ABGp	62	43	36			36	35	317	357	302	24	326	4
818 SS	9	7	7			7		257	265	200	46	246	
818 TS	5	5	5			5		179	168	122	29	151	
34 ADS	9	9	7			7	4	127	153	125	10	135	
818 AP	14	9	5			5	3	431	399	316	63	379	
818 IS	7	5	3			3		265	239	195	29	224	
818 FSS	2	2	2			2		186	172	119	41	160	
818 OpS	16	11	9			9		163	184	149	11	160	
4168 Hosp	13	12	7			7		8	6	6		6	
TOTAL	137	103	81			81	44	1933	1943	1534	253	1787	4
TOTAL ADIV	987	970	795	6	7	808	781	5027	5138	4147	448	4595	296
Aud. Gen.	1	1	1			1							
D. 21, 5 Wea	8	6	6			6	1	18	18	17	1	18	
D. 2, 19 AACS	2	2	2			2	2	40	48	45	2	47	
B-47E6 MTD								7	7	7		7	
TOTAL	11	9	9			9	3	65	73	69	3	72	
TOTAL LAFB	998	979	804	6	7	817	784	5092	5201	4216	451	4667	296

Source: Morning Report

Prepared by: Stat Svs, Ext. 477

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

June 1957

PART IV. Wing Commander's Remarks (4-SAC-T12 and 5-SAC-T12) 307th BW

1. Hours Flown Performing Missions Ordered By: (CONFIDENTIAL)

a. Higher headquarters:

	HOURS ACCOMPLISHED
(1) Code Name "YUKON KING"	17:00
(See SAF Secret ZIPPO 06-011)	

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	Concurrent with other flying	
2	NCR Training	210:00	120:45
3	Ready crew training	140:00	201:35
4	SAC Reg 51-26	Concurrent with Priority 3	
X	Other (Test, ferry and individual 51-19)	47:00	77:55
XX	Higher headquarters	00:00	17:00
	TOTAL	397:00	417:15

(a) Failure of non-combat ready crew members to complete all items of 51-19 ground training, i.e., Judo, etc., and enforcement of the provisions of SAC Regulation 51-19 pertaining to completion of all ground training prior to flying reduced the number of non-combat ready crews available for training, which decreased Priority 2 and increased Priority 3 and X.

(b) Reference total hours. An additional 21:00 hours were allocated this organization to perform higher headquarters directed mission "YUKON KING".

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(2) Flying time programmed for the following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	AFR 60-2	Concurrent with other flying
2	Strategic Evaluation	21:00
3	Non-ready crew training	902:00
	a. Individual NCR training	84:00
4	Ready crew training	595:00
X	Other (Test, ferry and 51-19 checkouts)	98:00
	TOTAL	1700:00

(CONFIDENTIAL)

2. Test Hops: 29 sorties for 55:00 hours. (UNCLASSIFIED)

3. Weather or Local Conditions: 24 sorties for approximately 119:00 hours have been cancelled due to weather. (UNCLASSIFIED)

4. Restrictive Directives: Higher headquarters restriction of flying hour allocation has seriously hindered the upgrading program. (CONFIDENTIAL)

5. Crew Data: (UNCLASSIFIED)

a. Combat crew member gains and losses:

(1) Gains: One aircraft commander, three co-pilots and one ECM observer.

(2) Losses: One aircraft commander, one co-pilot and one navigator PCS to Fairchild, Crew IN-04. One aircraft commander, one co-pilot and one navigator PCS to Loring AFB by way of Castle AFB, Crew IN-01.

b. Crew member changes:

(1) Six navigator changes.

(2) Four co-pilot changes.

(3) One aircraft commander change.

c. New crews: None.

d. Incomplete combat maintenance crews: Reference Eighth Air Force message DOT4 60505, quoting SAC message DOTRS 44402 dated 24 May which revises SAC Regulation 50-5. This unit has only one crew member qualified in accordance with SAC Regulation 51-19.

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (H), 1-30 June 1957

(1) Major J. J. Phillips, Co-pilot.

(2) Secondary duty AFSC (Maintenance) - 3231.

(3) Date of last Standardization check - 17 August 1956.

(4) Flying hours accomplished in tactical aircraft during this period - 12:15.

e. Crew status changes:

(1) S-05 to IN-05, 22 May 1957, TDY B-52 Program.

(2) L-01 to IN-01, 6 May 1957, to B-52 Program and PCS 6 June 1957.

(3) R-08 upgraded to L-08, 6 June 1957.

(4) R-11 upgraded to L-11, 6 June 1957.

f. Standardization crews:

L-02	1 February 1956	
R-34	11 May 1955	
L-36	14 May 1956	
L-37	(Pending Orders)	
L-61	14 May 1956	
L-66	10 December 1956	(UNCLASSIFIED)

6. Refueling Data: (CONFIDENTIAL)

a. Individual sorties:

(1) Number of refueling sorties confirmed: 59

(2) Number of sorties airborne: 56

(3) Sorties completing electronic rendezvous: 44

(4) Tanker sorties completing electronic rendezvous on double refueling missions: N/A

(5) Number of sorties not completing rendezvous: 12

(a) One not attempted plus eleven tanker and receiver cancellations and aborts.

(6) Number of sorties transferring required fuel: 45

(7) Number of tanker sorties transferring required fuel on double refueling missions: N/A

(8) Number of sorties failing to transfer required fuel: 14

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4-SAC-712 and 5-SAC-712, 307th Bombardment Wing (H), 1-30 June 1957

(a) Tanker cancellations and aborts: 7

(b) Tanker delay: 2

(c) Receiver cancellations and aborts: 5

(9) Remarks: None.

b. Mass Night cell sorties: Not applicable. (UNCLASSIFIED)

c. Fuel transferred: Not applicable. (UNCLASSIFIED)

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel: Shortage of eight MD-3 starter generators, stock number 6115-635-5595, still exists. No information has been received to indicate that action is being taken to redistribute MD-3 generators to this unit as recommended in SAC message DM3B1 37978 to Eighth Air Force. In addition, a shortage of two 3500 PSI Air Compressors, stock number 4310-289-8249, still exists. An estimated delivery date of June 1957 was received from the depot, but to date subject air compressors have not been received.

b. Personnel:

(1) At the present time this unit is authorized nine ECM operators, 293X4, with ten assigned; however, we have a projected loss of four within 60 days. Project Guidance Waivers have been forwarded requesting authority to release two airmen from directed duty assignment (ECM Repairman 30133B) to permit them to perform in the AFSC ECM Operator 29354. If these waivers are approved, this unit will then have eight operators. In addition, there are two projected losses during February 1958. To allow for time required to train a crewman to combat ready status, replacements should be projected as soon as possible.

(2) The shortage of 7-level maintenance personnel is still a limiting factor in training and supervising a large number of semi-skilled personnel.

(3) This wing has 11 Supply Officers (6424) authorized with six assigned. One of these is being reassigned to 818th Air Base Group in his directed duty specialty, Management Analysis Officer, 6741. This will give a projected manning of 45%.

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(4) Another weak area is in the administrative officers (7024) field. We have five authorized with three assigned. One of these is being reassigned PCS to a general hospital. This will leave 4 Of in this field. (UNCLASSIFIED)

8. Comments or Recommendations of the Wing Commander:

a. Upgrading Progress: (SECRET)

(1) Number of combat ready crews assigned: 40.

(2) Number of non-combat ready crews assigned: 27 .

(3) Number of IN crews assigned: 1. (One TDY to B-52 Program)

(4) Projected combat ready date of each non-combat ready and IN crew:

CREW NUMBER	PROJECTED DATE	CREW NUMBER	PROJECTED DATE
N-19	31 Jul 57	N-54	31 Jul 57
N-20	31 Aug 57	N-55	31 Jul 57
N-21V	30 Sep 57	N-56	30 Sep 57
N-22	30 Sep 57	N-57	31 Aug 57
N-23	30 Sep 57	N-58	30 Sep 57
N-24	30 Sep 57	N-76	31 Aug 57
N-25	30 Sep 57	N-80	31 Aug 57
N-26	30 Sep 57	N-81	30 Sep 57
N-27	31 Oct 57	N-82	31 Aug 57
N-48	31 Aug 57	N-83	30 Sep 57
N-50	31 Jul 57	N-84	31 Aug 57
N-51	31 Jul 57	N-85	31 Aug 57
N-52	30 Sep 57	N-86	31 Aug 57
N-53	31 Aug 57		

(5) Difficulties encountered in the upgrading program and in maintaining proficiency of combat ready and higher category crews:

(a) During the month of June this Wing flew 417 B-47 hours because of the flying hour restriction imposed by your headquarters. Since this time was used primarily for four-hour type missions, almost no progress was made in the upgrade training program. Also, these missions did little to maintain the proficiency of non-ready crews except from a pilot proficiency standpoint.

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(6) Recommendations that will assist future Wings in the upgrade training program:

(a) Reference is made to Wing Commander's Remarks in the May T12 Report in which it was outlined that the reduction in flying hour allocation actually cost this Wing two months of the four allocated originally in our upgrading program. It is recommended that if future Wings in the upgrading program are restricted in a similar manner, that the upgrade program be adjusted accordingly. Also, it is recommended that the time a Wing is in the upgrading program be determined by the number of crews to be upgraded.

(b) It is further recommended, for the benefit of future Wings, that SES quotas not be assigned to Wings in the upgrading program until two months following the end of their upgrading period. The reasons for this are that crews going to SES are always the most experienced crews in the Wing and, therefore, are either Standboard crews or crews composed of instructor personnel. Both Standboard crews and instructors are an absolute requisite to the successful completion of the upgrading program. If SES quotas are assigned the first month following the end of an upgrading period, those crews selected begin their pre-SES training prior to the completion of the upgrading period. This denies the upgrading program the resources of Standardization crews and instructor personnel.

(c) It is recommended that Wings in the upgrading program not participate in competitive type bomber stream missions. Originally, when this Wing briefed its upgrading program, it was felt that we could participate in competitive type bomber stream missions without detrimental effects to the mission of upgrading crews; however, our experience has been that when a Wing participates in competitive type missions, every resource of that Wing is expended toward winning, and as a result, experienced crew personnel (who are also instructors) spent considerable time preparing for the mission and were denied to the upgrading program for instructor duty.

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4-SAC-712 and 5-SAC-712, 307th Bombardment Wing (H), 1-30 June 1957

(7) Reference is made to SAC secret message, DORBS 9266, Subject: Effects of Curtailed Flying Program, dated 13 June 1957. The curtailed flying program delayed the upgrading program by two months and also caused crew proficiency to decrease. This decrease is not tangible at this time but crew activity, especially in bombing and air refueling, will be closely scrutinized during the next month. It is believed that our CEA's and the results of Standboard rides will be the main indicators of any serious lapse in proficiency. (SECRET)

b. This Wing has experienced considerable delay in obtaining flying time and flying training for personnel initially assigned as potential combat crew members. This is primarily because individuals report with varying backgrounds of requisite training; namely, 51-19 academic training (about 90% of which is accomplished at Wichita), survival training, ASC training, OQ gunnery training, simulator training, etc., and under paragraph 7a of SAC Regulation 51-19 dated 12 June 1957, it is impossible to fly them until they have completed all ground training requirements of SAC Regulation 51-19. Normally, this means from three to four months off-base training before this Wing can even schedule the two calendar weeks of residual 51-19 training not acquired at McConnell Air Force Base. Since quotas of off-base training are not always available on a schedule that meets our requirements, gaps occur which are not profitable from a flying training standpoint. In addition, this period of activity away from the B-47 tends to degrade retention of flying and ground training knowledge obtained at Wichita. From our experience, it is believed that students would progress in training more rapidly and retain training longer if ground training and flying training were conducted concurrently. Furthermore, individuals required to wait several months after assignment to this Wing before flying in the B-47 are always a problem in obtaining Air Force Regulation 60-2 flying requirements. Based on the volume of such personnel which this Wing has had in the past, it would be impossible for the Air Base Group support aircraft resources to supply the 60-2 flying time required. Many

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of the individuals are transferred into the Wing originally lacking 60-2 requirements at the time of transfer. Therefore, because of the reasons listed above, it is recommended that paragraph 7a, SAC Regulation 51-19 dated 12 June 1957 be changed to allow the flight phase and the ground phase to be conducted concurrently. Should this not be entirely feasible, recommend that a list of minimum requirements prior to flying be formulated and that this list be composed of items that are essential from a flying safety standpoint. (UNCLASSIFIED)

9. Ground Training: - (CONFIDENTIAL)

a. Phase Training:

(1) Total number of combat ready crews responsible for Phase I of SAC Regulation 50-24: 36.

(2) Cumulative total of above crews that have completed Phase I of SAC Regulation 50-24: 35.

(3) Number of crews that were scheduled for block training the month of this report: 12.

(4) Number of crews that attended block training the month of this report: 11.

(5) Number of crews that completed block training the month of this report: 11.

(6) Detailed reasons crews scheduled did not attend and complete block training the month of this report: One crew navigator TDY at Mather AFB. The other two crew members completed.

(7) Number of combat ready crews scheduled to attend Block Training during the month subsequent to this report: 4.

b. Special Weapons Training:

(1) Total number of combat ready crews responsible for special weapons academic training as outlined in SAC Regulation 50-24 for applicable four month period: 40.

(2) Cumulative total of the above crews that have completed applicable special weapons training during the four month period: 10.

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4-SAC-712 and 5-SAC-712, 307th Bombardment Wing (H), 1-30 June 1957

(3) Number of crews that were scheduled to accomplish special weapons training the month of this report: 8.

(4) Number of crews that completed special weapons training this month: 8.

(5) Explanation of factors if scheduled crews did not accomplish training: None.

(6) Number of crews scheduled to accomplish training the month subsequent to this report: 5. (CONFIDENTIAL)

10. HI Jinx Tactics: (UNCLASSIFIED)

a.	b.	c.	a.	b.	c.
R-18	Yes	No	N-53	No	No
N-19	No	No	N-54	Yes	Yes
N-20	No	No	N-55	No	Yes
N-21V	No	No	N-56	No	No
N-22	No	No	N-57	No	No
N-23	No	No	N-58	No	No
N-24	No	No	N-76	No	Yes
N-25	No	No	N-80	No	Yes
N-26	No	No	N-81	No	No
N-27	No	No	N-82	No	No
N-48	No	No	N-83	No	No
N-50	No	Yes	N-84	No	No
N-51	Yes	Yes	N-85	No	No
N-52	No	No	N-86	No	No

(UNCLASSIFIED)

NOTE: Crew R-18 is complete except for one RBS attack. (CONFIDENTIAL)

Robert O. Tomell, Col, USAF
ELKINS READ, JR
For Colonel, USAF
Commander

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART I | UNIT: 305TH BOMBARDMENT WING (H) | MONTH: JUNE 1957 | PAGE: 1 | NR OF PAGES: 2 | REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL | B. ECM

1	2	3	4	5	6								7		8				9								10	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF ABORTS FLOWN	BIG PHOTO RECORD RUNS								Weapon Standardization		BIG PHOTO SPOT RUNS				BIG SNOW RUNS									
					ECM OBSERVER				ECM OPERATOR						'S' BAND		'L' BAND		ECM OBSERVER				ECM OPERATOR					
					'S' BAND		'L' BAND		'S' BAND		'L' BAND								'S' BAND		'L' BAND		'S' BAND		'L' BAND			
					RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS		
6-10	11-15	17-19	21-23	26-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58			14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58		
R-12	B-47E	07	27	-	02	40	-	--	02	38	-	--	02	-	04	108	-	-	05	113	-	--	05	93	--	-	--	--
R-15	B-47E	04	18	-	-	-	-	-	-	--	-	--	01	-	-	-	-	-	--	-	-	--	-	--	-	--	-	--
R-42	B-47E	02	09	-	02	54	-	-	-	-	-	-	--	-	02	48	-	-	02	54	01	12	01	08	-	-	-	-
R-49	B-47E	05	20	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	01	26	-	--	-	--	--	--	-	--
R-67	B-47E	04	20	--	01	27	-	-	04	108	--	-	01	-	01	27	02	54	02	48	-	-	04	104	-	-	-	-
R-69	B-47E	02	11	-	01	27	-	--	02	31	-	-	01	-	02	54	-	-	-	-	-	--	01	03	--	-	-	-
SUB TOTAL		24	105	-	06	148	-	-	08	183	-	-	05	-	09	237	02	54	10	244	01	12	11	208	-	-	-	-
N-21	B-47E	06	26	-	01	27	-	-	-	-	-	-	-	-	01	27	-	-	02	54	-	-	-	-	-	-	-	-
SUB TOTAL		06	26		01	27	-	-	-	-	-	-	-	-	01	27	-	-	02	54	-	-	-	-	-	-	-	-
WING TOTAL		30	131	-	07	175	-	-	08	183	--	-	05	-	10	264	02	54	12	298	01	12	11	208	-	-	-	-

1. AVERAGE NO. CREWS ASSIGNED: 70 NON-READY
2. AVERAGE NO. CREWS AVAILABLE: 60 NON-READY
3. AVERAGE NO. OF STANDARDIZATION AND INSTRUCTOR CREWS ASSIGNED: 0.0
4. AVERAGE NO. OF STANDARDIZATION AND INSTRUCTOR CREWS AVAILABLE: 0.0

INSTRUCTIONS EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. Item 3 - Enter sorties flown as an integral crew. Item 4 - Enter time to nearest whole hour.

SECTION B - ECM. Items 6, 8 & 9 - Points accrued will be shown in sub-total and unit total lines. Items 7 & 10 - No entry.

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CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART I	UNIT: 305TH BOMBARDMENT WING (M)	MONTH: JUNE 1957	PAGE NR: 2	NR OF PAGES: 2	REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL					B. ECM										
1	2	3	4	5	6				7	8		9			10
					BIG PHOTO RECORD RUNS				Weapon Simulator	BIG PHOTO SPOT RUNS		BIG SNOW RUNS			
					ECM OBSERVER		ECM OPERATOR					ECM OBSERVER		ECM OPERATOR	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF USCMA FLOWN	'S' BAND	'L' BAND	'S' BAND	'L' BAND		'S' BAND	'L' BAND	'S' BAND	'L' BAND	'S' BAND	'L' BAND
					RUNS / POINTS	RUNS / POINTS	RUNS / POINTS	RUNS / POINTS		RUNS / POINTS	RUNS / POINTS	RUNS / POINTS	RUNS / POINTS	RUNS / POINTS	RUNS / POINTS
6-10	11-15	17-19	21-23	26-27	30-31 / 33-35	38-39 / 41-43	46-47 / 49-51	53-54 / 56-58		14-15 / 17-19	22-23 / 25-27	30-31 / 33-35	38-39 / 41-43	46-47 / 49-51	53-54 / 56-58
PERCENTAGE ON APPLICABLE SAC REQ 50-3 MISSIONS COMPLETED:															
NOTE: COL 7, PAGE 1, PART I UTILIZED TO INDICATE WEAPON SIMULATOR ACCOMPLISHMENT.															

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.
Item 3 - Enter sorties flown as an integral crew.
Item 4 - Enter time to nearest whole hour.

SECTION B - ECM.
Items 6, 8 & 9 - Points accrued will be shown in sub-total and unit total lines.
Items 7 & 10 - No entry.

SAC FORM 15 MAR 57 120 PC: 2720

TS-1258 7-2524-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART II

UNIT: [illegible] WING (M)

MONTH: JUNE 1957

PAGE NO. 1

NR OF PAGES 2

REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL B. ECM (Continued)

1	2	3				4		5														6		7	
CREW NUMBER		LITTLE SNOW RUNS						SIMULATOR RUNS - AN/GPQ-T1 TRAINER "RBS																	
		"S" BAND		"L" BAND				ECM OBSERVER								ECM OPERATOR									
								VHF BAND		UHF BAND		"L" BAND		"S" BAND		VHF BAND		UHF BAND		"L" BAND		"S" BAND			
		RUNS	POINTS	RUNS	POINTS			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS		
6-10		22-23	25-27	30-31	33-35			14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	46-47	49-51	54-54	56-58	61-62	63-65	67-68	69-71		
R-12	--	--	05	121	01	19	--	--	--	--	--	--	--	--	05	30	05	05	01	00	--	--	04	16	--	--	--	--
R-15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-42	--	--	01	26	--	--	--	--	03	03	--	--	--	--	04	12	04	00	01	05	--	--	03	15	--	--	--	--
R-49	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-67	--	--	05	125	03	71	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-69	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	11	272	04	90	--	--	03	03	--	--	--	--	09	42	09	05	02	05	--	--	07	31	--	--	--	--
N-21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WING TOTAL	--	--	11	272	04	90	--	--	03	03	--	--	--	--	09	42	09	05	02	05	--	--	07	31	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

SECTION B - ECM.
Items 2, 4, 6 & 7 - No entry
Items 3 & 5 - Points accrue [illegible] be shown in sub-total and unit total lines.

75-1258 7-2524-C

SAC FORM 15 MAR 57 1204 PG 2730

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART III	UNIT: 307TH BOMBARDMENT WING (M)	MONTH: JUNE 19[illegible]	PAGE NR: 1	NR OF PAGES: 1	REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL	B. ECM (Continued)												C. BOMBING	D. NAVIGATION															
1	2								3		4	5	6	7						8	9				10	11	12			
CREW NUMBER	SIMULATOR RUNS-AN/GPQ-T1 TRAINER-BASE								LITTLE RIVER RUNS		NR OF MAX. DIFFICULTY CHAFF ACCOMP.	NR SINGLE UNIT DISPL. RUNS ACCOMP.	RBS RUNS AT MACH .81	NIGHT CELESTIAL						NR OF DAY CELESTIAL LEGS ACCOMP.	CELESTIAL GRID				NR OF RADAR BOMB RUNS ACCOMP.	NR OF PRESSURE PATTERN LEGS ACCOMP.	RADAR CONTROLLED NAV. LEG			
	VHF BAND		UHF BAND		"L" BAND		"S" BAND							TOTAL LEGS FLOWN	CIRCULAR ERROR IN. MJ						TOTAL LEGS FLOWN	CIRCULAR ERROR IN. M.I					NR OF LEGS FLOWN	PERCENTAGE OF SCORED POSITIONS		
	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.																				
6-10	14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	45-47	49-51	52-54	56-58	60-62	13-15	18-19	22-23	26-27	30-31	34-35	37-39	42-43	46-47	50-51	53-54	57-58	60-62	% 63-65	% 66-68	% 69-71
R-30	04	24	05	30	--	--	01	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-49	04	24	04	16	03	12	04	16	--	--	--	--	--	--	--	--	--	--	--	02	03	--	--	--	--	--	--	--	--
R-67	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-69	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	01	20	--	--	--	--	--	--	--	--
SUB TOTAL	08	48	09	46	03	12	05	20	--	--	01	--	--	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--	--
R-21														02	05	16			02										
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	02	--	--	--	--	--	--	--	--	--	--
WING TOTAL	08	48	09	46	03	12	05	20	--	--	01	--	--	02	--	--	--	--	02	02	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Item 2 - Points accrued will be shown in sub-total and unit total lines.

SECTION D - Navigation. Items 7 & 9 - CEs will be to nearest whole nautical mile. Item 11 - Enter nr of nav legs accomplished using press. pattern procedures.

Item 12 - Each leg will be reported to nearest whole per cent.

SAC FORM 16 MAR 57 120b FC: 2720

75-1258 7-2504-C

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART IV	UNIT [illegible]	MONTH JUNE 19[illegible]	PAGE NR 2	NR OF PAGES 2	REPORTS CONTROL SYMBOL 4-SAC-T12

A. GENERAL	B. AIR REFUELING (Combat Ready and Above)										C. AIR REFUELING (Non-Combat Ready)						D. DRY CONTACTS				E. RADAR RENDEZVOUS							
1	2		3		4		5	6		7	8		9		10		11		12		13		14		15		16	
CREW NUMBER	TOTAL REFUELINGS		IN DARKNESS MAXIMUM INFLIGHT GROSS WEIGHT		OPTIONAL INFLIGHT GROSS WEIGHT 20 MIN CONTACT		AR SUCC. NIGHT REFUELING MISSIONS				TOTAL REFUELINGS		ONE TANKER 20 MIN CONTACT		180,000 LBS		DRY CONTACT 5 MINUTES				TOTAL RENDEZVOUS		IN DARKNESS		AN/APN 12/76			
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39				13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43			52-54	56-58	61-62	63-65	66-68	69-71		
R-32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-42	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-43	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-52	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-53	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-62	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WING TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

SECTION B - Air Refueling (Combat Ready and above).
Item 5 - Enter creditable missions.
Items 6 & 7 - No entry.

SECTION D - Dry Contacts.
Item 12 - No entry.

SECTION E - Radar Rendezvous.
Item 16 - No entry.

SAC FORM 15 MAR 57 120c FC: 2720

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART V

UNIT: [redacted] MONTH: [illegible] PAGE NR: 3 NR OF PAGES: 3 REPORTS CONTROL SYMBOL: 4-SAC-T12

A. GENERAL	B. GUNNERY					C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS							
1	2				3	4	5			6	7	8	9		10		11		12	13	14	15	16	17	18	19	20
CREW NUMBER	TOTAL MISSIONS FLOWN	PER CENT FIREOUT			FIGHTER ATTACK MISSIONS ACCOMP.		TOTAL HOURS FLOWN	HOURS ABOVE 30,000	HOURS BELOW 5,000	NUMBER OF COMPLETE MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NR OF ATO TAKEOFFS ACCOMPL.	NR OF WATER INJECTION TAKEOFFS ACCOMP.	NR OF HIGH ALTITUDE RADAR DIRECTED AAA MISS. ACCOMP.	TOTAL HRS FLOWN IN COMBAT POSITION	NR OF TIMES CREW MEMBERS EJECTED OR BAILED OUT	NR OF HITS BY HOSTILE FIRE	MONTH LAST FLIGHT CHECK COMPLETED		
		%	%	%							AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									
5-10	13-15	17-19	21-23	25-27	29-31		41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54			13-15	17-19	21-23	25-27	29-31	33-35			
4-10	--	--	--	--	--	--	--	--	--	--	03	02	03	03	04	02	--	--	--	--	--	--	--	--	02	--	JAS	--	--		
6-14	--	--	--	--	--	--	--	--	--	--	11	--	11	--	02	02	03	--	01	01	--	--	--	--	03	03	03	--	MAY	--	--		
7-12	--	--	--	--	--	--	--	--	--	--	01	01	02	02	02	--	--	--	--	--	--	--	--	--	06	01	01	--	APR	--	--		
9-15	--	--	--	--	--	--	--	--	--	--	04	02	04	02	03	01	--	--	--	--	--	--	--	02	06	--	02	--	JAN	--	--		
8-17	--	--	--	--	--	--	--	--	--	--	01	--	01	--	02	03	--	--	--	--	--	--	--	--	02	05	03	--	DEC	--	--		
2-16	--	--	--	--	--	--	--	--	--	--	02	--	02	--	02	--	--	--	--	--	--	--	--	02	--	--	02	--	APR	--	--		
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	23	04	23	04	14	08	03	--	01	01	--	--	--	02	03	05	10	--	--	--	--		
1-03	--	--	--	--	--	--	--	03	02	03	02	05	--	05	--	02	02	03	01	--	--	--	--	--	01	03	02	03	--	--	--	--		
SUB TOTAL	--	--	--	--	--	--	--	03	02	03	02	05	--	05	--	02	02	03	01	--	--	--	--	--	01	03	02	03	--	--	--	--		
WING TOTAL	--	--	--	--	--	--	--	03	02	03	02	28	04	28	04	16	06	04	02	01	02	--	--	--	03	09	09	13	--	--	--	--		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Gunnery. In 2-SEG max load missions meeting prescribed % fireout will be included in first column. % fireout also be indicated. Those SF 7 missions not meeting pr ed % fireout will be excluded.

Item 4 - No entry.

SECTION D - Pilot Proficiency. Item 12 - No entry.

SECTION E - Crew Requirements. Item 16 - Enter time to nearest whole hour. Item 20 - No entry.

SAC FORM 15 MAR 57 120d FC: 2720

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SECRET

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

June 1957

PART IV. Wing Commander's Remarks (4-SAC-T12 and 5-SAC-T12) 307th BW

1. Hours Flown Performing Missions Ordered By: (CONFIDENTIAL)

	HOURS ACCOMPLISHED
a. Higher headquarters:	
(1) Code Name "YUKON KING"	17:00
(See 8AF Secret ZIPPO 06-011)	

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	Concurrent with other flying	
2	NCR Training	210:00	120:45
3	Ready crew training	140:00	201:35
4	SAC Reg 51-26	Concurrent with Priority 3	
X	Other (Test, ferry and individual 51-19)	47:00	77:55
XX	Higher headquarters	00:00	17:00
	TOTAL	397:00	417:15

(a) Failure of non-combat ready crew members to complete all items of 51-19 ground training, i.e., Judo, etc., and enforcement of the provisions of SAC Regulation 51-19 pertaining to completion of all ground training prior to flying reduced the number of non-combat ready crews available for training, which decreased Priority 2 and increased Priority 3 and X.

(b) Reference total hours. An additional 21:00 hours were allocated this organization to perform higher headquarters directed mission "YUKON KING".

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SECRET

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(2) Flying time programmed for the following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	AFR 60-2	Concurrent with other flying
2	Strategic Evaluation	21:00
3	Non-ready crew training	902:00
	a. Individual NCR training	84:00
4	Ready crew training	595:00
X	Other (Test, ferry and 51-19 checkouts)	98:00
	TOTAL	1700:00

(CONFIDENTIAL)

2. Test Hops: 29 sorties for 55:00 hours. (UNCLASSIFIED)

3. Weather or Local Conditions: 24 sorties for approximately 119:00 hours have been cancelled due to weather. (UNCLASSIFIED)

4. Restrictive Directives: Higher headquarters restriction of flying hour allocation has seriously hindered the upgrading program. (CONFIDENTIAL)

5. Crew Data: (UNCLASSIFIED)

a. Combat crew member gains and losses:

(1) Gains: One aircraft commander, three co-pilots and one ECM observer.

(2) Losses: One aircraft commander, one co-pilot and one navigator PCS to Fairchild, Crew IN-04. One aircraft commander, one co-pilot and one navigator PCS to Loring AFB by way of Castle AFB, Crew IN-01.

b. Crew member changes:

(1) Six navigator changes.

(2) Four co-pilot changes.

(3) One aircraft commander change.

c. New crews: None.

d. Incomplete combat maintenance crews: Reference Eighth Air Force message DOTH 60505, quoting SAC message DOTRS 44402 dated 24 May which revises SAC Regulation 50-5. This unit has only one crew member qualified in accordance with SAC Regulation 51-19.

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4-3AC-T12 and 5-3AC-T12, 307th Bombardment Wing (M), 1-30 June 1957

(1) Major J. J. Phillips, Co-pilot.

(2) Secondary duty AFSC (Maintenance) - 3231.

(3) Date of last Standardization check - 17 August 1956.

(4) Flying hours accomplished in tactical aircraft during this period - 12:15.

e. Crew status changes:

(1) S-05 to IN-05, 22 May 1957, TDY B-52 Program.

(2) L-01 to IN-01, 6 May 1957, to B-52 Program and PCS 6 June 1957.

(3) R-08 upgraded to L-08, 6 June 1957.

(4) R-11 upgraded to L-11, 6 June 1957.

f. Standardization crews:

L-02	1 February 1956	
R-34	11 May 1955	
L-36	14 May 1956	
L-37	(Pending Orders)	
L-61	14 May 1956	
L-66	10 December 1956	(UNCLASSIFIED)

6. Refueling Data: (CONFIDENTIAL)

a. Individual sorties:

(1) Number of refueling sorties confirmed: 59

(2) Number of sorties airborne: 56

(3) Sorties completing electronic rendezvous: 44

(4) Tanker sorties completing electronic rendezvous on double refueling missions: N/A

(5) Number of sorties not completing rendezvous: 12

(a) One not attempted plus eleven tanker and receiver cancellations and aborts.

(6) Number of sorties transferring required fuel: 45

(7) Number of tanker sorties transferring required fuel on double refueling missions: N/A

(8) Number of sorties failing to transfer required fuel: 14

J-2524-C

75-1258

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-30 June 1957

(a) Tanker cancellations and aborts: 7

(b) Tanker delay: 2

(c) Receiver cancellations and aborts: 5

(9) Remarks: None.

b. Mass Night cell sorties: Not applicable. (UNCLASSIFIED)

c. Fuel transferred: Not applicable. (UNCLASSIFIED)

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel: Shortage of eight MD-3 starter generators, stock number 6115-635-5595, still exists. No information has been received to indicate that action is being taken to redistribute MD-3 generators to this unit as recommended in SAC message DM3B1 37978 to Eighth Air Force. In addition, a shortage of two 3500 PSI Air Compressors, stock number 4310-289-8249, still exists. An estimated delivery date of June 1957 was received from the depot, but to date subject air compressors have not been received.

b. Personnel:

(1) At the present time this unit is authorized nine ECM operators, 293X4, with ten assigned; however, we have a projected loss of four within 60 days. Project Guidance Waivers have been forwarded requesting authority to release two airmen from directed duty assignment (ECM Repairman 30133B) to permit them to perform in the AFSC ECM Operator 29354. If these waivers are approved, this unit will then have eight operators. In addition, there are two projected losses during February 1958. To allow for time required to train a crewman to combat ready status, replacements should be projected as soon as possible.

(2) The shortage of 7-level maintenance personnel is still a limiting factor in training and supervising a large number of semi-skilled personnel.

(3) This wing has 11 Supply Officers (6424) authorized with six assigned. One of these is being reassigned to 818th Air Base Group in his directed duty specialty, Management Analysis Officer, 6741. This will give a projected manning of 45%.

7-2524-C

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(4) Another weak area is in the administrative officers (7024) field. We have five authorized with three assigned. One of these is being reassigned PCS to a general hospital. This will leave 40% in this field. (UNCLASSIFIED)

8. Comments or Recommendations of the Wing Commander:

a. Upgrading Progress: (SECRET)

(1) Number of combat ready crews assigned: 40.

(2) Number of non-combat ready crews assigned: 27.

(3) Number of IN crews assigned: 1. (One TDY to B-52 Program)

(4) Projected combat ready date of each non-combat ready and IN crew:

CREW NUMBER	PROJECTED DATE	CREW NUMBER	PROJECTED DATE
N-19	31 Jul 57	N-54	31 Jul 57
N-20	31 Aug 57	N-55	31 Jul 57
N-21V	30 Sep 57	N-56	30 Sep 57
N-22	30 Sep 57	N-57	31 Aug 57
N-23	30 Sep 57	N-58	30 Sep 57
N-24	30 Sep 57	N-76	31 Aug 57
N-25	30 Sep 57	N-80	31 Aug 57
N-26	30 Sep 57	N-81	30 Sep 57
N-27	31 Oct 57	N-82	31 Aug 57
N-48	31 Aug 57	N-83	30 Sep 57
N-50	31 Jul 57	N-84	31 Aug 57
N-51	31 Jul 57	N-85	31 Aug 57
N-52	30 Sep 57	N-86	31 Aug 57
N-53	31 Aug 57		

(5) Difficulties encountered in the upgrading program and in maintaining proficiency of combat ready and higher category crews:

(a) During the month of June this Wing flew 417 B-47 hours because of the flying hour restriction imposed by your headquarters. Since this time was used primarily for four-hour type missions, almost no progress was made in the upgrade training program. Also, these missions did little to maintain the proficiency of non-ready crews except from a pilot proficiency standpoint.

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(6) Recommendations that will assist future Wings in the upgrade training program:

(a) Reference is made to Wing Commander's Remarks in the May T12 Report in which it was outlined that the reduction in flying hour allocation actually cost this Wing two months of the four allocated originally in our upgrading program. It is recommended that if future Wings in the upgrading program are restricted in a similar manner, that the upgrade program be adjusted accordingly. Also, it is recommended that the time a Wing is in the upgrading program be determined by the number of crews to be upgraded.

(b) It is further recommended, for the benefit of future Wings, that SES quotas not be assigned to Wings in the upgrading program until two months following the end of their upgrading period. The reasons for this are that crews going to SES are always the most experienced crews in the Wing and, therefore, are either Standboard crews or crews composed of instructor personnel. Both Standboard crews and instructors are an absolute requisite to the successful completion of the upgrading program. If SES quotas are assigned the first month following the end of an upgrading period, those crews selected begin their pre-SES training prior to the completion of the upgrading period. This denies the upgrading program the resources of Standardization crews and instructor personnel.

(c) It is recommended that Wings in the upgrading program not participate in competitive type bomber stream missions. Originally, when this Wing briefed its upgrading program, it was felt that we could participate in competitive type bomber stream missions without detrimental effects to the mission of upgrading crews; however, our experience has been that when a Wing participates in competitive type missions, every resource of that Wing is expended toward winning, and as a result, experienced crew personnel (who are also instructors) spent considerable time preparing for the mission and were denied to the upgrading program for instructor duty.

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4-SAC-712 and 5-SAC-712, 307th Bombardment Wing (H), 1-3 June 1957

(7) Reference is made to SAC secret message, DORS 9286, Subject: Effects of Curtailed Flying Program, dated 13 June 1957. The curtailed flying program delayed the upgrading program by two months and also caused crew proficiency to decrease. This decrease is not tangible at this time but crew activity, especially in bombing and air refueling, will be closely scrutinized during the next month. It is believed that our CEA's and the results of Standboard rides will be the main indicators of any serious lapse in proficiency. (SECRET)

b. This Wing has experienced considerable delay in obtaining flying time and flying training for personnel initially assigned as potential combat crew members. This is primarily because individuals report with varying backgrounds of requisite training; namely, 51-19 academic training (about 90% of which is accomplished at Wichita), survival training, ARC training, OQ gunnery training, simulator training, etc., and under paragraph 7a of SAC Regulation 51-19 dated 12 June 1957, it is impossible to fly them until they have completed all ground training requirements of SAC Regulation 51-19. Normally, this means from three to four months off-base training before this Wing can even schedule the two calendar weeks of residual 51-19 training not acquired at McConnell Air Force Base. Since quotas of off-base training are not always available on a schedule that meets our requirements, gaps occur which are not profitable from a flying training standpoint. In addition, this period of activity away from the B-47 tends to degrade retention of flying and ground training knowledge obtained at Wichita. From our experience, it is believed that students would progress in training more rapidly and retain training longer if ground training and flying training were conducted concurrently. Furthermore, individuals required to wait several months after assignment to this Wing before flying in the B-47 are always a problem in obtaining Air Force Regulation 60-2 flying requirements. Based on the volume of such personnel which this Wing has had in the past, it would be impossible for the Air Base Group support aircraft resources to supply the 60-2 flying time required. Many

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of the individuals are transferred into the wing originally lacking 60-2 requirements at the time of transfer. Therefore, because of the reasons listed above, it is recommended that paragraph 7a, SAC Regulation 51-19 dated 12 June 1957 be changed to allow the flight phase and the ground phase to be conducted concurrently. Should this not be entirely feasible, recommend that a list of minimum requirements prior to flying be formulated and that this list be composed of items that are essential from a flying safety standpoint. (UNCLASSIFIED)

9. Ground Training: (CONFIDENTIAL)

a. Phase Training:

(1) Total number of combat ready crews responsible for Phase I of SAC Regulation 50-24: 36.

(2) Cumulative total of above crews that have completed Phase I of SAC Regulation 50-24: 35.

(3) Number of crews that were scheduled for block training the month of this report: 12.

(4) Number of crews that attended block training the month of this report: 11.

(5) Number of crews that completed block training the month of this report: 11.

(6) Detailed reasons crews scheduled did not attend and complete block training the month of this report: One crew navigator TDY at Mather AFB. The other two crew members completed.

(7) Number of combat ready crews scheduled to attend Block Training during the month subsequent to this report: 4.

b. Special Weapons Training:

(1) Total number of combat ready crews responsible for special weapons academic training as outlined in SAC Regulation 50-24 for applicable four month period: 40.

(2) Cumulative total of the above crews that have completed applicable special weapons training during the four month period: 10.

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(3) Number of crews that were scheduled to accomplish special weapons training the month of this report: 8.

(4) Number of crews that completed special weapons training this month: 8.

(5) Explanation of factors if scheduled crews did not accomplish training: None.

(6) Number of crews scheduled to accomplish training the month subsequent to this report: 5. (CONFIDENTIAL)

10. Hi Jinx Tactics: (UNCLASSIFIED)

a.	b.	c.	a.	b.	c.
R-18	Yes	No	N-53	No	No
N-19	No	No	N-54	Yes	Yes
N-20	No	No	N-55	No	Yes
N-21V	No	No	N-56	No	No
N-22	No	No	N-57	No	No
N-23	No	No	N-58	No	No
N-24	No	No	N-76	No	Yes
N-25	No	No	N-80	No	Yes
N-26	No	No	N-81	No	No
N-27	No	No	N-82	No	No
N-48	No	No	N-83	No	No
N-50	No	Yes	N-84	No	No
N-51	Yes	Yes	N-85	No	No
N-52	No	No	N-86	No	No

(UNCLASSIFIED)

NOTE: Crew R-18 is complete except for one RBS attack. (CONFIDENTIAL)

Robert G. Nowell, Col, USAF
ELKINS READ, JR
For Colonel, USAF
Commander

7-2524-C

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL: 9-SAC-112

A. GENERAL						B. BOMBING									C. NAVIGATION													
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15					16	17			18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF LEGS FLOWN	FLYING TIME	NR OF USCHN FLOWN	BOMBER STREAMS FLOWN	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED: MACH .81 WITH IRDA	RADAR ATTACKS CAMERA SCORED: FIXED ANGLE	VISUAL ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES: TOTAL OF ALL TYPES	VISUAL RELEASES: M-19 NR OF REL.					NIGHT CELESTIAL: TOTAL LEGS FLOWN	NIGHT CELESTIAL: CIRCULAR ERROR (Nautical Miles)				DAY CEL: NR OF LEGS ACCOMP.	CELESTIAL GRID: TOTAL LEGS FLOWN	CELESTIAL GRID: CIRCULAR ERROR (Nautical Miles)			RADAR GRID: NR OF LEGS ACCOMP.	PRESSURE PATTERN		
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
L-45	B-47	04	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-46	B-47	03	07	--	01	01	--	--	--	--	--	--	--	--	--	01	07	--	--	--	--	--	--	--	--	--	--	--	--
L-47	B-47	04	07	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	06	--	--	--	--	--	--	--
L-48	B-47	03	07	--	01	01	--	--	--	--	--	--	--	--	01	04	05	02	--	--	--	--	--	--	--	--	--	--	--
B-49	B-47	02	06	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-42	(DEFECTIVE - (Transferred PCS to Lincoln AFB 3 Jul 57)																												
B-43	(DEFECTIVE - TDY 8-52 Training)																												
L-44	B-47	04	08	--	--	--	--	--	--	--	--	--	--	--	01	01	20	--	--	--	--	01	11	--	--	--	--	--	--
S/P TOTAL		22	66	--	03	03	--	--	--	--	--	--	--	--	02	06	--	--	--	--	--	07	--	--	--	--	--	--	--
L-37		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-38	B-47	02	10	--	01	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	06	--	--	--	--	--	--
B-40	B-47	02	07	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-41	B-47	(DEFECTIVE - (Was Relieved As A Qualified Crew)																											
B-42	B-47	02	07	--	02	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	9	--	--	--	--	--	--
S/P TOTAL		05	24	--	03	03	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	02	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
SECTION A - General.
It - Enter sorties flown as an integral crew.
Ite... 4 - Enter time to nearest whole hour.
SECTION B - Bombing.
Items 11 - 14 - No entry.
SECTION C - Navigation.
Items 15 & 17 - CEs will be to nearest whole nautical mile.
Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures.
Items 20 & 21 - No entry.

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORT CONTROL SYMBOL 5-SAC-T12

A. GENERAL						B. BOMBING									C. NAVIGATION												
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15					16	17				18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF URGNS FLOWN	BOMBER STREAMS FLOWN	RBS AT MACH - 81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH 81	VISUAL RELEASES						NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID				RADAR GRID		
							MACH 81 WITH IBDA	FIXED ANGLE		TOTAL OF ALL TYPES	M-19 NR OF REL.					TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)			NR OF LEGS ACCOMP	PRESSURE PATTERN	
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
B-52E	B-47E	01	07	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--
B-52F	B-47E	01	23	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	01	17	--	--	--	--	--	--
B-52G	B-47E	03	07	--	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-52H	B-47E	03	13	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	03	--	--	--	--	--	--	--
B-53	B-47E	02	11	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-57	SEE TOS:																												
B-58	B-47E	05	15	--	01	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	02	00	13	--	--	--	--	--
B-60	B-47E	04	11	--	01	01	--	--	--	--	--	--	--	--	01	01	04	--	--	--	--	01	07	--	--	--	--	--	--
B-63	SEE TOS:																												
B-70	B-47E	02	11	--	01	01	--	--	--	--	--	--	--	--	--	01	07	--	--	--	--	--	--	--	--	--	--	--	--
B-71	B-47E	07	24	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	01	02	04	--	--	--	--	--	--
B-81	B-47E	02	03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	12	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.
Item 3 - Enter sorties flown as an integral crew.
Item 4 - Enter time to nearest whole hour.

SECTION B - Bombing.
Items 1 & 14 - No entry.

SECTION C - Navigation.
Items 15 & 17 - CEs will be to nearest whole nautical mile.
Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures.
Items 20 & 21 - No entry.

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75-1259 7-2524-C

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
					5-SAC-T12

A. GENERAL						B. BOMBING								C. NAVIGATION											
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15		16	17			18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USEMS FLOWN	BOMBER TYPES FLOWN	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED: MACH .8T WITH IBDA	RADAR ATTACKS CAMERA SCORED: FIXED ANGLE	VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES: TOTAL OF ALL TYPES	VISUAL RELEASES: M-19 NR OF REL.					NIGHT CELESTIAL: TOTAL LEGS FLOWN	NIGHT CELESTIAL: CIRCULAR ERROR (Nautical Miles)	DAY CEL: NR OF LEGS ACCOMP	CELESTIAL GRID: TOTAL LEGS FLOWN	CELESTIAL GRID: CIRCULAR ERROR (Nautical Miles)		RADAR GRID: NR OF LEGS ACCOMP	PRESSURE PATTERN		
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	33-35	37-39	41-43	45-47	49-51	52-54	56-58	
R-63	B-47E	01	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-64	B-47E	06	24	--	01	02	01	--	--	--	--	--	--	--	--	--	--	--	01	04	--	--	--	--	--
R-65	B-47E	05	17	--	01	--	--	--	--	--	--	--	--	--	01	01	07	--	--	--	--	--	--	--	--
R-66	SEE RDS: 4-SAC-T12																								
R-67	B-47E	02	07	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--
R-68	B-47E	04	21	--	--	01	--	--	--	--	--	--	--	--	01	02	15	01	--	--	--	01	--	--	--
R-69	B-47E	02	07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	02	--	--	--	--	--
R-69	SEE RDS: 4-SAC-T12																								
R-69	SEE RDS: 4-SAC-T12																								
R-67	SEE RDS: 4-SAC-T12																								
R-68	B-47E	02	11	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--
R-69	SEE RDS: 4-SAC-T12																								
R-70	B-47E	07	35	--	--	--	--	02	--	--	--	--	--	--	01	--	--	--	02	08	14	--	--	--	--
R-74	B-47E	08	27	--	01	02	--	--	--	--	--	--	--	--	01	01	09	--	02	20	10	--	--	--	--
R-75	B-47E	06	23	--	--	--	02	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-77	B-47E	03	15	--	01	02	--	--	--	--	--	--	--	--	01	01	17	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
SECTION A - General.
Items 1 thru 4 - Enter sorties flown as an integral crew.
Items 5 thru 6 - Enter time to nearest whole hour.
SECTION B - Bombing.
Items 11 thru 14 - No entry.
SECTION C - Navigation.
Items 15 & 17 - CEs will be to nearest whole nautical mile.
Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures.
Items 20 & 21 - No entry.

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMEARDMENT AIR TRAINING REPORT - PART I

UNIT: [illegible] MONTH: [illegible] PAGE NR: NR OF PAGES: REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING										C. NAVIGATION											
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15					16	17				18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USCHN FLOWN	BOMBER STREAMS FLOWN	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES					WEAPONS DELIVERY	NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID				RADAR GRID	PRESSURE PATTERN		
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL OF ALL TYPES	M-79 NR OF REL.					TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)			NR OF LEGS ACCOMP			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
B-79	B-47E	02	11	--	--	--	--	--	--	--	--	--	--	--	01	01	22	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL		84	196	--	10	12	03	04	--	--	--	--	--	--	13	08	--	--	--	--	05	18	--	--	--	01	--	--	--
N-19	B-47E	08	39	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	03	00	12	16	01			
																						01	34						
N-20	B-47E	07	37	--	--	01	--	--	--	--	--	--	--	--	--	01	21	--	--	--	01	--	--	--	--	01	--	--	--
N-21	SEE ROS: 4-SAC-T12																												
N-22	B-47E	05	25	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	43	--	--	01	--	--	--
N-27	B-47E	06	25	--	--	02	--	--	--	--	--	--	--	--	--	01	17	--	--	--	01	01	16	--	--	01	01	--	--
N-24	B-47E	06	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	29	47	--	--	--	--	--
N-25	B-47E	05	24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-26	B-47E	05	20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-48	B-47E	05	24	--	--	--	--	--	--	--	--	--	--	--	--	02	21	28	--	--	--	01	11	--	--	01	--	--	--
N-50	B-47E	05	29	--	--	02	01	--	--	--	--	--	--	--	--	01	21	--	--	--	01	01	08	--	--	--	--	--	--
N-51	B-47E	08	42	--	01	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	04	02	21	23	--	--	01	--	--
N-52	B-47E	04	19	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
SECTION A - General: Item 4 - Enter time to nearest whole hour.
SECTION B - Bombing: Items 11 - 14 - No entry.
SECTION C - Navigation: Items 15 & 17 - CEs will be to nearest whole nautical mile. Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures. Items 20 & 21 - No entry.

SAC FORM 184 15 MAY 57 PREVIOUS EDITION IS OBSOLETE. FC: 2720

75-1258 J-2524-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: [illegible] BOMBARDMENT WING (H) | MONTH: JUNE | PAGE NO. | NR OF PAGES | DD/CONTROL SYMBOL: 4-SAC-112

A. GENERAL						B. BOMBING										C. NAVIGATION											
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15					16	17				18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USCNN FLOWN	BOMBER STREAMS FLOWN	RBAT AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES						NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID				RADAR GRID	PRESSURE PATTERN		
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL OF ALL TYPES	M-19 NR OF REL.					TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
N-54	B-47E	07	35	--	--	02	01	--	--	--	--	--	--	--	--	02	08	18	--	--	01	01	14	--	--	02	--	--	--
N-54	B-47E	04	22	--	01	02	01	--	--	--	--	--	--	--	--	01	30	--	--	--	--	--	--	--	--	--	--	--	--
N-55	B-47E	07	30	--	02	03	--	01	--	--	--	--	--	--	--	01	10	--	--	--	--	--	--	--	--	--	--	--	--
N-56	B-47E	04	23	--	--	--	--	--	--	--	--	--	--	--	--	01	23	--	--	--	01	--	--	--	--	01	--	--	--
N-57	B-47E	06	31	--	--	01	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	01	05	--	--	--	--	--	--
N-76	B-47E	06	31	--	01	02	01	--	--	--	--	--	--	--	--	01	05	--	--	--	--	--	--	--	--	--	--	--	--
N-80	B-47E	06	24	--	--	03	--	01	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	01	--	--
N-81	B-47E	05	28	--	--	--	01	01	--	--	--	--	--	--	--	01	22	--	--	--	02	--	--	--	--	--	01	--	--
N-82	B-47E	03	16	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	13	--	--	--	--	--	--
N-83	B-47E	05	24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	01	--	--
N-84	B-47E	06	32	--	--	01	--	--	--	--	--	--	--	--	--	02	04	10	--	--	02	--	--	--	--	--	--	--	--
N-85	B-47E	04	18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--
N-86	B-47E	04	24	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-58	NEGATIVE -- (No Flight As A Crew This Month)																												
N-27	NEGATIVE -- (No Flight As A Crew This Month)																												
SUB TOTAL		132	651	--	05	22	05	04	--	--	--	--	--	--	01	14	--	--	--	--	14	15	--	--	--	07	05	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1[illegible]. All items are self-explanatory with the following exceptions:
SECTION A - General. Items 1[illegible] - Enter sorties flown as an integral crew. Items [illegible] 4 - Enter time to nearest whole hour.
SECTION B - Bombing. Items 1[illegible] 14 - No entry.
SECTION C - Navigation. Items 15 & 17 - CEs will be to nearest whole nautical mile. Item 19 - Enter nr of navigation legs accomplished using pressure pattern procedures. Items 20 & 21 - No entry.

SAC FORM 16 MAR 57 184 PREVIOUS EDITION IS OBSOLETE. FC: 2730

75-1258 3-2524-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

1475

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: [illegible] BOMBARDMENT WING, M | MONTH: JUNE 19[illegible] | PAGE NO. | NR OF PAGES | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING								C. NAVIGATION											
														15					16	17				18	19	20	21
							RADAR ATTACKS CAMERA SCORED			VISUAL RELEASES				NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID				RADAR GRID			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USCHN FLOWN	BOMBER STREAMS FLOWN	RBS AT .81 MACH	MACH .81 WITH IBDA	FIXED ANGLE	VIS ATTACKS CAMERA SCORED .81 MACH	TOTAL OF ALL TYPES	M-19 NR OF REL.			TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	PRESSURE PATTERN		
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54			13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
WING TOTAL		235	1109	-	21	40	08	08	--	--	--	--	--	--	17	27	--	--	--	--	24	37	--	--	--	08	05	--	--
XXXXX		29	145	-	02	-	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
COMBAT R/PRACT.		-	-	--	--	--	-	--	--	--	-	--	--	--	--	-	-	-	--	--	--	--	--	--	--	-	--	--
NON/R PRACT.		-	--	--	--	--	--	-	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-	--	--
SUB TOTAL		29	145	--	02	-	-	-	-	--	-	--	--	--	-	-	-	-	--	--	--	-	--	--	--	-	-	--
IN-OS		TDY B-52 Training																										

1. AVERAGE NO. CREWS ASSIGNED: SELECT: 0.0; LEAD: 1.9; COMBAT READY: 27.0; NON-COMBAT READY: 28.6
2. AVERAGE NO. CREWS AVAILABLE: SELECT: 0.0, LEAD: 0.9; COMBAT READY: 18.9; NON-COMBAT READY: 18.8
3. AVERAGE NO. OF STANDARDIZATION AND INSTRUCTOR CREWS ASSIGNED: (STANDBOARD) SELECT: 0.2; LEAD: 2.0; COMBAT READY: 1.0
4. AVERAGE NO. OF STANDARDIZATION AND INSTRUCTOR CREWS AVAILABLE: (INSTRUCTOR): SELECT: 0.0; LEAD: 2.0; COMBAT READY: 3.0; (STANDBOARD) SELECT: 0.2; LEAD: 1.0; COMBAT READY: 1.0; (INSTRUCTOR) SELECT: 0.0; LEAD: 1.9; COMBAT READY: 2.5

PERCENTAGE OF APPLICABLE SAC REG 50-8 MINIMUMS COMPLETED: 21.7

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
SECTION A - General. Item 3-Enter sorties flown as an integral crew. Item 4-Enter time to nearest whole hour.
SECTION B - Bombing. Items 7 thru 14-No entry.
SECTION C - Navigation. Items 15 & 17-CEs will be to nearest whole nautical mile. Item 19-Enter nr of navigation legs accomplished using pressure pattern procedures. Items 20 & 21-No entry.

SAC FORM 16 MAR 57 184 PREVIOUS EDITION IS OBSOLETE. PC 2720

TS-1258 T-2524-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

1476

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	[illegible] BOMBARDMENT WING (M)	[illegible] 54			5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)										C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS						F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19			20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC MAX LOAD REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-35	37-39	41-43		49-51	52-54	56-58	60-62		
L-02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-51	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-56	01	01	--	--	01	01	--	--	--	--	--	--	--	--	--	--	18	--	02	02	01	01	02	02	--	--	--	--	--	--
R-34	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	01	01	01	01	--	--	--	--	--	--
L-01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
S-05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-37	02	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	11	--	02	02	01	01	02	02	--	--	--	--	--	--
SQB TOTAL	03	03	02	02	01	01	--	--	--	--	--	--	--	--	--	--	29	--	05	05	03	03	05	05	--	--	--	--	--	--
L-37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SQB TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SEC B - Refueling (Combat Ready and Above). Item [illegible] enter creditable missions. Items 6 thru 10 - No entry.

SEC D - Dry Contacts. Item 14 - No entry.

SEC E - Radar Rendezvous. Item 18 - No entry.

SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

SAC FORM [illegible] 184a PREVIOUS EDITION IS OBSOLETE. AC 7730

75-1258 7-2524-C

Air Force - SAC Offices (When Filled In) CONFIDENTIAL

1477

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT [redacted] MONTH [redacted] PAGE NR NR OF PAGES REPORTS CONTROL SYMBOL 5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)											C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19		20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		DPT. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF 8 MIN DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-35	37-39	41-43		49-51	52-54	56-58	60-62		
L-71	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11	--	01	01	--	--	01	01	--	--	--	--	--	--
R-09	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12	SEE PART I																													
R-13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15	SEE PART I																													
R-16	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions: SEC C - Refueling (Combat Ready and Above). Items [illegible] enter creditable missions. Items 6 thru 10 - No entry. SEC D - Dry Contacts. Item 14 - No entry. SEC E - Radar Rendezvous. Item 18 - No entry. SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

AC FORM [illegible] 18a PREVIOUS EDITIONS OBSOLETE AIR FORCE

75-1258 5-2334-2

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

1478

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT [redacted] MONTH [redacted] PAGE NR NR OF PAGES REPORTS CONTROL SYMBOL 5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)										C. REFUELING (Non-combat ready crews)				D. DBT CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19			20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		DBY. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF SUCCESSFUL MINDRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-35	37-39	41-43		49-51	52-54	56-58	60-62		
B-33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-39	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	01	01	--	--	--	--	--	--	--	--
B-41	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-42		SEE PART I																												
B-43	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-45	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-47	01	01	--	--	01	01	--	--	--	--	--	--	--	--	--	--	01	--	01	01	01	01	01	01	--	--	--	--	--	--
B-49		SEE PART I																												
B-65	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-67		SEE PART I																												
B-68	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-69		SEE PART I																												
B-70	01	01	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	01	01	01	01	01	01	--	--	--	--	--	--
B-74	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-75	01	01	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	01	01	01	01	01	01	--	--	--	--	--	--
B-77	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	01	01	01	01	01	01	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions: SEC F - Refueling (Combat Ready and Above). Item [illegible] date creditable missions. Items 9 thru 10 - No entry. SEC D - Dry Contacts. Item 14 - No entry. SEC E - Radar Rendezvous. Item 18 - No entry. SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

SAC FORM 17 MAR 57 184a PREVIOUS EDITION IS OBSOLETE. FC 2720

25-1258 T-2524-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

1479

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THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: [redacted]

MONTH: MAY

PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)											C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19			20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF NIGHT CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF NIGHT SEG MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD			FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-35	37-39	41-43		49-51	52-54	56-58	60-62		
K-79	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	01	01	01	01	--	--	--	--	--	--	--
SUB TOTAL	04	04	03	03	03	03	--	--	--	--	--	--	--	--	--	--	14		07	07	06	06	06	06	--	--	--	--	--	--	--
N-19	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-20	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	01	--	01	01	--	--	01	01	--	--	--	--	--	--	--
N-21		SEE PART I																													
N-22	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-23	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	01	01	--	--	01	01	--	--	--	--	--	--	--
N-25	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	--	03	03	--	--	01	01	--	--	--	--	--	--	--
N-26	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10	--	01	01	--	--	--	--	--	--	--	--	--	--	--
N-48	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-50	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	02	--	01	01	--	--	01	01	--	--	--	--	--	--	--
N-51	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	01	--	01	01	01	01	--	--	--	--	--	--	--	--	--
N-52	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-53	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--	01	01	--	--	01	01	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SEC B - Refueling (Combat Ready and Above). Item [illegible] ive creditable missions. Item [illegible] are 10 - No entry.

SEC D - Dry Contacts. Item 14 - No entry.

SEC E - Radar Rendezvous. Item 18 - No entry.

SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

SAC FORM 15 MAR 57 184a PREVIOUS EDITION IS OBSOLETE. FC: 2730

75-1258 7-2524-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	[illegible]	[illegible]			5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)										C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS							F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19			20	21	22
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		DRY. IN-FLT 20 MINUTES CONTACT		NR OF SUCC MASS NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF SUCCESSFUL CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-35	37-39	41-43		49-51	52-54	56-58	60-62		
N-54	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	04	--	02	02	--	--	01	01	--	--	--	--	--	--	--
N-55	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	10	--	01	01	--	--	01	01	--	--	--	--	--	--	--
N-56	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	01	01	--	--	01	01	--	--	--	--	--	--	--
N-57	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-76	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10	--	01	01	01	01	01	01	--	01	100	--	--	--	--
N-80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-81	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-82	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-83	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	39	--	03	03	--	--	03	03	--	--	--	--	--	--	--
N-84	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--	01	01	--	--	01	01	--	01	100	--	--	--	--
N-85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-86	--	--	--	--	--	--	--	--	--	--	--	--	02	02	--	--	01	--	02	02	--	--	02	02	--	--	--	--	--	--	--
N-58	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-27	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	09	09	--	--	104	--	20	20	02	02	15	15	--	02	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SEC B - Refueling (Combat Ready and Above). Item [illegible] enter creditable missions. Item 10 - No entry.

SEC D - Dry Contacts. Item 14 - No entry.

SEC E - Radar Rendezvous. Item 18 - No entry.

SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % firecut will be included in first column. % firecut will also be indicated. Those SEG missions not meeting prescribed % firecut will be excluded. Items 21 & 22 - No entry.

SAC FORM 15 MAR 57 184a PREVIOUS EDITION IS OBSOLETE. FC 2730

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Air Force - SAC, Offset (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

# MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT 10TH BOMBARDMENT WING (M)	MONTH JUNE 57	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL 5-SAC-T12

A. GENERAL	B. REFUELING (Combat Ready and above)												C. REFUELING (Non-combat ready crews)				D. DBY CONTACTS		E. RADAR RENDEZVOUS								F. GUNNERY					
1	2		3		4		5	6	7	8	9	10	11		12		13	14	15		16		17		18	19			20	21	22		
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		DBY. IN-FLT GROSS WT 20 MINUTES CONTACT		NR OF SUCC MASS NIGHT REFUELING MISSIONS						ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF 5 MIN DRY CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS			TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		FIGHTER ATTACK MISSIONS			
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.								
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		21-23	25-27	29-31	33-36	37-39	41-43		49-51	52-54	56-58	60-62			
WING TOTAL	07	07	05	05	04	04	--	--	--	--	--	--	09	09	--	--	177	--	32	32	11	11	26	26	--	02	--	--	--	--	--	--
XXXXX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	--	08	08	01	01	03	03	--	--	--	--	--	--	--	--
COMBAT R/PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NON-READY PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	--	08	08	01	01	03	03	--	--	--	--	--	--	--	--
IN-05	SEE PART I																															

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

Item 1 - Refueling (Combat Ready and Above), SEC D - Dry Cont
Item 5 - Enter creditable missions.
Items 6 thru 10 - No entry.
Item 14 - No entry.

SEC E - Radar Rendezvous.
Item 18 - No entry.

SECTION F - Gunnery. Item 19 - SEG maximum load gunnery missions meeting prescribed % fireout will be included in first column. % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded. Items 21 & 22 - No entry.

AFSC FORM 184a

75-1258 7-2524-C

Air Force - SAC, Offset (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: [illegible] BOMBARDMENT WING (M) | MONTH: JUNE | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. ECM						C. FORMATION			D. PILOT PROFICIENCY								E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MEDIUM CHAFF DISPENSE QUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF NIGHT MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		ATO	AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLT IN "COMBAT" POSITION	MONTH LAST STAND. RD CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE DRILLS ACCOMP.	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
L-12	--	--	--	--	--	--	--	--	--	--	--	05	03	05	03	01	--	--	--	--	--	--	--	--	SEP	--	--	--	--	--
L-36	--	--	--	--	--	--	01	--	--	--	--	01	--	01	--	--	--	--	--	--	--	--	--	01	APR	01	--	--	--	01
L-61	02	05	--	--	--	--	01	--	--	--	--	01	--	01	--	01	--	--	--	--	--	--	--	--	APR	--	--	--	--	01
L-66	01	04	--	--	--	--	01	--	--	--	--	02	01	02	01	01	--	--	--	--	--	--	--	--	APR	--	--	--	--	01
R-34	--	--	--	--	--	--	--	--	--	--	--	01	--	01	--	--	--	--	--	--	--	--	--	--	APR	--	--	--	--	--
L-01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	FEB	--	--	--	--	--
S-05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	FEB	--	--	--	--	--
L-37	--	--	--	--	--	--	--	--	--	--	--	04	03	04	03	02	--	--	--	--	--	--	01	--	MAY	--	--	--	--	--
SUB TOTAL	02	09	--	--	--	--	03	--	--	--	--	14	07	14	07	05	--	--	--	--	--	--	01	01	--	01	--	--	--	03
L-37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-11	--	--	--	--	--	--	01	--	--	--	01	01	01	01	01	01	--	--	--	--	--	--	--	--	FEB	--	--	--	--	01
R-40	--	--	--	--	--	--	--	--	--	--	--	02	--	02	--	02	01	--	--	--	--	--	--	--	MAR	01	--	--	--	--
R-62	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	DEC	--	--	--	--	--
R-73	--	--	--	--	--	--	01	--	--	--	--	01	--	01	--	--	--	--	--	--	--	--	--	01	JAN	01	--	--	--	01
SUB TOTAL	--	--	--	--	--	--	02	--	--	--	01	04	01	04	01	03	01	--	--	--	--	--	--	01	--	02	--	--	--	02

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Items 2 & 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation. Item 6 - Entries will be made to nearest whole hour.

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

SAC FORM 18 MAR 57 184b PREVIOUS EDITION IS OBSOLETE. PC: 2720

75-1258

7-2524-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: [redacted] BOMBARDMENT WING (M)

MONTH: [redacted]

PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL: 5-SAC-I12

A. GENERAL	B. ECM						C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF SIMULATE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		ATO	AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLT IN "COMBAT" POSITION	MONTH LAST STAND-BO CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE CANDLE ACCOMP	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
L-02	02	27	–	–	–	–	01	–	–	–	–	01	–	01	–	–	–	–	–	–	–	–	–	–	JAN	–	–	–	–	01
L-03	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	02	01	–	–	–	02	–	–	–	MAR	–	–	–	–	–
SUB TOTAL	01	27	–	–	–	–	01	–	–	–	01	01	–	01	–	02	01	–	–	–	01	–	–	–	–	–	–	–	–	01
R-08	–	–	–	–	–	–	–	–	–	–	–	01	–	01	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	01
R-03	01	20	–	–	–	–	01	–	–	–	02	03	–	03	–	03	–	–	01	–	01	–	–	–	NOV	–	–	–	–	–
R-06	–	–	–	–	–	–	–	–	–	–	–	05	04	03	04	02	01	–	01	–	–	–	02	02	APR	01	–	–	–	01
R-07	02	27	–	–	–	–	–	–	–	–	–	03	–	03	–	03	–	–	–	–	–	–	–	–	MAR	–	–	–	–	01
R-10	–	–	–	–	–	–	01	–	–	–	–	04	–	04	–	01	–	–	–	01	–	–	–	–	MAY	–	–	–	–	–
R-12	SEE PART I																								JAN					
R-13	–	–	–	–	–	–	–	–	–	–	01	01	04	01	04	02	–	–	01	–	01	–	03	03	FEB	05	–	–	–	01
R-14	–	–	–	–	–	–	01	–	–	–	–	03	02	03	02	03	03	–	–	–	–	–	–	01	JAN	01	–	–	–	01
R-15	SEE PART I																								MAY					
R-16	–	–	–	–	–	–	01	–	–	–	–	02	–	02	–	03	–	–	–	–	–	–	–	–	JAN	–	–	–	–	01
R-18	–	–	–	–	–	–	–	–	–	–	–	07	–	07	–	01	–	–	–	–	–	–	01	02	APR	02	–	–	–	–
R-21											01	01		01		02	01						02		MAR	01				

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - ECM. Items 2 & 3 - Points accrued will be shown in subtotal and unit total lines.

SECTION C - Formation. Item 6 - Entries will be made to nearest whole hour.

SECTION E - Crew Requirements. Item 15 - Enter time to nearest whole hour.

SAC FORM 15 MAR 57 184b PREVIOUS EDITION IS OBSOLETE. PC: 2720

75-1258 7-2524-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: JUNE 19[illegible] | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. ECM				C. FORMATION			D. PILOT PROFICIENCY								E. CREW REQUIREMENTS								
1	2		3		4	5	6			7	8		9		10		11	12	13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER	NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES	GYRO-OUT APPROACHES		AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLT IN "COMBAT" POSITION	MONTH LAST STAND-DO EXAM SUCCESSFULLY COMPLETED	EMERGENCY PROCEDURE DRILLS ACCOMP.	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP				AC	CP	AC	CP	AC	CP	AC	CP	ATO								
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
R-33	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	02	01	--	--	--	--	--	01	--	APR	01	--	--	--	--
R-39	--	--	--	--	--	--	--	--	--	--	--	06	--	06	--	02	--	--	--	--	--	--	01	03	JUN	02	--	--	--	01
R-41	--	--	--	--	--	--	01	--	--	--	--	02	01	02	01	01	02	--	--	--	--	--	--	03	JAN	01	--	--	--	01
R-42	SEE PART I																													
R-43	--	--	--	--	--	--	--	--	--	--	--	02	--	02	--	02	--	--	--	--	--	--	--	--	APR					
R-45	--	--	--	--	--	--	--	--	--	--	--	02	--	02	--	02	--	--	--	--	--	--	--	--	JAN	--	--	--	--	01
R-47	--	--	--	--	--	--	--	--	--	--	--	04	01	04	01	--	--	--	--	--	--	--	03	03	FEB	01	--	--	--	02
R-49	01	17	--	--	--	--	03	--	--	--	--	02	--	02	--	01	--	--	--	--	--	--	--	01	MAR	01	--	--	--	--
R-[illegible]	SEE PART I																													
R-[illegible]	--	--	--	--	--	--	--	--	--	--	--	05	01	05	01	03	--	--	--	--	--	--	--	--	JAN					
R-67	SEE PART I																								MAY	01	--	--	--	--
R-68	--	--	--	--	--	--	--	--	--	--	--	01	01	01	01	--	--	--	--	--	--	--	01	02	DEC					
R-69	SEE PART I																								MAR	02	--	--	--	--
R-70	--	--	--	--	--	--	--	--	--	--	--	12	04	12	06	04	--	--	--	--	--	--	--	--	APR					
R-74	--	--	--	--	--	--	01	--	--	--	--	05	01	05	04	03	02	--	--	--	--	--	01	03	JUN	01	--	--	--	02
R-75	--	--	--	--	--	--	--	--	--	--	--	07	02	07	04	03	--	01	02	--	--	--	--	--	FEB	01	--	--	--	01
R-77	--	--	--	--	--	--	--	--	--	--	01	02	01	02	01	01	04	01	--	01	--	--	--	04	MAY	--	--	--	--	--
																									JAN	02	--	--	--	01

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL 5-SAC-T12

A. GENERAL	B. ECM						C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM CHAFF DISPENSE QUE	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES										
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	ATO	AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLT. IN ASSIGNED POSITION	MONTH LAST STAND. BC OR NAV. CHECK COMPLETED	EMERGENCY PROCEDURE DRILLS ACCOMP.	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
B--	--	--	--	--	--	--	--	--	--	--	--	04	01	01	02	--	--	--	--	--	--	--	--	--	MAR	01	--	--	--	--
C--	03	04	--	--	--	--	10	--	--	--	06	80	27	79	28	43	14	04	05	02	02	--	04	03	--	04	--	--	--	--
N-29	--	--	--	--	--	--	--	03	02	02	--	08	--	08	--	08	02	--	--	--	01	--	01	01	--	--	--	--	--	02
N-30	--	--	--	--	--	--	--	03	02	02	01	06	--	06	--	04	02	--	--	--	--	--	--	--	--	--	--	--	--	--
N-31	SEE PART I																													
N-32	--	--	--	--	--	--	--	03	02	02	--	05	--	05	--	02	02	--	--	--	--	--	01	03	--	03	--	--	--	--
N-33	--	--	--	--	--	--	--	03	02	01	--	06	--	06	--	02	03	--	--	--	--	--	02	02	--	01	--	--	--	--
N-34	--	--	--	--	--	--	--	03	02	01	--	09	06	09	06	03	03	--	--	--	--	--	05	01	--	01	--	--	--	00
N-35	--	--	--	--	--	--	--	--	--	--	--	09	--	09	--	05	03	--	--	--	--	--	--	--	--	--	--	--	--	02
N-36	--	--	--	--	--	--	--	--	--	--	--	07	04	07	04	05	04	--	--	--	--	--	--	--	--	--	--	--	--	02
N-43	--	--	--	--	--	--	--	03	02	01	--	05	--	05	--	02	01	--	--	--	--	--	--	01	--	01	--	--	--	01
N-44	--	--	--	--	--	--	--	--	--	--	01	03	02	03	02	01	02	--	--	--	--	--	--	02	--	--	--	--	--	--
N-52	--	--	--	--	--	--	--	03	02	01	--	08	--	08	--	07	01	--	--	01	01	--	--	03	--	01	--	--	--	01
N-53	--	--	--	--	--	--	--	02	02	00	00	03	--	03	--	01	--	--	--	--	--	--	01	01	--	01	--	--	--	--
N-54	--	--	--	--	--	--	--	04	02	02	--	02	--	07	--	01	--	--	--	--	--	--	02	03	--	04	--	--	--	--

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL 5-SAC-112

A. GENERAL	B. ECM						C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES									
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	ATO	AIRBORNE RADAR DIRECTED APPROACH	HOURS OF PRESS. FLY IN COMBAT POSITION	MONTH LAST STAND-BY CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE PROFICIENCY ACCOMP	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	WATER INJECTION TAKEOFFS
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
N-[illegible]	--	--	--	--	--	--	--	--	--	--	01	03	--	03	--	02	02	--	--	--	--	--	07	04	--	--	--	--	--	01
N-[illegible]	--	--	--	--	--	--	--	03	03	01	02	05	--	06	--	06	01	--	--	--	--	--	05	--	--	--	--	--	--	--
N-[illegible]	--	--	--	--	--	--	--	--	--	--	01	03	--	03	--	02	--	01	--	--	--	--	01	02	--	01	--	--	--	--
N-[illegible]	--	--	--	--	--	--	--	03	02	01	--	06	--	06	--	03	--	--	--	--	--	--	02	--	--	--	--	--	--	--
N-[illegible]	--	--	--	--	--	--	--	03	02	01	01	06	--	04	--	06	01	--	--	--	--	--	--	--	--	--	--	--	--	02
N-80	--	--	--	--	--	--	--	03	02	01	01	05	--	05	--	03	01	--	--	01	--	--	01	03	--	--	--	--	--	01
N-[illegible]	--	--	--	--	--	--	--	--	--	--	--	05	--	05	--	04	01	--	--	--	--	--	--	--	--	01	--	--	--	--
N-[illegible]	--	--	--	--	--	--	--	--	--	--	01	02	--	02	--	01	--	--	--	--	--	--	--	--	--	02	--	--	--	01
N-83	--	--	--	--	--	--	--	--	--	--	--	07	02	07	02	05	--	--	--	--	--	--	--	--	--	--	--	--	--	03
N-84	--	--	--	--	--	--	--	03	02	01	--	06	--	06	--	02	--	--	--	--	--	--	02	02	--	02	--	--	--	02
N-85	--	--	--	--	--	--	--	03	02	01	--	04	--	04	--	04	02	01	--	01	--	--	--	01	--	--	--	--	--	--
N-86	--	--	--	--	--	--	--	--	--	--	--	04	--	04	--	03	03	--	--	--	--	--	02	03	--	04	--	--	--	01
N-88	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-[illegible]	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	--	--	--	42	30	20	09	133	34	133	34	83	32	02	--	03	02	--	24	30	--	26	--	--	--	18

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: [illegible] BOMBARDMENT WING, JET

MONTH: JUNE

PAGE NR:

NR OF PAGES:

REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL	B. ECM						C. FORMATION			D. PILOT PROFICIENCY								E. CREW REQUIREMENTS								
1	2		3		4		5	6			7	8		9		10		11		12		13	14	15	16	17	18	19	20	21
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MAXIMUM EFFECTIVE DISPERSE OUT	TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		ATO	AIRBORNE RADAR DIRECTED APPROACH	HOLES OF PERFECT "COMBAT" POSITION	MONTH LAST STANDARDIZATION CHECK SUCC. COMPLETED	EMERGENCY PROCEDURE DRILLS ACCOMP	NUMBER OF SIMULATED FLAME OUT APPROACHES	NUMBER OF NIGHT CELL MISSIONS FLOWN	AIR WEAPONS (IN FLIGHT)	NR TDY INSTRUCTION TAKEOFFS
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.	ACCOMP					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43
WING TOTAL	--	--	--	--	--	--	--	--	--	--	--	97	31	97	30	47	21	--	--	--	--	--	--	01	--	01	--	--	--	4
COMBAT R/PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NON/R PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	--	--	--	--	--	--	--	--	--	--	97	31	97	30	47	21	--	--	--	--	--	--	01	--	01	--	--	--	4
IN-05	TDY B-52 Training																													

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SECRET

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV. Wing Commander's Remarks (9-SAC-T12) June 1957

1. Upgrading Progress: (SECRET)

a. Number of ready crews assigned: 21.

b. Number of non-ready crews assigned: 6.

c. Number of IM crews assigned: 0.

4

d. Projected ready date of each non-ready crew:

M-29	1 Nov 57
M-31	1 Nov 57
M-33	1 Nov 57
M-34	1 Nov 57
M-35	1 Dec 57
M-36	31 Jul 57

e. Difficulties encountered:

(1) The preparation for deployment of this squadron, plus the cut-back in flying hours severely restricted training under the upgrading program. In order to have flying hours available for the necessary maintenance and shake-down sorties, training sorties were reduced to an average of four hours and flown during the first half of the month.

f. Recommendations:

(1) In scheduling major exercises of units, such as deployments, consideration should be given to avoiding such activity during the first month following a major conversion or upgrading program. There is usually some slippage in such programs, and in addition the preparatory activity necessitated by a major exercise consumes the full time of staff and operations personnel which precludes them engaging in finishing up the upgrading or conversion plan.

7-2524-C SECRET 75-1259

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SECRET

9-SAC-712, 307th Bombardment Wing, Medium, 1-30 June 1957

2. Reference is made to SAC Secret message, DOTRS 9286, Subject: Effects of Curtailed Flying Program, dated 13 June 1957. This reduction in flying time delayed the upgrading program of the Air Refueling Squadron approximately two months. This delay will be aggravated by the deployment of this squadron which will reduce the rate of training and further delay the program. (SECRET)

Robert B. Powell, Col, USAF

ELKINS READ, JR
For Colonel, USAF
Commander

J-2524-C

SECRET

75-1259

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SECRET

Headquarters
307th Air Refueling Squadron
Lincoln Air Force Base, Nebraska

PART III. Squadron Commander's Remarks (9-SAC-T12) June 1957

1. Hours flown performing missions ordered by:

a. Higher Headquarters: (UNCLASSIFIED)

COMMITMENT	HOURS PROGRAMMED	HOURS FLOWN
(1) Ferry	00:00	22:35
(2) Survey Flight for Forthcoming TDY	00:00	32:55
TOTAL	00:00	55:30

b. Eighth Air Force training priorities: (CONFIDENTIAL)

(1) Programmed and accomplished for current month:

PRIORITY	COMMITMENT	PROGRAMMED	ACCOMPLISHED
1	Air Force Regulation 60-2	Concurrent with other flying	
2	Non-combat ready training	08:00	07:00
	a. Individual upgrading	66:00	58:15
3	Combat Ready training	146:00	130:50
4	Other (test flights)	10:00	15:40
	TOTAL	230:00	211:45

(a) Reference Priority Total: Original allocation of 230:00 hours was erroneous due to error in message from Eighth Air Force. Corrected allocation reduced total time to 210:00 hours.

(2) Flying time programmed for following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	Air Force Regulation 60-2	Concurrent with other flying
2	Non-combat ready crew training	60:00
	a. Individual upgrading	45:00
3	Combat ready crew training	320:00
	a. Deployment	300:00
4	Other (test flights)	10:00
	TOTAL	735:00

2. Test Hops: Thirty-six sorties were flown for a total of 44:05 flying hours. (UNCLASSIFIED)

3. Weather and Local Conditions: Six sorties were cancelled for approximately 20:00 flying hours. (UNCLASSIFIED)

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7-2524-C

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4. Restrictive Directives: (UNCLASSIFIED)

a. The following restrictions curtailed total flying time:

(1) SAC message DO 5959 (Secret) 30 March 1957.

(2) Eighth Air Force message DO 11865 (Confidential) 4 April 1957.

5. Crew Data: (UNCLASSIFIED)

a. Combat crew members gains and losses:

(1) Crew members gained:

(a) Pilots - Three.

(b) Flight Engineers - One.

(2) Crew members lost:

(a) Two aircraft commanders (One PCS; one discharged).

(b) Two pilots (PCS).

(c) Two navigators (PCS).

(d) One boom operator (PCS).

b. Crew member changes:

(1) Aircraft commanders - Three.

(2) Pilots - Six.

(3) Navigators - Ten.

(4) Flight Engineers - One.

(5) Boom Operators - Five.

(6) Radio Operators - Seven.

c. New Crews:

(1) M-34 - 24 June 1957.

(2) M-35 - 24 June 1957.

(3) M-36 - 24 June 1957.

(4) T-37 - 24 June 1957.

d. Incomplete combat maintenance crews: Not applicable.

e. Crew Status changes:

(1) M-28 disbanded - 24 June 1957.

(a) Three primary crew changes required.

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1. AC - Replace AC on T-19 who had compassionate release from TDY.

2. NAV - Replace Nav on M-29 who was upgraded and placed on T-20.

3. ENG - Placed on M-36 to form new crew.

4. Boom Operator - Transferred PCS.

(2) T-11 disbanded - 24 June 1957.

(a) Two primary crew members transferred PCS.

1. AC - Transferred PCS.

2. NAV - Replace Navigator on T-22 who was transferred PCS.

3. ENG - Replace Engineer on T-09 who is being transferred PCS shortly after deployment.

4. Boom Operator - Transferred PCS.

f. Standardization crews:	Date Assigned
(1) T-11 - Wing Standardization Crew	Dec 55
(a) Disbanded 24 June 1957.	
(2) T-22 - Wing Standardization Crew	Jun 57
(3) T-14 - Assistant Wing Standardization Crew	Nov 56

(UNCLASSIFIED)

6. Refueling Data: (CONFIDENTIAL)

a. Individual sorties:

(1) Number of refueling sorties confirmed:	75
(2) Number of sorties airborne:	54
(3) Number of sorties completing electronic rendezvous:	47
(4) Number of tanker sorties completing electronic rendezvous on double refueling mission:	6
(5) Number of sorties not completing rendezvous:	
(a) Receiver did not descend:	3
(b) Receiver elected to make rendezvous:	1
(c) Tanker equipment malfunction:	1
(6) Number of sorties transferring required fuel:	44

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(7) Number of tanker sorties transferring required fuel on double refueling missions: 6

(8) Number of sorties failing to transfer required fuel: 25

(a) Number of aborts due to:

1. Adverse weather: 2
2. Aircraft malfunction: 4
3. Maintenance cancellations: 10
4. Receiver cancellations: 7
5. Refueling equipment malfunction: 1
6. Operations cancellations: 1

b. Mass night cell sorties:

(1) Number of refueling sorties confirmed: 7

(2) Number of sorties airborne: 8

(3) Number of sorties completing electronic rendezvous: 7

(4) Number of sorties transferring required fuel: 7

c. Fuel transferred:

(1) Total gallons transferred: 94,000

(CONFIDENTIAL)

7. Material and Personnel Problems: (UNCLASSIFIED)

a. Material Problems: Two "F" aircraft have not been converted for periscopic sextant utilization and five "F" aircraft have not had N-1 compass systems installed to this date. This situation will become a prominent problem area in aircraft scheduling and utilization during our subsequent period of TDY as these aircraft with the old installation will be restricted to certain types of missions.

b. Personnel Problems: None.

8. Comments or Recommendations of the Squadron Commander: None. (UNCLASSIFIED)

9. Ground Training: (CONFIDENTIAL)

7-2524-C

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9-SAC-T12, 307th Air Refueling Squadron, 1-30 June 1957

a. Total number of combat ready crews responsible for applicable phase of SAC Regulation 50-24 requirements: 21.

b. Cumulative total of above crews that have completed applicable phase of SAC Regulation 50-24 requirements: 21.

c. Number of crews that were scheduled for Block Training the month of this report: 1.

d. Number of crews that attended Block Training the month of this report: 1.

e. Number of crews that completed Block Training the month of this report: 1.

f. Detailed reasons if crews scheduled did not attend and complete Block Training the month of this report: None.

g. Number of combat ready crews scheduled to attend Block Training during the month subsequent to this report: 6.

Oliver E. Fowler
OLIVER E. FOWLER
Lt Colonel, USAF
Commander

7-2524-C

75-1259

1495

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I

UNIT: 307th Air Refueling Squadron | MONTH: June 1957 | PAGE NR: 1 | NR OF PAGES: | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING									C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10	11	12		13		14		15	16				17	18	19
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF USAFR FLOWN	TOTAL REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		NR OF SUCC MASS NIGHT REFUELING MISSIONS	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12/76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)					
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65
T-11	KC097	01	08	--	01	01	--	--	--	--	--	--	--	--	01	01	--	--	01	01	--	--	--	--	--	--	--	--
T-22	KC097	04	16	--	02	02	02	02	--	--	--	--	--	25	02	02	--	--	02	02	--	--	--	--	--	02	--	--
*T-22	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-14	KC097	01	06	--	02	02	01	01	01	01	--	--	01	05	01	01	01	01	01	01	--	--	--	--	--	--	--	--
SUB TOTAL	--	06	30	--	05	05	03	03	01	01	--	--	01	30	04	04	01	01	04	04	--	--	--	--	--	02		
T-01	KC097	02	06	--	01	01	--	--	--	--	--	--	--	09	--	--	--	--	--	--	--	--	--	--	--	--	--	--
*T-01	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-03	KC097	03	15	--	01	01	01	01	01	01	--	--	01	--	--	--	01	01	--	--	--	--	--	--	--	--	--	--
*T-03	KC097	--	--	--	NO TRAINING ACCOMPLSIHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	05	21	--	02	02	01	01	01	01	--	--	01	09	--	--	01	01	--	--	--	--	--	--	--	--	--	--
T-05	KC097	04	10	--	03	03	01	01	02	02	--	--	--	53	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-06	KC097	04	16	--	02	02	01	01	01	01	--	--	01	08	--	--	01	01	--	--	--	01	05	--	--	01	--	--
T-07	KC097	02	05	--	01	01	--	--	--	--	--	--	--	10	01	01	--	--	01	01	--	--	--	--	--	--	--	--
*T-07	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. Item 3 - Enter sorties flown as an integral crew. Item 4 - Enter time to nearest whole hour.

SECTION B - Air Refueling. Item 11 - Enter creditable missions.

SECTION D - Navigation. Item 16 - CEs will be to nearest whole nautical mile.

SAC FORM 16 MAR 57 36 PREVIOUS EDITION IS OBSOLETE. PC: 2730

75-1259 7-2824-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I

UNIT: 307th Air Refueling Squadron | MONTH: June 1957 | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL: 1-SAC-111

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
1	2	3	4	5	6		7		8		9		10	11	12		13		14		15	16				17	18	19
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF MISSIONS FLOWN	TOTAL REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		NR OF SUCC. MASS NIGHT REFUELING MISSIONS	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12/76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCATTER)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)					
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65
T-08	KC097	05	15	--	01	--	--	--	--	--	--	--	--	06	02	--	--	--	02	--	--	--	--	--	--	--	--	--
*T-08	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-09	KC097	06	23	--	02	02	--	--	01	01	--	--	--	30	01	01	--	--	01	01	--	--	--	--	--	03	--	--
*T-09	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-10	KC097	03	11	--	01	01	01	01	01	01	--	--	01	06	--	--	01	01	--	--	--	--	--	--	--	02	--	--
T-12	KC097	05	11	--	03	03	--	--	--	--	--	--	--	22	01	01	--	--	01	01	--	--	--	--	--	01	--	--
*T-12	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-13	KC097	05	19	--	02	02	02	02	01	01	--	--	01	--	01	01	01	01	01	01	--	--	--	--	--	--	--	--
T-18	KC097	05	17	--	03	03	03	03	01	01	--	--	--	06	--	--	--	--	--	--	--	01	07	--	--	01	--	--
T-19	KC097	08	44	--	06	06	03	03	02	02	--	--	--	42	05	05	--	--	05	05	--	01	15	--	--	--	--	--
*T-19	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-20	KC097	01	05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--
*T-20	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-23	KC097	08	36	--	04	04	02	02	03	03	--	--	01	29	01	01	01	01	01	01	--	--	--	--	--	02	--	--
*T-23	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-24	KC097	07	25	--	03	03	01	01	01	01	--	--	--	03	03	03	01	01	01	01	--	--	--	--	--	03	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.
3 - Enter sorties flown as an integral crew.
4 - Enter time to nearest whole hour.

SECTION B - Air Refueling.
1 - 15 - Enter creditable missions.

SECTION D - Navigation.
Item 16 - CEs will be to nearest whole nautical mile.

SAC FORM 16 MAR 57 36 PREVIOUS EDITION IS OBSOLETE. FC: 3701

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I	UNIT: 307th Air Refueling Squadron	MONTH: June 1957	PAGE NR: 1	NR OF PAGES:	REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10	11	12		13		14		15	16					17	18	19
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF HOURS FLOWN	TOTAL REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		NR OF SUCC. NIGHT REFUELING MISSIONS	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12/76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL					NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SERIES)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)						
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65
T-25	KC097	08	58	--	04	04	--	--	--	--	--	--	01	--	04	04	--	--	04	04	02	--	--	--	--	02	01	--
*T-25	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-26	KC097	05	32	--	04	04	01	01	--	--	--	--	01	73	04	04	01	01	03	03	--	01	00	--	--	03	--	--
T-27	KC097	06	27	--	04	04	01	01	--	--	--	--	--	15	03	03	--	--	03	03	--	--	--	--	--	02	--	--
*T-27	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T-37	KC097	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	82	354	--	43	42	16	16	13	13	--	--	06	303	26	24	06	06	23	21	03	04	--	--	--	20	01	--
M-28	KC097	03	21	--	01	01	--	--	--	--	--	--	--	18	02	01	--	--	02	01	01	--	--	--	--	03	--	--
M-29	KC097	--	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	03	--	--
*M-29	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
*M-29	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-31	KC097	--	--	--	--	--	--	--	--	--	--	--	--	--	04	03	--	--	04	03	--	--	--	--	--	--	--	--
*M-31	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-33	KC097	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--	--	01	--	--
*M-33	KC097	--	--	--	NO TRAINING ACCOMPLISHED BY THIS CREW MEMBER									--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION A - General.
3-Enter sorties flown as an integral crew.
4-Enter time to nearest whole hour.

SECTION B - Air Refueling.
E-Enter creditable missions.

SECTION D - Navigation.
Item 16-CEs will be to nearest whole nautical mile.

SAC FORM 18 MAR 57 36 PREVIOUS EDITION IS OBSOLETE. FC: 3730

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Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I

UNIT: 307th Air Refueling Squadron | MONTH: June 1957 | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10	11	12		13		14		15	16				17	18	19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF HOURS FLOWN	FLYING TIME	NUMBER OF HOURS FLOWN	TOTAL REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		NR OF SUCC. BASE NIGHT RETURN MISSIONS	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12/76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS	
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)						
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65
M-34	KC097	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-35	KC097	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-36	KC097	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	--	03	21	--	02	02	--	--	--	--	--	--	--	18	08	06	--	--	07	05	02	--	--	--	--	07	--	--
TOTAL	--	96	426	--	52	51	20	20	15	15	--	--	08	360	38	34	08	08	34	30	05	04	--	--	--	29	01	--
XXXXX	KC097	10	38	--	02	02	--	--	01	01	--	--	--	05	02	02	--	--	02	02	02	02	--	--	--	--	--	--
COMBT READY PRACTICE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	03	03	--	--	03	03	--	--	--	--	--	04	--	--
NON-COM READY PRACTICE		--	--	--	04	04	01	01	01	01	--	--	--	131	08	08	--	--	08	0 8	04	02	--	--	--	13	01	03
SUB TOTAL	--	10	38	--	06	06	01	01	02	02	--	--	--	136	13	13	--	--	13	13	06	04	--	--	--	17	01	03

1. AVE NO. CREWS ASSIGNED: COMBAT READY: 16.0, NON COMBAT READY: 4.0
2. AVE NO CREWS AVAILABLE: COMBAT READY: 13.4, NON COMBAT READY: 2.0
3. AVE NO OF STANDARDIZATION AND INSTRUCTOR CREWS ASSIGNED: SCANDBOARD: 0.0, INSTRUCTOR: 2.0
4. AVE NO OF STANDARDIZATION AND INSTRUCTOR CREWS AVAILABLE: COMBAT READY: 2.0, INSTRUCTOR: 2.0

PERCENTAGE OF APPLICABLE SAC REQ'S MINIMUMS COMPLETED: 28.1

INSTRUCTIONS: ACTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
SECTION A - General. Item 4 - Enter time to nearest whole hour.
SECTION B - Air Refueling. Item 5 - Enter creditable missions.
SECTION D - Navigation. Item 16 - CEs will be to nearest whole nautical mile.

SAC FORM 36 IS MAY 57 PREVIOUS EDITION IS OBSOLETE. FC 2735

75-1259 7-2524-C

Air Force - SAC, Offset (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II

UNIT: 307th Air Refueling Squadron | MONTH: June 1957 | PAGE NR: 1 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL			D. PILOT PROFICIENCY										E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. STD. SO	I. MISC.
1	2				3			4	5		6		7		8		9	10	11	12	13	14	15	16	17	18			19	20
CREW NUMBER	CELESTIAL GRID NAV. TOTAL LEGS	CELESTIAL GRID NAV. CIRCULAR ERROR (Nautical Miles)			NR OF MISSIONS	PERFORMANCE INDEX		NUMBER OF COMPLETE FLIGHT APPROACH MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES	NUMBER OF AIRBORNE RADAR DIRECTED APPROACHES	KC-97 LOAD & UNLOAD, KEMP PASS OR CARGO	KC-97 PRECONSTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED	
									AC	CP	AC	CP	AC	CP	AC	CP	AC	CP											
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		
T-11	--	--	--	--	--	--	--	--	02	02	02	02	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	NOV	
T-22	--	--	--	--	--	--	--	--	03	01	03	01	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	JAN	
*T-22	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
T-14	--	--	--	--	--	--	--	--	05	--	05	--	03	--	--	--	--	--	--	01	--	--	--	--	--	01	--	01	DEC	
SUB TOTAL	--	--	--	--	--	--	--	--	10	03	10	03	05	--	01	01	--	--	--	01	--	--	--	--	--	01	--	01	-	
T-01	01	22	--	--	--	--	--	--	01	03	01	03	--	01	--	--	--	--	--	--	02	--	--	--	--	--	--	--	APR	
*T-01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
T-03	--	--	--	--	--	--	--	--	05	--	05	--	--	--	--	--	01	--	01	--	--	02	02	02	--	01	--	01	FEB	
*T-03	8	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
SUB TOTAL	01	--	--	--	--	--	--	--	06	03	06	03	--	01	--	--	01	--	01	--	02	02	02	02	--	01	--	01	--	
T-05	--	--	--	--	--	--	--	--	02	01	02	01	01	--		--	--	--	--	--	04	01	01	01	--	--	--	--	FEB	
T-06	--	--	--	--	--	--	--	--	04	--	04	--	02	--	--	--	--	--	01	--	02	--	--	--	--	--	01	--	01	JAN	
T-07	--	--	--	--	--	--	--	--	02	01	02	01	01	--	--	--	--	--	--	--	02	01	01	01	--	01	--	--	--	FEB	
*T-07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 2-CEs will be to nearest whole nautical mile.

SECTION C - Cruise Control. Item 3-Enter performance index to nearest whole per cent.

SECTION I - Miscellaneous. Item 20-Reserved for use by this Headquarters.

SAC FORM 15 MAR L. 36a PREVIOUS EDITION IS OBSOLETE. FC. 2730

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II

UNIT: 307th Air Refueling Squadron | MONTH: June 1957 | PAGE NR: 2 | NR OF PAGES: 4 | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL		D. PILOT PROFICIENCY										E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. SYS. ORI	I. MISC.
1	2				3		4	5		6		7		8		9		10	11	12	13	14	15	16	17	18			19	20
CREW NUMBER	CELESTIAL GRID NAV. TOTAL LEGS	CELESTIAL GRID NAV. CIRCULAR ERROR (Nautical Miles)			NR OF MISSIONS	PERFORMANCE INDEX	NUMBER OF COMPLETE PILOT PROF. MISSIONS	TAKEOFFS AC	TAKEOFFS CP	LANDINGS AC	LANDINGS CP	ILS OR GCA AC	ILS OR GCA CP	PPI APPROACHES AC	PPI APPROACHES CP	GYRO OUT APPROACHES AC	GYRO OUT APPROACHES CP	NUMBER OF AIRBORNE RADAR OBSERVED APPROACHES	KC-97 LOAD & UNLOAD-EMP PASS OR CARGO	KC-97 PRECISION STATION OF MAX LOAD	NUMBER OF SIMULATED BAILOUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRBORNE)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	MONTH LAST AIR-RAD. CHECK COMPLETED	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		
*T-07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
T-08	--	--	--	--	--	--	--	10	04	10	04	03	01	--	--	--	--	--	--	--	02	02	02	--	--	--	--	--	NOV	
*T-08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
T-09	--	--	--	--	--	--	--	04	02	04	02	04	--	--	--	--	--	03	01	02	02	02	02	--	--	--	--	--	MAY	
*T-09	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
T-10	--	--	--	--	--	--	--	01	02	01	02	--	--	--	--	--	--	--	--	02	--	--	--	--	--	01	--	01	MAR	
T-12	--	--	--	--	--	--	--	05	03	05	03	--	01	--	--	--	--	--	01	02	01	01	01	--	--	--	--	--	APR	
*T-12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
T-13	02	06	06	--	--	--	01	12	02	12	02	02	--	--	--	--	--	01	--	02	--	--	--	--	--	--	--	--	DEC	
T-18	--	--	--	--	--	--	--	08	03	08	03	01	02	--	--	--	--	--	--	02	01	01	01	--	02	--	--	--	FEB	
T-19	02	10	15	--	--	--	--	05	04	05	04	03	01	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--	NOV	
*T-19	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	&	
T-20	--	--	--	--	--	--	--	03	01	03	01	03	--	--	--	--	--	--	02	--	--	--	--	--	02	--	--	--	JAN	
*T-20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
T-23	--	--	--	--	--	--	--	08	05	08	05	03	01	--	--	--	--	--	--	04	--	--	--	--	--	01	--	01	DEC	
*T-23	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 2-CEs will be to nearest whole nautical mile.

SECTION C - Cruise Control. Item 3-Enter performance index to nearest whole per cent.

SECTION I - Miscellaneous. Item 20-Reserved for use by this Headquarters.

SAC FORM 15 MAR 57 36a PREVIOUS EDITION IS OBSOLETE. FC: 2720

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AF Plans - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II

UNIT: 307th Air Refueling Squadron | MONTH: June 1957 | PAGE NR: 1 | NR OF PAGES: - | REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL	B. NAVIGATION		C. CRUISE CONTROL		D. PILOT PROFICIENCY											E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. STD 50	I. MISC.
1	2		3		4	5		6		7		8		9		10		11	12	13	14	15	16	17	18			19	20
CREW NUMBER	CELESTIAL GRID NAV. TOTAL LEGS	CELESTIAL GRID NAV. CIRCULAR ERROR (Nautical Miles)	NR OF MISSIONS	PERFORMANCE INDEX	NUMBER OF COMPLETE PILOT PROF. MISSIONS	TAKEOFFS AC	TAKEOFFS CP	LANDINGS AC	LANDINGS CP	ILS OR GCA AC	ILS OR GCA CP	PPI APPROACHES AC	PPI APPROACHES CP	GYRO OUT APPROACHES AC	GYRO OUT APPROACHES CP	NUMBER OF AIRBORNE RADAR DIRECTED APPROACHES	XC-97 LOAD & UNLOAD EMP PASS OR CARGO	XC-97 PERCENT OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (JUMP ST	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CEL MISSIONS	NIGHT CEL MISSIONS	MONTH LAST STAN EVAL/STAN CHECK COMPLETED	
6-10	13-15	17-19 21-23 25-27	29-31	33-35 37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		
T-24	-	- - -	-	- - -	-	08	05	08	05	01	-	-	-	-	-	-	-	02	01	01	01	01	01	01	-	01	MAY	
T-25	03	04 19 26	-	- - -	-	08	02	08	02	06	-	02	-	-	-	-	03	04	04	04	04	-	03	-	-	-	MAR	
*T-25	-	- - -	-	- - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T-26	02	09 13 -	-	- - -	-	06	02	06	02	03	02	-	-	-	-	01	-	02	01	01	01	-	01	01	-	01	FEB	
T-27	-	- - -	-	- - -	-	05	-	05	-	02	-	-	-	01	-	-	-	02	-	-	-	-	-	-	-	-	JAN	
*T-27	-	- - -	-	- - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T-37	-	- - -	-	- - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUB TOTAL	09	- - -	-	- - -	01	91	37	91	37	35	08	02	-	01	-	06	07	34	14	14	14	01	10	05	-	05	-	
M-28	-	- - -	-	- - -	-	05	01	05	01	04	-	-	-	-	-	-	-	02	01	01	01	-	-	-	-	-	-	
M-29	03	- - -	-	- - -	-	-	02	-	02	04	01	01	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	
*M-29	-	- - -	-	- - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
*M-29	-	- - -	-	- - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M-31	01	- - -	-	- - -	-	02	-	02	-	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
*M-31	-	- - -	-	- - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M-33	-	- - -	-	- - -	-	01	-	01	-	07	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 2 - CE's will be to nearest whole nautical mile.

SECTION C - Cruise Control. Item 3 - Enter performance index to nearest whole per cent.

SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

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Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II

UNIT: 307th Air Refueling Squadron | MONTH: June 1957 | PAGE NR: 4 | NR OF PAGES: - | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL			D. PILOT PROFICIENCY									E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. SYS. SQ.	I. MISC.
1	2				3			4	5		6		7		8		9		10	11	12	13	14	15	16	17	18			19	20
CREW NUMBER	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX		NUMBER OF COMPLETE PILOT PROF. MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF AIRBORNE RADAR DIRECTED APPROACHES	KC-97		NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (LAND)	NR OF SIMULATED CRASH LANDINGS (WATER)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	NORTH ATLANTIC INDOCTRINATION CHECK COMPLETED	
	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)																		LOAD & UNLOAD EQUIPMENT OR CARGO	PRECOMPILATION DATA LOAD										
									AC	CP	AC	CP	AC	CP	AC	CP	AC	CP													
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		
*M-33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
M-34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
M-35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
M-36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
SUB TOTAL	04	--	--	--	--	--	--	--	08	03	08	03	24	01	01	--	01	--	--	--	04	01	01	01	--	--	--	--	--		
TOTAL	14	--	--	--	--	--	--	01	115	46	115	46	64	10	04	01	03	--	06	08	40	17	17	17	01	10	07	--	07	--	
XXXXX	02	--	--	--	--	--	--	--	21	07	21	07	08	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
COMBAT PRACT	READY 02	--	--	--	--	--	--	--	11	02	11	02	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
NON CR PRACT	05	--	--	--	--	--	--	--	36	25	36	25	10	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
SUB TOTAL	09	--	--	--	--	--	--	--	68	34	68	34	26	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following * exceptions:

"ION B - Navigation. n 2 - CEs will be to nearest whole nautical mile.

SECTION C - Cruise Control. Item 3 - Enter performance index to nearest whole per cent.

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SAC FORM 16 MAR 57 36a PREVIOUS EDITION IS OBSOLETE. FC: 2730

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Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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MANAGEMENT CONTROL STATEME.	MONTH AND YEAR: June 1957	PAGE NR: 1	NR OF PAGES: 18	REPORTS CONTROL SYMBOL: 1-SAC-135(BAF-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	APR	MAY	JUN		
A. PERSONNEL							
1. Manning in Required Specialties							
a. Officer MIRS, Percent Score	N/S	N/S	89.0	92.2	93.5		93.5
(1) Number Required			428	428	428		428
(2) Number Assigned			445	436	428		428
(3) Number IRS			388	398	400		400
(4) Percent of Required			90.7	93.0	93.5		93.5
(5) Percent of Assigned			87.2	91.3	93.5		93.5
b. Airman MIRS, Direct Support Skills, Percent Score	N/S	N/S	82.7	81.3	82.6		82.6
(1) Number Required			1068	1068	1068		1068
(2) Number Assigned			1096	1115	1123		1123
(3) Number IRS			894	886	904		904
(4) Percent of Required			83.7	83.0	84.6		84.6
(5) Percent of Assigned			81.6	79.5	80.5		80.5

BAF FORM 102 MAR 56

FC: 19 CONFIDENTIAL

TC-1304

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CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: June 1957	PAGE NR: 2	NR OF PAGES: 18	REPORTS CONTROL SYMBOL: 1-SAC-T35(8AF-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	APR	MAY	JUN		
c. Airman MIRS, Indirect Support Skills, Percent Score	N/S	N/S	77.0	77.6	78.7		78.7
(1) Number Required			502	500	500		500
(2) Number Assigned			499	495	484		484
(3) Number IRS			385	386	387		387
(4) Percent of Required			76.7	77.2	77.4		77.4
(5) Percent of Assigned			77.2	78.0	80.0		80.0
2. OJT Effectiveness, Percent Score	50.0	55.0	70.0	50.0	45.0		50.0
a. Number on OJT vs Number Eligible, Percent Score			15.0	15.0	15.0		15.0
(1) Number on OJT			399	438	455		1292
(2) Number Eligible			399	438	455		1292
(3) Percent on OJT			100.0	100.0	100.0		100.0
b. Number Passing Tests (APT and AFJKT) vs Number Tested, Percent Score			40.0	30.0	10.0		20.0
(1) Number Passing Tests			22	13	39		74
(2) Number Tested			26	16	54		96
(3) Percent Passing Tests			84.6	81.3	72.2		77.1

8AF FORM 1 MAR 56 102 PCS 19 CONFIDENTIAL TC-1304

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: June 1957	PAGE NR: 3	NR OF PAGES: 12	REPORTS CONTROL SYMBOL: 1-SAC-C35(8AF-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): APR	MAY	JUN		AVERAGE OR TOTAL
c. Number Upgraded of Number on QJT, Percent Score			15.0	5.0	20.0		15.0
(1) Number Upgraded			46	23	53		122
(2) Number on QJT			444	445	480		1369
(3) Percent Upgraded			10.4	5.2	11.0		8.9
3. Retention							
a. Officer, Percent Score							
(TO BE DEVELOPED)							
b. First Term Airmen, Percent Score	N/S	N/S	100.0	100.0			100.0
(1) Number Eligible			28	6			55
(2) Number Reenlisting			17	4	18		39
(3) Percent Reenlisting			60.7	66.7	85.7		70.9
c. Career Airmen, Percent Score	N/S	N/S	10.0	100.0	10.0		20.0
(1) Number Eligible			3	2	7		12
(2) Number Reenlisting			1	2	3		6
(3) Percent Reenlisting			33.3	100.0	42.9		50.0

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	June 1957		4	18	1-SAC-F35(8AF-1)
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
ITEM	SAC UPPER QUARTILE	DATA	APR	MAY	JUN	
4. AWOL Rate, Percent Score	70.0	20.0	20.0	20.0	40.0	30.0
a. Average Strength			2044	2045	2044	6133
b. Number Going AWOL			4	4	3	11
c. Rate Per 1000			2.0	2.0	1.5	1.8
B. OPERATIONS - MATERIEL						
(TO BE DEVELOPED)						
C. MATERIEL						
1. Aircraft Maintenance Scheduling						
a. Airborne Sorties as Percent of Requirement, Bombardment, Percent Score	N/S	N/S	70.0	10.0	10.0	10.0
(1) Sorties Required			295	198	100	593
(2) Sorties Scheduled			316	253	152	721
(3) Sorties Airborne As Scheduled			252	206	130	588
(4) Sorties Airborne			258	207	138	603
(5) Adjusted Sortie Requirement			235	161	86	484
(6) Percent Schedule Airborne as Scheduled			109.8	128.6	160.5	124.6

8AF FORM MAR 52 102

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: June 1957	PAGE NR: 5	NR OF PAGES: 18	REPORT'S CONTROL SYMBOL: 1-SAC-F35(SAF-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	APR	MAY	JUN		
b. Airborne Sorties as Percent of Requirement, Tanker, Percent Score	N/S	N/S	70.0	10.0	10.0		10.0
(1) Sorties Required			132	110	58		300
(2) Sorties Scheduled			142	147	70		359
(3) Sorties Airborne as Scheduled			115	108	63		286
(4) Sorties Airborne			118	119	66		303
(5) Adjusted Sorties Requirement			107	81	52		239
(6) Percent Schedule Airborne as Scheduled			110.3	146.9	126.9		126.8
c. Percent of Airborne Sorties which are Variations from Schedule, Bombardment, Percent Score	N/S	N/S	100.0	100.0	80.0		90.0
(1) Number of Variations			6	1	8		15
(2) Percent of Airborne Sorties			2.3	0.5	5.8		2.5
d. Percent of Airborne Sorties which are Variations from Schedule, Tanker, Percent Score	N/S	N/S	100.0	80.0	90.0		90.0
(1) Number of Variations			3	11	3		17
(2) Percent of Airborne Sorties			2.5	9.2	4.5		5.6
e. Time to Complete Periodic Inspection, Bombardment, Percent Score	N/S	N/S	100.0	100.0	100.0		100.0
(1) Number of Inspections Completed			10	6	6		6
(2) Clock Hours of Work			640	324	290		1254
(3) Avg Clock Hours Per Periodic Inspection			64	54	48		57

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: June 1957	PAGE NR: 6	NR OF PAGES: 18	REPORTS CONTROL SYMBOL: 1-SAC-M35(8[illegible]-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): APR	MAY	JUN		AVERAGE OR TOTAL
f. Time to Complete Periodic Inspection, Tanker, Percent Score	N/S	N/S	80.0	100.0	100.0		100.0
(1) Number of Inspections Completed			2	3	3		8
(2) Clock Hours of Work			128	135	151		414
(3) Average Clock Hours Per Periodic Inspection			64	45	50		52
2. Aircraft Reliability							
a. Percent Aircraft Operationally Ready and Flyable, Bombardment, Percent Score	N/S	N/S	80.0	80.0	80.0		80.0
(1) Hours Possessed			30759	32348	31462		94569
(2) Hours Operationally Ready			26555	28058	25657		80270
(3) Hours Flyable but not Operationally Ready			199	451	2710		3360
(4) Hours Operationally Ready Plus One-Half the Hours Flyable but not Operationally Ready			26655	28284	27012		81950
(5) Percent of Possessed Hours Represented by Item 2a(4), Above			86.7	87.4	85.9		86.7
b. Percent Aircraft Operationally Ready and Flyable, Tanker, Percent Score	N/S	N/S	10.0	20.0	40.0		20.0
(1) Hours Possessed			14122	14126	12740		40988
(2) Hours Operationally Ready			9670	9971	9668		29309

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: June 1957	PAGE NR: 7	NR OF PAGES: 18	REPORTS CONTROL SYMBOL: 1-SAC-135(8AF-1)
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska				

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): APR	MAY	JUN		AVERAGE OR TOTAL
(3) Hours Flyable but not Operationally Ready			391	72	623		1086
(4) Hours Operationally Ready Plus One-Half the Hours Flyable but not Operationally Ready			9866	10007	9980		29853
(5) Percent of Possessed Hours, Represented by Item 2b(4), Above			69.9	70.8	78.3		72.8
c. Percent of Scheduled Sorties Airborne as Scheduled, Bombardment, Percent Score	N/S	N/S	60.0	60.0	80.0		60.0
(1) Sorties Scheduled			316	253	152		721
(2) Sorties Airborne As Scheduled			252	206	130		588
(3) Percent Sorties Airborne as Scheduled			79.7	81.4	85.5		81.6
d. Percent of Scheduled Sorties Airborne as Scheduled, Tanker, Percent Score	N/S	N/S	60.0	40.0	100.0		60.0
(1) Sorties Scheduled			142	147	70		359
(2) Sorties Airborne As Scheduled			115	108	63		286
(3) Percent Sorties Airborne as Scheduled			81.0	73.5	90.0		79.7
e. Percent System Sorties Without System Deficiencies							
(1) Aircraft General							
(2) Armament-Electronics							
(TO BE DEVELOPED)							

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	June 1957		8	13	1-SAC-M35(8AF-1)
ORGANIZATION AND LOCATION	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
307th Bombardment Wing (M), Lincoln AFB, Nebraska	SAC UPPER QUARTILE	DATA	APR	MAY	JUN		
ITEM							
3. Combined Scores Where Different Model Aircraft are Involved							
a. Airborne Sorties as Percent of Requirement, Percent Score	N/S	N/S	70.0	10.0	10.0		10.0
b. Percent of Airborne Sorties Which are Variations from Schedule, Percent Score	N/S	N/S	100.0	93.0	83.2		90.0
c. Calendar Time for Periodic Inspection, Percent Score	N/S	N/S	96.7	100.0	100.0		100.0
d. Percent of Aircraft Operationally Ready and Flyable, Percent Score	N/S	N/S	50.0	60.0	70.0		60.0
e. Percent of Scheduled Sorties Airborne As Scheduled, Percent Score	N/S	N/S	60.0	53.0	86.5		60.0
D. GENERAL ITEMS							
1. Cost Per Flying Hour, Percent Score			71	74	46		73
a. Tactical Flying Hours			1462	1094	417		2973
b. Tactical Personnel Costs, Percent Score			80	75	36		70
(1) Headquarters Squadron Costs			81190	81003	81583		243776
(2) Tactical Squadron Costs			210835	208677	208460		627972
(3) A-E Maintenance Squadron Costs			86052	86646	91207		263905
(4) Field Maintenance Squadron Costs			82432	81423	83790		247645
(5) Periodic Maintenance Squadron Costs			20365	20704	21329		62393

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
ORGANIZATION AND LOCATION	June 1957	9	18	1-SAC-T35(8AF-1)
307th Bombardment Wing (M), Lincoln AFB, Nebraska				

ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	APR	MAY	JUN		
(6) Total Personnel Costs			480874	478453	486369		1445696
(7) Cost Per Flying Hour			329	437	1166		486
(8) Standard Cost Per Flying Hour			264	326	417		340
c. Tactical Mission POL Costs, Percent Score			100	99	76		99
(1) Total POL Costs			261133	215431	107574		584138
(2) Cost Per Flying Hour			179	197	258		196
(3) Standard Cost Per Flying Hour			195	195	195		195
d. Tactical All Other Costs, Percent Score			69	45	47		55
(1) Headquarters Squadron Costs			2064	488	697		3249
(2) Tactical Squadron Costs			33864	22562	(3594)		52832
(3) A-E Maintenance Squadron Costs			20264	33202	7171		60637
(4) Field Maintenance Squadron Costs			2741	18197	23979		44917
(5) Periodic Maintenance Squadron Costs			11243	5230	1128		17601
(6) Total All Other Costs			70176	79679	29381		179236
(7) Cost Per Flying Hour			48	73	70		60
(8) Standard Cost Per Flying Hour			33	33	33		33
e. Tanker Flying Hours			592	515	212		1319

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	June 1957		10	18	1-SAC-T35(BAF-1)
ORGANIZATION AND LOCATION	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
307th Bombardment Wing (M), Lincoln AFB, Nebraska					
ITEM	SAC UPPER QUARTILE	DATA	APR	MAY	JUN
f. Tanker Personnel Costs, Percent Score			78	78	61
(1) Total Personnel Costs			118373	118486	116381
(2) Cost Per Flying Hour			201	230	549
(3) Standard Cost Per Flying Hour			157	180	333
g. Tanker Mission POL Costs, Percent Score			92	97	79
(1) Total POL Costs			56781	71355	36166
(2) Cost Per Flying Hour			147	139	171
(3) Standard Cost Per Flying Hour			135	135	135
h. Tanker All Other Costs, Percent Score			31	50	16
(1) Total All Other Costs			9702	4988	6880
(2) Cost Per Flying Hour			16	10	32
(3) Standard Cost Per Flying Hour			5	5	5
2. Safety					
a. Flying, Percent Score	100.0	100.0	100.0	100.0	100.0
(1) Number of Accidents			0	0	0
(2) Flying Hours			2054	1609	629
(3) Rate Per 100,000 Hours Flown			0.0	0.0	0.0

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MANAGEMENT CONTROL STATEM...T	MONTH AND YEAR: June 1957	PAGE NR: 11	NR OF PAGES: 18	REPORTS CONTROL SYMBOL: 1-3AC-T35(8AF-1)

ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): APR	MAY	JUN		AVERAGE OR TOTAL
b. Ground, Percent Score	80.0	70.0	90.0	100.0	90.0		100.0
(1) Ground Safety Index			4.88	3.16	4.86		4.29
(a) Military Injury Rate Per 100,000 Man Days Exposure			4.88	3.16	4.86		4.29
1. Number of Military Disabling Injuries			3	2	3		8
2. Number of Man Days Exposure			61470	63209	61710		186389
(b) Government Motor Vehicle Accident Rate Per 100,000 Miles Driven			0.0	0.0	0.0		0.0
1. Number of Accidents			0	0	0		0
2. Number of Miles Driven			25430	30210	29364		85004
(c) Civilian Injury Rate Per 1,000,000 Manhours Exposure			0.0	0.0	0.0		0.0
1. Number of Civilian Disabling Injuries			0	0	0		0
2. Number of Manhours Exposure			528	552	480		1560
(2) Accident Cost Index			.37	.20	.51		.36
(a) Total Cost			760	400	1056		2216
(b) Mean Strength			2052	2042	2060		6154
3. Reports on Time (No Information Required	100.0	100.0	Scored by SAC				
4. USCM Sabotage	100.0	NTC	Not Applicable				

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: June 1957	PAGE NR: 12	NR OF PAGES: 18	REPORTS CONTROL SYMBOL: 1-SAC-P35(SAF-1)
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska				

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): MAY	CURRENT PERIOD (Applicable Months): JUN	CURRENT PERIOD (Applicable Months):	AVERAGE OR TOTAL
E. OPERATIONS						
1. Training Accomplishments						
a. Bombardment, Percent Score	100.0	M/S	13.9	7.5		21.4
(1) Average Number Non-Combat Ready Crews			22.8	14.8		18.8
(2) Average Number Combat Ready and Above Crews (Include Standboard and Instructor Crews)			40.8	39.5		40.1
(3) Number Standboard and Instructor Crews Authorized			19	19		19
(4) Average Number Standboard and Instructor Crews Assigned by Crew Category						
(a) Standboard						
1. Lead			5	5		5
2. Combat Ready			1	1		1
(b) Instructor						
1. Lead			1	1		1
2. Combat Ready			3	3		3

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: June 1957	PAGE NR: 13	NR OF PAGES: 18	REPORTS CONTROL SYMBOL: 1-SAC-T35(8AF-1)
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebra ska				

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months): MAY	CURRENT PERIOD (Applicable Months): JUN	AVERAGE OR TOTAL
b. Tanker, Percent Score	100.0	N/S	19.8	6.3	26.1
(1) Average Number Non-Combat Ready Crews			1.0	3.0	2.0
(2) Average Number Combat Ready Crews (Include Standboard and Instructor Crews)			21.0	21.0	21.0
(3) Number Standboard and Instructor Crews Authorized			9	9	9
(4) Average Number Standboard and Instructor Crews Assigned by Crew Category					
(a) Standboard					
1. Combat Ready			3	3	3
(b) Instructor					
1. Combat Ready			2	2	2
2. Wing Reliability - Bomber					
a. Radar RBS Bombing, Percent Score	92.0	N/S	90.6	85.7	89.2
(1) Number Accomplished			53	21	74
(2) Number Acceptable			48	18	66
b. Visual RBS Bombing, Percent Score	93.0	N/S	100.0	100.0	100.0
(1) Number Accomplished			2	7	9
(2) Number Acceptable			2	7	9

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR: June 1957			PAGE NR: 14	NR OF PAGES: 18	REPORTS CONTROL SYMBOL: 1-SAC-T35(8AF-1)
ORGANIZATION AND LOCATION: 307th Bombardment Wing (M), Lincoln AFB, Nebraska	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
ITEM	SAC UPPER QUARTILE	DATA		MAY	JUN	
c. Night Celestial Navigation, Percent Score	100.0	N/S		100.0	100.0	100.0
(1) Number Accomplished				10	3	13
(2) Number Acceptable				10	3	13
d. Grid Celestial Navigation, Percent Score	100.0	N/S		88.9	100.0	95.8
(1) Number Accomplished				9	15	24
(2) Number Acceptable				8	15	23
e. Gunnery, Percent Score	92.0	N/S		NA	NA	NA
(1) Number Gunnery Missions				0	0	0
(2) Number with 75% Firecut				0	0	0
f. Rendezvous, Percent Score	100.0	N/S		100.0	100.0	100.0
(1) Number Attempted				5	7	12
(2) Number Successful				5	7	12
g. Refueling						
(1) Wet Hookups, Percent Score	100.0	N/S		100.0	NA	100.0
(a) Number Attempted				7	0	7
(b) Number Successful				7	0	7
(2) Mass Night Refueling, Percent Score	100.0	N/S		NA	NA	NA
(a) Number Attempted				0	0	0
(b) Number Successful				0	0	0

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	June 1957		15	18	1-SAC-P35(8AF-1)
ORGANIZATION AND LOCATION	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
307th Bombardment Wing (M), Lincoln AFB, Nebraska	SAC UPPER QUARTILE	DATA	MAY	JUN	
ITEM					
3. Wing Reliability - Tanker					
a. Night Celestial Navigation, Percent Score	100.0	N/S	100.0	NA	100.0
(1) Number Accomplished			4	0	4
(2) Number Acceptable			4	0	4
b. Grid Celestial Navigation, Percent Score	100.0	N/S	72.7	NA	72.7
(1) Number Accomplished			11	0	11
(2) Number Acceptable			8	0	8
c. Cruise Control, Percent Score	100.0	N/S	NA	NA	NA
(1) Number Accomplished			0	0	0
(2) Number Acceptable			0	0	0
d. Rendezvous, Percent Score	100.0	N/S	91.3	100.0	93.3
(1) Number Accomplished			23	7	30
(2) Number Acceptable			21	7	28
e. Refueling					
(1) Wet Hookups, Percent Score	100.0	N/S	97.4	100.0	98.0
(a) Number Attempted			39	11	50
(b) Number Successful			38	11	49

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
ORGANIZATION AND LOCATION	June 1957	16	18	1-SAC-T35(8AF-1)

307th Bombardment Wing (M), Lincoln AFB, Nebraska

ITEM	LAST SAC STATEMENT: SAC UPPER QUARTILE	LAST SAC STATEMENT: DATA	CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
			MAY	JUN		
(2) Mass Night Refueling, Percent Score	98.0	N/S	87.5	NA		87.5
(a) Number Attempted			8	0		8
(b) Number Successful			7	0		7
4. Non-Combat Ready Crew Upgrading						
a. Bombardment, Percent Score	100.0	N/S	12.5	0.0		12.5
(1) Completed Standdown-Upgrade Program			NO	NO		NO
(2) Number NCR Crews Upgraded to CR			1	0		1
(3) Number Points for Upgrading Crews			25.0	0.0		25.0
(4) Average Number CR Crews Assigned (Including Standboard and Instructor Crews)			40.8	39.5		40.1
(5) Average Number NCR Crews Available (If Unit has Completed Standdown-Upgrade Program)			NA	NA		NA
(6) Number Points for CR Crews Assigned/ NCR Crews Available			0.0	0.0		0.0
b. Tanker, Percent Score	100.0	N/S	62.5	50.0		62.5
(1) Completed Standdown-Upgrade Program			NO	NO		NO
(2) Number NCR Crews Upgraded to CR			1	0		1
(3) Number Points for Upgrading Crews			25.0	0.0		25.0

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MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR			PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
ORGANIZATION AND LOCATION	June 1957			17	18	1-SAC-135(8AF-1)
307th Bombardment Wing (M), Lincoln AFB, Nebraska	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
ITEM	SAC UPPER QUARTILE	DATA		MAY	JUN	
(4) Average Number CR Crews Assigned (Including Standboard)				21.0	21.0	21.0
(5) Average Number NCR Crews Available (If Unit has Completed Standdown-Upgrade Program				NA	NA	NA
(6) Number Points for CR Crews Assigned/ NCR Crews Available				100.0	100.0	100.0
5. Non-Combat Ready Crew Flying Time						
a. Bombardment, Percent Score	100.0	N/S		33.0	46.2	46.2
(1) Average Number NCR Crews Available				22.8	18.8	18.8
(2) Total NCR Flying Hours Required				1710	1410	1410
(3) Total NCR Hours Flown				564	651	651
b. Tanker, Percent Score	100.0	N/S		15.6	11.7	11.7
(1) Average Number NCR Crews Available				1.0	2.0	2.0
(2) Total NCR Flying Hours Required				90	180	180
(3) Total NCR Hours Flown				14	21	21
6. Probation						
a. Bombardment, Percent Score	100.0	N/S		NA	NA	NA
(1) Number Crews Not on Probation for Other than SEG				0	0	0
(2) Number Crews Subject to Probation				0	0	0

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	June 1957		18	18	1-SAC-T35(SAF-1)
ORGANIZATION AND LOCATION	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
307th Bombardment Wing (M), Lincoln AFB, Nebraska	SAC UPPER QUARTILE	DATA	MAY	JUN	
ITEM					
7. Evaluation					
a. Bombardment, Percent Score	86.0	N/S	NA	NA	40.0
(1) Number of Evaluations or Re-evaluations Successfully Completed			0	0	2
(2) Number of Evaluations or Re-evaluations Given			0	0	5

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(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8) 346	(9) 447	(10) 9.8
Complete - Training Accomp									21.7
1. RBS Radar	16	235	62	6	145	43	430	105	24.4
2. Direct Aiming	5	89	35	2	48	8	137	43	31.4
3. Offset Class IIIA Targets	5	89	22	2	48	8	137	30	21.9
4. Fixed Angle	1	18	0	1	24	0	42	0	0.0
5. GPI	OPT	OPT	0	2	48	1	48	1	2.1
6. Mach .81	6	107	10	2	48	14	155	24	15.5
7. Evasive Action	3	53	10	2	48	3	101	13	12.9
8. IBDA	OPT	OPT	8	2	48	14	56	22	39.3
9. RBS Visual Attacks	2	36	34	1	24	5	60	39	65.0
10. Radar Attack - Camera Scored	2	36	22	2	48	13	84	35	41.7
11. IBDA at Mach .81	1	18	5	1	24	3	42	8	19.0
12. Fixed Angle	1	18	4	1	24	4	42	8	19.0
13. Visual Attack - Camera Scored	3	53	0	2	48	0	101	0	0.0
14. Visual Release	3	53	0	1	24	0	77	0	0.0
15. Navigation - Night Celestial Leg	4	71	14	2	48	9	119	23	19.3
16. Day Celestial Leg	2	36	19	1	24	5	60	24	40.0
17. Celestial Grid Leg	2	36	15	2	48	18	84	33	39.3
18. Radar Grid Leg	1	18	7	1	24	1	42	8	19.0

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NUMBER ITEM OF TRAINING (1)	NON-COMBAT READY 2ND RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 346	TOTAL ACCOMP (9) 47	TOTAL % ACCOMP (10) 9.8
9. Pressure Pattern Leg	1	18	5	1	24	0	42	5	11.9
0. Refueling - Total	3	53	0	3	72	4	125	4	3.2
1. Mass Night Refueling	0	0	0	1	24	0	24	0	0.0
2. Max Gross Weight - Nite	0	0	0	1	24	3	24	3	12.5
3. OFT Gross weitht- 20 Min Contact	2	36	0	1	24	3	60	3	5.0
4. Max Grost weitht - Day or Nite	1	18	0	0	0	0	18	0	0.0
5. Dry Contacts	6	107	134	6	145	14	252	148	58.7
6. Rendezvous Total	4	71	20	3	72	7	143	27	18.9
7. Night	1	18	2	2	48	6	66	8	12.1
8. APN 12/76 Primary	1	18	15	1	24	6	42	21	50.0
9. Gunnery - Max Load	2	36	2	1	24	0	60	2	3.3
0. Fighter Att. Mission	1	18	0	1	24	0	42	0	0.0
1. Big Snow Run	2	36	0	2	48	3	84	3	3.6
2. Little Snow Run	2	36	0	2	48	0	84	0	0.0
3. Little River Run	1	18	0	1	24	0	42	0	0.0
4. Big Photo Chatter Run	NA	NA	NA	NA	NA	NA	NA	NA	NA
5. Max Chaff Dispense - Out	1	18	0	1	24	10	42	10	23.8
6. Formation Flying - Total Hours	3	53	45	3	72	0	125	45	(36.0)
7. Hours at 30,000 ft or Above	2	36	30	2	48	0	84	30	(35.7)

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BOMBER BY OF TRAINING (1)	NON-COMBAT READY END MT (2)	TOTAL RQMT (3)	TOTAL ACCOMP (4)	COMBAT READY TOTAL RQMT (5)	TOTAL RQMT (6)	TOTAL ACCOMP (7)	TOTAL RQMT (8)	TOTAL ACCOMP (9)	TOTAL % ACCOMP (10)
							346	47	9.8
38. Hours at 10,000 ft or Below	1	18	15	1	24	0	42	15	(35.7)
38a Average of items 36, 37, 38	-	-	-	-	-	-	-	-	35.8
39. Pilot Prof. Mission	2	36	9	1	24	7	60	16	26.7
40. Take Offs - Acft Comm.	6	107	133	3	72	81	179	214	(100.0)
41. Take Offs - Co-Pilot	3	53	14	2	48	27	101	41	(40.6)
42. Landings - Acft Comm.	6	107	133	3	72	80	179	213	(100.0)
43. Landings - Co-Pilot	3	53	14	2	48	28	101	42	(41.6)
44. ILS or GCA - Acft. Comm.	4	71	83	3	72	45	143	128	(89.5)
45. ILS or GCA - Co-Pilot	2	36	32	2	48	15	84	47	(56.0)
46. PPI Approach - Acft. Comm.	2	36	2	1	24	2	60	4	(6.7)
47. PPI Approach - Co-Pilot	1	18	0	1	24	5	42	5	(11.9)
48. Gyro - Out Approach - Acft. Comm.	2	36	3	1	24	2	60	5	(8.3)
49. Gyro - Out Approach - Co-Pilot	1	18	2	1	24	3	42	5	(11.9)
50. Airborne Radar Directed Approach	-	-	-	-	-	-	-	-	46.7
	3	53	24	3	72	14	125	38	30.4
51. Pressurized Flight - Combat Position - Hours	4	71	30	3	72	27	143	57	39.9
52. Emergency Proc. Drill	4	71	26	1	24	24	95	50	52.6
53. Simulated Strike Reports	NA	NA	NA	NA	NA	NA	NA	NA	NA
54. Night Cell Mission	0	0	0	2	48	0	48	0	0.0
55. Air Weapons Mission	0	0	0	1	24	0	24	0	0.0
56. Water Injection Takeoff	0	0	18	1	24	16	42	34	81.0

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BOMBER PHASE OF TRAINING (1)	NAV RQMT (2)	TONE RQMT (3)	ACCOMP (4)	RBS RQMT (5)	VISUAL RQMT (6)	ACCOMP (7)	TOTAL RQMT (8) 3+6	TOTAL ACCOMP (9) 4+7	% (10) 9÷8
Complete - Training Accomp									19.8
1. RBS Radar	2	2	4	2	12	6	14	10	71.4
2. Direct Aiming	1	1	2	1	6	0	7	2	28.6
3. Offset Class IIIA Targets	1	1	0	1	6	2	7	2	28.6
4. Fixed Angle	1	1	0	1	6	2	7	2	28.6
5. CPI	0	0	0	0	0	0	0	0	-
6. Mach .81	1	1	2	1	6	1	7	3	42.9
7. Evasive Action	1	1	0	1	6	0	7	0	0.0
8. IBDA	1	1	2	1	6	1	7	3	42.9
9. RBS Visual Attacks	1	1	0	1	6	3	7	3	42.9
0. Radar Attack - Camera Scored	0	0	0	0	0	0	0	0	-
1. IBDA at Mach .81	0	0	0	0	0	0	0	0.	-
2. Fixed Angle	0	0	0	0	0	0	0	0	-
3. Visual Attack - Camera Scored	0	0	0	0	0	0	0	0	-
4. Visual Release	0	0	0	0	0	0	0	0	-
5. Navigation - Night Celestial Leg	4	4	2	2	12	0	16	2	12.5
6. Day Celestial Leg	2	2	2	1	6	0	8	2	25.0
7. Celestial Grid Leg	2	2	0	2	12	2	14	2	14.3
8. Radar Grid Leg	1	1	0	1	6	0	7	0	0.0
Radar Controled Nav Leg	3	3	0	2	12	0	15	0	0.0

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BOMBER ITEM OF TRAINING (1)	NON-COMBAT READY END RQMT (2)	 TOTAL RQMT (3)	 ACCOMP (4)	COMBAT READY END RQMT (5)	 TOTAL RQMT (6)	 ACCOMP (7)	TOTAL RQMT (8) 3/6	 ACCOMP (9) 4 / 7	 % ACCOMP (10) 9 • 8
9. Pressure Pattern Leg	1	1	0	1	6	0	7	0	0.0
0. Refueling - Total	3	3	0	3	18	0	21	0	0.0
1. Mass Night Refueling	0	0	0	1	6	0	6	0	0.0
2. Max Gross Weight - Nite	0	0	0	1	6	0	6	0	0.0
3. OPT Gross weitht- 20 Min Contact	2	2	0	1	6	0	8	0	0.0
4. Max Gross weitht - Day or Nite	1	1	0	0	0	0	1	0	0.0
5. Dry Contacts	6	6	0	6	36	0	42	0	0.0
6. Rendezvous Total	4	4	0	3	18	0	22	0	0.0
7. Night	1	1	0	2	12	0	13	0	0.0
8. APN 12/76 Primary	1	1	0	1	6	0	7	0	0.0
9. Gunnery - Max Load	2	2	0	1	6	0	8	0	0.0
0. Fighter Att. Mission	1	1	0	1	6	0	7	0	0.0
1. Big Snow Run									
2. Little Snow Run									
3. Little River Run									
4. Big Photo Chatter Run									
5. Max Chaff Dispense - Out									
6. Formation Flying - Total Hours	3	3	0	3	18	0	21	0	(0.0)
7. Hours at 30,000 ft or Above	2	2	0	2	12	0	14	0	(0.0)

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BOMBER M OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	 TOTAL RQMT (3)	 ACCOMP (4)	COMBAT READY IND RQMT (5)	 TOTAL RQMT (6)	 ACCOMP (7)	TOTAL RQMT (8) 3+6	 ACCOMP (9) 4+7	 % ACCOMP (10) 9÷8
38. Hours at 10,000 ft or Below	1	1	0	1	6	0	7	0	(0.0)
38a Average of items 36, 37, 38	-	-	-	-	-	-	-	-	0.0
39. Pilot Prof. Mission	2	2	1	1	6	0	8	1	12.5
40. Take Offs - Acft Comm.	6	6	5	3	18	23	24	28	(100.0)
41. Take Offs - Co-Pilot	3	3	0	2	12	4	15	4	(26.7)
42. Landings - Acft Comm.	6	6	5	3	18	23	24	28	(100.0)
43. Landings - Co-Pilot	3	3	0	2	12	4	15	4	(26.7)
44. ILS or GCA - Acft. Comm.	4	4	2	3	18	14	22	16	(72.7)
45. ILS or GCA - Co-Pilot	2	2	1	2	12	5	14	6	(42.9)
46. PPI Approach - Acft. Comm.	2	2	3	1	6	1	8	4	(50.0)
47. PPI Approach - Co-Pilot	1	1	1	1	6	0	7	1	(14.3)
48. Gyro - Out Approach - Acft. Comm.	2	2	0	1	6	1	8	1	(12.5)
49. Gyro - Out Approach - Co-Pilot	1	1	0	1	6	1	7	1	(14.3)
49a. Avg of Items 47 thru 49.	-	-	-	-	-	-	-	-	46.0
50. Airborne Radar Directed Approach	3	3	1	3	18	8	21	9	42.9
51. Pressurized Flight - Combat Position - Hours	4	4	1	3	18	8	22	9	40.9
52. Emergency Proc. Drill	4	4	3	1	6	10	10	13	100.0
53. Simulated Strike Reports	NA	NA	NA	NA	NA	NA	NA	NA	NA
54. Night Cell Mission	0	0	0	2	12	0	12	0	0.0
55. Air Weapons Mission	0	0	0	0	0	0	0	0	-
56. Water Injection Takeoff	0	0	1	1	6	2	7	3	42.9

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58. Big Photo Record - S-Band	4	28	15	3	0	0	28	15	(53.6)
59. Big Photo Record - L-Band	4	28	0	3	0	0	28	0	(0.0)
Avg of Items 58 and 59	-	-	-	-	-	-	-	-	26.8
60. Big Photo Spot - S-Band	4	28	10	3	0	0	28	10	(35.7)
61. Big Photo Spot - L-Band	4	28	2	3	0	0	28	2	(7.1)
Avg of Items 60 and 61	-	-	-	-	-	-	-	-	21.4
62. Big Snow - S-Band	4	28	23	3	0	0	28	23	(82.1)
63. Big Snow - L-Band	4	28	1	3	0	0	28	1	(3.6)
Avg of Items 62 and 63	-	-	-	-	-	-	-	-	42.9
64. Little Snow - S-Band	4	28	11	3	0	0	28	11	(39.3)
65. Little Snow - L-Band	4	28	4	3	0	0	28	4	(14.3)
Avg of Items 64 and 65	-	-	-	-	-	-	-	-	26.8
66. Simulator Runs - VHF Band, RBS	4	28	12	3	0	0	28	12	(42.9)
67. Simulator Runs - UHF Band, RBS	4	28	2	3	0	0	28	2	(7.1)
68. Simulator Runs - L-Band, RBS	4	28	0	3	0	0	28	0	(0.0)
69. Simulator Runs - S-Band, RBS	4	28	16	3	0	0	28	16	(57.1)
70. Simulator Runs - VHF Band, Base	5	35	8	4	0	0	35	8	(22.9)
71. Simulator Runs - UHF Band, Base	5	35	9	4	0	0	35	9	(25.7)
72. Simulator Runs - L-Band, Base	5	35	3	4	0	0	35	3	(8.6)
73. Simulator Runs - S-Band, Base	5	35	5	4	0	0	35	5	(14.3)
Avg of Items 66 thru 73	-	-	-	-	-	-	-	-	22.3

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74. Co-Pilot Rqmts - Little River Run	1	7	0	1	0	0	7	0	(0.0)
75. Co-Pilot Rqmts - Max Chaff Disp Out	1	7	1	1	0	0	7	1	(14.3)
76. Co-Pilot Rqmts - Chaff Drop	1	7	0	1	0	0	7	0	(0.0)
Avg of Items 74 thru 76	-	-	-	-	-	-	-	-	4.8

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TANKER ITEM OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY IND RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 346	TOTAL ACCOMP (9) 447	TOTAL % ACCOMP (10) 9 * 8
% Complete - Training Accomp									26.1
1. Refueling - Day	50	100	20	3	48	42	148	62	41.9
2. Night	5	10	0	3	48	16	58	16	27.6
3. Radio Silence	0	0	0	3	48	13	48	13	27.1
4. Rendezvous - Total	6	12	6	6	96	24	108	30	27.8
5. Multiple Pattern	1	2	0	1	16	6	18	6	33.3
6. APN 12/76 Primary	2	4	5	2	32	21	36	26	72.2
7. Navigation - Day Celestial Leg	1	2	2	1	16	3	18	5	27.8
8. Night Celestial Leg	3	6	0	3	48	4	54	4	7.4
9. Radar Leg	2	4	7	2	32	20	36	27	75.0
10. Pressure Pattern Leg	1	2	0	1	16	1	18	1	5.6
11. Loran Leg (if equipped)	2	4	0	2	32	0	36	0	0.0
12. Celestial Grid Leg	2	4	4	2	32	9	36	13	36.1
13. Pilot Proficiency Mission	1	2	0	1	16	1	18	1	5.6
14. Take Offs - Acft Comm.	7	14	8	7	112	91	126	99	(78.6)
15. Take Offs - Co-Pilot	5	10	3	5	80	37	90	40	(44.4)
16. Landings - Acft Comm.	7	14	8	7	112	91	126	99	(78.6)
17. Landings - Co-Pilot	5	10	3	5	80	37	90	40	(44.4)
18. ILS or GCA - Acft Comm.	4	8	24	3	48	35	56	59	(100.0)

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ITEM NO. TYPE OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY IND RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8)	TOTAL ACCOMP (9)	TOTAL % ACCOMP (10)
19. ILS or GCA - Co-Pilot	2	4	1	2	32	8	36	9	(25.0)
20. PPI Approach - Acft Comm.	2	4	1	1	16	2	20	3	(15.0)
21. PPI Approach - Co-Pilot	1	2	0	1	16	0	18	0	(0.0)
22. Gyro - Out Approach - Acft Comm.	2	4	1	1	16	1	20	2	(10.0)
23. Gyro - Out Approach - Co-Pilot	1	2	0	1	16	0	18	0	(0.0)
23a Average of Items 14 Thru 23	-	-	-	-	-	-	-	-	39.6
24. Cruise Control Mission	1	2	0	1	16	0	18	0	0.0
25. EMP Loading and Unloading	1	2	0	1	16	7	18	7	38.9
26. Precomp of Max Load	6	12	4	6	96	34	108	38	35.2
27. Emergency Procedure - Simulated Bailout	3	6	1	3	48	14	54	15	(27.8)
28. Simulated Ditching	3	6	1	3	48	14	54	15	(27.8)
29. Simulated Crash Lgd-Crew	3	6	1	3	48	14	54	15	(27.8)
30. Simulated Crash Lgd-Pass	1	2	0	1	16	1	18	1	(5.6)
31. Pass. Emerg. Proc. Briefing	3	6	0	3	48	10	54	10	(18.5)
31a Average of Items 27 - 31 Incl	-	-	-	-	-	-	-	-	21.5
32. Cell Flying - Day Missions	1	2	0	0	0	0	2	0	0.0
33. Cell Flying - Night Missions	1	2	0	2	32	5	34	5	14.7
34. Airborne Radar Directed Approach	3	6	0	3	48	6	54	6	11.1

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Officer Manning as of 30 Jun 57

307 Comptroller 307DPO 1 Jul 57
Capt Gillen/NR/mpd/8152

1. In reference to your DF, subject as above, the following information is submitted.

a. Number of officers IRS vs number required.

Number required	Number IRS	Percent IRS
428	401	94%

6

b. Number of officers IRS vs number assigned.

Number assigned	Number IRS	Percent IRS
433	401	92.5%

c. Officers not IRS and reasons therefore.

NAME	AFSC	ORGN	REASON NOT IRS
Lt Col Thurlow	0066A	Hq	Officer awaiting Asgmt to AC&SC
Capt Besser	1411	Hq	He will become Director of Safety when Maj Herridge departs for AC&SC in Jul or August.
Lt Todd	4344	FM	Officer is performing duty in position that auth rizes AFSC 8616, but we are not allowed to assign the DAFSC unless is qualified as 8616/11
Lt Walters	4341	FM	Officer has directed duty asgmt in this career field for one year.
Lt Lange	3024	371	Officer will be replacement for Lt Heidelk who will be seaparted in August.
WO Johnson	73000	Hq	
WO Rogers	43100	FM	
WO Olson	43200	FM	
WO Patterson	32000	A&E	

3707B BOMRON

NAME	AFSC	REASON NOT IRS
2 Pilots	1234B	Combat Crew
2 Acft Obsr	1525B	Combat Crew

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IP, Contd, Subject: Officer Manning as of 30 Jun 57.

NAME	AFSC	REMARKS & T ELS
371ST BARON		
6 Pilots	1234B	Combat Crews
2 Acft Obsr	1525B	Combat Crews
372ND BARON		
1 Pilot	1234B	Combat Crew
1 Acft Obsr	1525B	Combat Crew
307AIRES		
4 Pilots	1234C	Combat Crews
3 Acft Obsr	1534A	Combat Crews
Capt Fletje	9326 TH	This is the only AFSC officer is qualified to perform in.
Capt Smith	9326 TH	This is the only AFSC officer is qualified to perform in.

2. Officer assigned primary duty as IOM crew members who are filling authorized positions and have an additional duty AFSC within the maintenance career field are counted as effective.

3. Breakdown by squadron:

SQ	TOTAL AUTH	AUTH LESS WO'S	PASGD	PASGD LESS WO'S	EFF BY SQ	%ASGD	%EFF
HQ	64	63	58	57	55	91	86
370	74	74	77	77	73	104	98.6
371	74	74	82	82	73	111	98.6
372	74	74	75	75	73	101	98.6
FMS	8	6	8	6	4	100	50
A&E	11	10	10	9	9	91	82
A/S	99	99	104	104	97	105	98
TH	25	25	16	16	14	64	56
FM	3	3	3	3	3	100	100

RAFAEL E GILLEN
Capt USAF
Dep Dir Pers

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Officer Personnel Accounting as of 30 Jun 57

Req 307DPO 1 Jul 57
Capt Gillen/[illegible]/mpd/8152

. The following information is submitted for necessary action

Grad	AUTH	ASGD	Not Asg	AFSC	AUTH	ASG	PR LOSS	AFSC	AUTH	ASGD	Not Asg
								8616	1	0	
0002	1	1		3021	0	4	1	9021	0	2	2
0016C	1	1		3024	11	8		9025	2	0	
0036C	1	1		3034	1	0		9034	1	1	
0046C	1	1		3211	0	0		9316	1	0	
0061A	0	1	1	3216	2	1		9356	5	1	
0066A	4	4	1	3231B	0	3		9386	1	1	
0066C	1	1		3234B	7	2		9411	0	0	
1234B	0	43	1	3241	0	1		9446	1	0	
1231B	0	43		4311	0	0		9734	1	1	
1241A	0	14	2	4316	3	2		9744	1	0	
1245A	132	46		4321	0	1		9754	7	4	
1231C	0	33		4324	2	2		9716	1	0	
1234C	60	31	2	4334	2	0		9711	0	1	
1411	0	3		4331	0	0		9836	3	3	
1416	11	8	1	4341	0	2		32000	1	1	
1411V		1		4344	8	6		43100	1	1	
1431	0	3		4351	0	1		43200	1	1	
1435	10	3		4355	3	2		3244	1	0	
1435V	0	2		6411	0	1		Unauthorized AFSC			
1521B	0	38		6416	1	0					
1525B	76	43	1	6421	0	2		9306	0	2	
1531A	0	16		6424	11	4					
1534A	31	18	2	6741	0	1					
2011	0	2		6746	1	0					
2016	2	0		7021	0	1	1				
2044	2	2	1	7024	5	2					
2054	4	3		7321	0	1					
3011	0	1		7324	4	2					
3016	1	0		73000	1	1					
1431V	0	1									

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BARNEY E GILLEN
Capt USAF
Dep Dir Pers

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DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT

TO

FROM

DATE

COMMENT NO. 1

1. The following Lower Fields are below 75% effective: [illegible]

Stanley Johnson

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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SEPARATION & REENLISTMENT RATE FOR JUNE 1957

	ASSIGNED UNITS ABGRU	98th	307th	818 ADIV	Tenent Units	Base Total
1 - Number Separated						
1st Termers	37	15	28	80	0	80
Career	10	6	7	23	0	23
Totals	47	21	35	103	0	103
2 - Number Separated Eligible to Reenlist						
1st Termers	24	9	21	54	0	54
Career	7	3	7	17	0	17
Totals	31	12	28	71	0	71
3 - Number Immediate Reenlistments (Including AFR 39-15's)						
1st Termers	17	9	18	44	0	44
Career	7	3	3	13	0	13
Totals	24	12	21	57	0	57
4 - Number Immediate Reenlistments (Excluding AFR 39 .5's)						
1st Termers	17	9	18	44	0	44
Career	7	3	3	13	0	13
Totals	24	12	21	57	0	57
5 - Number Reenlisted within 90 days from other bases						
1st Termers	0	0	0	0	0	0
Career	0	0	0	0	0	0
Totals	0	0	0	0	0	0
6 - Number Reenlisted within 90 days to old assigned unit						
1st Termers	0	0	0	0	0	0
Career	0	0	0	0	0	0
Totals	0	0	0	0	0	0
Percentages (Add 4 & 6 and divide 2 into this)						
1st Termers	70.8	100.0	85.7	81.5	Neg	81.5
Career	100.0	100.0	42.9	76.5	Neg	76.5
Totals	77.4	100.0	75.0	80.3	Neg	80.3

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Robert F. Short

ROBERT F. SHORT
CAPTAIN, USAF
Base Reenlistment Officer

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	DISCHARGE			ELIG TO REENL			REENLISTMENTS			RATINGS		
	A	B	C	A	B	C	A	B	C	A	B	C
Capt C Frye 818th Trans Sq	7	1	8	6	1	7	6	1	7	100	100	100
LCol A B Currie Hq Sq 818th ABGRU	4	1	5	3	1	4	3	1	4	100	100	100
LCol G D Miller 98th FM Sq	4	2	6	2	2	4	2	2	4	100	100	100
LCol V A Collins 98th A & E Sq	4	1	5	3	0	3	3	0	3	100	Neg	100
Maj J W Gaunt 818th Instal Sq	3	1	4	1	1	2	1	1	2	100	100	100
Maj M O Pope 818th Fd Sv Sq	3	5	8	0	2	2	0	2	2	Neg	100	100
Maj M E Perry 34th Avn Dep Sq	2	0	2	2	0	2	2	0	2	100	Neg	100
LCol R D Smith 370th Bm Sq	2	0	2	2	0	2	2	0	2	100	Neg	100
Capt KK Scholl 307th Tac Hosp	3	0	3	2	0	2	2	0	2	100	Neg	100
Ca[illegible] F Dawson Hq Sq 98th Bm Wg	3	0	3	1	0	1	1	0	1	100	Neg	100
LCol J V Disana 342d Bm Sq	0	2	2	0	1	1	0	1	1	Neg	100	100
LCol A R Fortney 345th Bm Sq	1	0	1	1	0	1	1	0	1	100	Neg	100
LCol J L Godwin 98th AR Sq	1	0	1	1	0	1	1	0	1	100	Neg	100
Lt J Pendleton 98th Tac Hosp	1	0	1	1	0	1	1	0	1	100	Neg	100
Capt R W Gottlieb Hq Sq 307th Bm Wg	0	1	1	0	1	1	0	1	1	Neg	100	100
LCol H Tillipaugh 307th FM Sq	8	0	8	5	0	5	4	0	4	80.0	Neg	80.0
LCol O E Fowler 307th AR Sq	2	2	4	2	2	4	2	1	3	100	50.0	75.0
LC[illegible] R L Smith 307th A & E Sq	6	1	7	6	1	7	4	1	5	66.7	100	71.4
LCol J E Stay 371st Bm Sq	4	1	5	2	1	3	2	0	2	100	00.0	66.7
LCol K Y Benson 372d Bm Sq	3	1	4	2	1	3	2	0	2	100	00.0	66.7
Maj I B Berk 818th Sup Sq	6	0	6	5	0	5	3	0	3	60.0	Neg	60.0
LCol C E Dean 818th AP Sq	7	2	9	4	2	6	3	1	4	25.0	100	50.0
LCol F W Starck 818th Opn Sq	5	0	5	3	0	3	1	0	1	33.3	Neg	33.3
LCol H G Johns 307th PM Sq	0	1	1	0	1	1	0	0	0	Neg	00.0	00.0
Maj D M Grimwood 98th PM Sq	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
Maj V J Voyles 344th Bm Sq	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
818TH AIR DIVISION	80	23	103	54	17	71	44	13	57	81.5	76.5	80.3

NOTE: COLUMN A: First Term Airmen COLUMN B: Career Airmen COLUMN C: Totals "A" & "B"

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EOA121MCB148
RR RJEDGD
DE RJEPEO 159
R 071518Z
FM COMAF 8 WESTOVER AFB MASS
TO COMADIV 818 LINCOLN AFB NEBR
BT
/CONFIDENTIAL/ DO01A 19950 SUBJECT: (UNCLASSIFIED) FLYING HOUR ALLOCATION SECOND QUARTER FY-57. REFERENCE 8AF MESSAGE DO01A 8-488y, TOP SECRET, DATED 24 MAY 57. THIRTY ADDITIONAL KC-97 HOURS FOR 307TH ARS FOR MONTH OF JUNE. NEW JUNE ALLOCATION - 230 (TWO THREE ZERO). NEW TOTAL ALLOCATION 3037 (THREE ZERO THREE SEVEN).
BT
07/1740Z JUN RJEPEO

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1st Lt., USAF

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EOA109NCB QVU
FF RJEDGD
DE RJEPBC 273
F 1318182
FM COMAF 6 NEWTOVER AFB MASS
TO COMAIRDIV 816 LINCOLN AFB NEBR
BT
/C O N F I D E N T I A L/DOCLA 20805 SUBJECT SPECIAL PROJECT B-47
FLYING HOURS (307TH BOMBG). AN ADDITIONAL 21 (TWO ONE) B-47 HOURS
ALLOCATED 307TH BOMBG FOR THE MONTH OF JUNE FOR YOUR INFORMATION
RECAPITULATION OF FLYING HOURS YOUR HQ 2D HALF FY 57 IS AS FOLLOWS

90TH	TB/B-47	7226 (SEVEN TWO TWO SIX)
	KC-97	3003 (THREE ZERO ZERO THREE)
307TH	TB/B-47	7200 (SEVEN TWO ZERO ZERO)
	KC-97	3037 (THREE ZERO THREE SEVEN)
818TH ABG	C-47	931 (NINE THREE ONE)
	B-25	413 (FOUR ONE THREE)
	C-45	634 (SIX THREE FOUR)

YOUR COMMAND IS URGED TO INCREASE HOURS MONITORING VIGILANCE DURING
FINAL PART OF JUNE TO ENSURE THAT AN EXACT FLY-OUT OF HOURS IS
ACCOMPLISHED YOU ARE REMINDED THAT THE 110A REPORT RCS 1AF-1
IS THE SOLE CRITERIA BY WHICH HOURS FLOWN IS DETERMINED.
BT
13/????Z JUN RJEPBC

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ZUA 139 MCU734
OO RUEDCD
DE RJEPEC 326
O 212120Z
FM COMAF 8 MCGUIRE AFB NJSS
TO COMAIRDIV 818 LITCHFIELD AFB ARIZ
BT
/C O N F I D E N T I A L/D001A21766 SUBJECT: (U.NCL) FLYING HOUR ALLOCATION, 1ST QTR FY 58 (TACTICAL AND NON-TACTICAL. FOR PLANNING PURPOSES THE FOLLOWING IS THE ALLOCATION OF TACTICAL AND NON-TACTICAL FLYING HOURS FOR YOUR HQ BY AIRCRAFT TYPE, MDS & AND ASSIGNMENT CATEGORY FOR THE 1ST QTR FY 1958. THIS HQ WILL ASSUME AN EQUAL DISTRIBUTION OF ALLOCATED TIME FOR THE THREE MONTHS UNLESS OTHERWISE NOTIFIED. HOURS ALLOCATED WILL NOT BE EXCEEDED WITHOUT PRIOR APPROVAL FROM THIS HQ. WHEN NON-TACTICAL FLYING HOURS ARE EXTRACTED THEY WILL BE DOWNGRADED TO UNCLASSIFIED IN ACCORDANCE WITH AFR 205-1.

UNIT	TYPE	MDS&L	CODE	HOURS
98TH BOMG	B-47	E	CC	4830 (FOUR EIGHTH THREE ZERO)
98TH BOMG	TB-47	B	TC	144 (ONE FOUR FOUR)
307TH BOMG	B-47	E	CC	4830 (FOUR EIGHTH THREE ZERO)
307TH BOMG	TB-47	B	TC	144 (ONE FOUR FOUR)
98TH AREFS	KC-97	G	CC	1938 (ONE NINE THREE EIGHTH)
307TH AREFS	KC-97	F	CC	918 (NINE ONE EIGHT)
307TH AREFS	RC-97	G	CC	1050 (ONE ZERO FIVE ZERO)
818TH ABG	C-47	D	CC	596 (FIVE NINE SIX)
	C-45	G	CC	360 (THREE SIX ZERO)
	L-25	A	CC	220 (TWO TWO ZERO)

BT
21/2230Z JUN RJEPEC

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PRIORITY X USAF DO 17145 COMP

CONFIDENTIAL/DO 3-334-3. SUBJECT: (U) SPECIAL UPGRADE TRAINING PERIOD. REFERENCE YOUR MESSAGE, DO17145, DATED 15 MAY 1957 WHICH EXTENDS THIS DIVISION'S SPECIAL UPGRADE TRAINING PERIOD TO 1 AUGUST 1957 BECAUSE OF FLYING TIME CURTAILMENT. OUR PROGRAMMING PLANS IN SUPPORT OF B-58 WERE BASED ON A FULL SCALE FLYING PROGRAM THROUGHOUT THIS PERIOD. IN APRIL WE RECEIVED EIGHTH AIR FORCE MESSAGE DO01 11468 (SECRET) DATED 1 APRIL 1957 WHICH DIRECTED A REDUCTION OF FLYING HOURS. IN ACCORDANCE WITH YOUR MESSAGE DO 11865 DATED 8 APRIL 1957, WE REDUCED OUR SCHEDULED FLYING HOURS FOR APRIL AND MAY. THE TOTAL REDUCTION WAS EFFECTIVELY ONE (1) MONTH'S FLYING TIME SO THAT AT THIS TIME THE UPGRADE PROGRAM IS ONE (1) MONTH BEHIND. IN ADDITION, THE MINIMUM FLYING TIME SCHEDULED FOR JUNE WILL PRODUCE COMPARATIVELY LITTLE UPGRADE TRAINING SO THAT WHEN WE RE-ENTER THE FLYING TRAINING PHASE OF THE UPGRADE PROGRAM ON 1 JULY, WE WILL BE AT LEAST TWO (2) MONTHS BEHIND IN THE UPGRADE TRAINING PROGRAM. THIS DOES NOT TAKE INTO ACCOUNT AN ANTICIPATED LOSS OF PROFICIENCY OF NEW CREWS OCCASIONED BY THEIR FLYING ONLY ONE (1) SORTIE IN JUNE. IN ADDITION TO THE EFFECTIVE LOSS OF TWO (2) MONTHS IN THE UPGRADE PROGRAM, WE ALSO EXPECT TO LOSE THE FOLLOWING PERSONNEL WHO ARE NOW PARTICIPATING IN THE UPGRADE PROGRAM OR WHO ARE NOW COMBAT READY, FOR REASONS WHICH WERE NOT ANTICIPATED AT THE TIME WE BRIEFED THIS PLAN AT YOUR HEADQUARTERS: A. ONE (1) CREW TO THE B-47 FLIGHT SIMULATOR: B. TWO (2) AC'S TO REPLACE SQUADRON COMMANDERS BEING TRANSFERRED: C. ONE (1) AC TO REPLACE SQUADRON

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OPERATIONS OFFICER: B. ONE (1) AS DECEASED: C. ONE (1) AS ESCORTING;
F. TWO (2) AC'S AND TWO (2) CO-PILOTS INDENTITY MEDICAL RECORDING.
FURTHER, THE A.C/S LOGGED IN FLYING TIME AND CREW PERSONNEL DOES NOT TAKE
INTO ACCOUNT THE EFFECT OF YOUR MESSAGE C 19952 (UNCLASSIFIED), DATED
15 MAY 1957, SUBJECT: AIRCRAFT MAINTENANCE OFFICER MANNING, WHICH AUTHORIZES
CREW REDUCTION TO PROVIDE FULL MANNING OF MAINTENANCE SPACES. IN SUMMARY,
BASED ON THE REASONS CITED ABOVE, IT IS REQUESTED THAT YOUR HEADQUARTERS
RECONSIDER THE TERMINATION DATE FOR THE SPECIAL UPGRADE TRAINING PERIOD OF
1 AUGUST AND ESTABLISH THE TERMINATION PERIOD AS 1 SEPTEMBER. SINCE AUGUST
IS A SPECIAL TRAINING MONTH, IT COULD BE USED NOS ADVANTAGEOUSLY BY
ESTABLISHING THE UPGRAD TRAINING PROTRAM.

307DC/ASM/mss/2Lb

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JOHN T. HACKETT
1/Lt USAF

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ECA115CB193
R RJFDGD
DE RJWFBO 145
R 051415Z
FM COMAF 8 WASHINGTON AFB MAMO
TO COMAIRDIV 813 LINCOLN AFB NEBR
BT
/C O N F I D E N T I A L/DG 19604 SUBJECT: SPECIAL UPGRADE TRAINING.
REFERENCE YOUR MESSAGE DO 5-534-C, SAME SUBJECT, 27 MAY 57 YOUR
REQUEST CONTAINED IN THE ABOVE REFERENCED MESSAGE WAS DISCUSSED WITH
HQ SAC AND THEY DO NOT CONCUR IN ANY FURTHER EXTENSION OF YOUR
SPECIAL UPGRADE PERIOD BEYOND 1 AUG 57. AUGUST BEING A SPECIAL
TRAINING MONTH, EMPHASIS AND PRIORITY OF TRAINING WILL BE PLACED ON
NOT-READY CREW UPGRADE TRAINING BY THIS HQ. IN VIEW OF THE ABOVE,
YOUR REQUEST TO EXTEND THE UPGRADE PERIOD TO 1 SEP 57 IS NOT FAVOR-
ABLY CONSIDERED.
BT
05/1753Z JUN RJWFBO

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BOAC69WCADA6
RR RJEDDD
DE RJEFTO 106
R 281834Z
FM COMAF 8 GESTOVEN AFB MASS
TO COMAIRDIV 818 LINCOLN AFB NEBR
BT
/C O N F I D E N T I A L/DO 23120 SUBJECT: NON COMBAT READY CREW UPGRADING. IT IS REQUESTED THAT YOU REVISE YOUR NON COMBAT READY CREW UPGRADING PROGRAM TO INSURE THAT ALL STEPS ARE BEING TAKEN TO UTILIZE AVAILABLE FACILITIES, FLYING TIME AND EFFECTIVE SCHEDULING TO AGGRESSIVELY UPGRADE THE MAXIMUM NUMBER OF CREWS. THE CONTINUAL DRAIN ON UNITS OF THIS COMMAND TO FILL CREW QUOTAS NECESSITATES EACH COMMANDER QUALIFYING AS MANY CREWS AS POSSIBLE TO READY AND LEAD STATUS, AND TO OBTAIN SATISFACTORY EVALUATIONS ON ALL LEAD CREWS. THE FOLLOWING IS A RECAPITULATION OF YOUR NON READY CREW UPGRADING SINCE 1 JANUARY 1957:

	CREWS ASGD JAN	CREWS ASGD JUNE	CR CREWS ASGD JAN	CR CREWS ASGD JUNE	PROGRAMMED TO UPGRADE	UPGRADED
98TH BOMB WING	69	68	40	44	24	8
98TH ARFS	24	28	21	23	2	0
307TH BW	65	68	39	40	2	5
307TH ARFS	25	25	20	21	4	3

BT
28/2116Z JUN RJEFBO

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SAC FORM 124
15 Mar 53

QUARTERLY OPERATIONAL READINESS REPORT
(RCS: 1-AF-V2)
As of 2400 hours 30 June 1957
For: 818th Air Division

PERRY M HOLSINGTON, II
Colonel, USAF
Commander

	A	B	C	D	E	F	G	H	I	J	K	L	FORCASTED INDICES JUL M	AUG N	SEP O
98	BM Wg	Lincoln	6	8	6	9	9						6	6	6
	TAC Sqs	Lincoln	6	8	8	9	9	B-47	9	7	10	6			
	Maint Sqs	Lincoln	6	10	6	8	9								
	AR Sq	Lincoln	7	9	9	9	9	KC-97	10	7	9	6	7	7	7
	TAC Hosp	Lincoln	8	10	8	9	9								
307	BM Wg	Lincoln	6	9	6	9	9						6	6	6
	TAC Sqs	Lincoln	7	9	8	9	9	B-47	10	8	10	6			
	Maint Sqs	Lincoln	6	10	7	9	9								
	AR Sq	Lincoln	7	9	8	9	9	KC-97	9	6	9	7	7	7	7
	TAC Hosp	Lincoln	6	9	6	9	9								
818	ABGp	Lincoln	6	10	9	9	9								
34	ADS	Lincoln	6	10	8	9	6								

REMARKS

98BW
Item C: Low due to Items D and E.
Item D: Low due to Item D of TAC Squadrons.
Item E: Low due to Item E of Maintenance Squadrons.

98 TAC Sqs:
Item C: Low due to Item D.
Item D: Low due to shortage of personnel. 239 assigned, 294 authorized. Greatest shortages are in 431X1E field. Shortages are as follows: 43151E - 26, 43171E - 37. Overages in the 3 level and other AFSC's bring down the overall shortage.
Item I: Decrease from 10 to 9 is a result of the IRAN replacement program. The equivalent of one aircraft was at IRAN during June.
Item J: Decrease from 9 to 7 is a result of an adjustment to the index to agree with current criteria.
Items K and L: Based on 1.5:1 crew to aircraft ratio.

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98 Maint Sqs

Item G: Low due to Item H.

Item H: Low due to shortage of "7" level supervisors in the Armament and Electronics Squadron. A total of 27 supervisory level shortages exist in the direct support skills in A & E. Most critical AFSC is 32170E. 18 are authorized, 5 assigned. See additional remarks for further information.

Item F: Decreased from 9 to 8 as a result of new TAL and consolidated tool kit SCL, dated 15 May. Items short have been requisitioned or are on automatic distribution. Shortage of hand tools authorized under the new SCL is not hampering the maintenance capability since tools previously authorized are being kept until authorized ones are received.

98 Ops Sq

Item E: Increased from 8 to 9 due to eight additional personnel assigned to squadron. Additional personnel were as follows: 43251 - 1, 43171 - 1.

Item I: Increased from 9 to 10 as a result of all aircraft having returned from MAAN.

Item J: Changed from 9 to 7 as a result of adjustment to index to agree with current criteria.

Items K & L: Based on 1.5: 1 crew to aircraft ratio.

Item L: Decreased from 7 to 6 as a result of adjustment of index to agree with current criteria.

ADDITIONAL REMARKS FOR 98 BW HQ:

Items H, M and O: Forecast remains a 6 due to the shortages listed above. The 98th Bomb Wing is initiating a leveling action which will transfer 14, 43151/31E's from the maintenance squadrons to the tactical squadrons. This should enable the tactical squadron's index in "O" to increase to a 7 in the near future. Providing there are no unusual levies for airmen, the assigned strength of the TAC Squadrons with this leveling action will be 86% of the authorized number.

In the 32170E area, to reduce the shortage of "7" levels, 27 - 32150E's are in training for the "7" levels; six of these are awaiting testing, five are in Tech Training Schools and should be ready for upgrading in the October - November period. The remainder on OJT are projected to complete training after December 1957. However, due to such unknowns as the number of "5" level airmen who will fail upgrading tests and the supervisory capability of these men to be upgraded, the overall index for the maintenance squadrons will remain at 6 for July, August

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and September. This low index in the maintenance squadrons is expected to be the limiting factor in the wing attaining and index of 7 during the coming quarter.

307 BM Wg

Item C: Low due to Item E.

Item E: Low due to Item E of Tac Hospital and A-E Maintenance Squadron.

Items M, N and O: Expected to remain at 6 due to shortage of three (3) Flight Surgeons in Tac Hospital with no projected input during the quarter.

307 TAC Sqs

Item I: Increases from 9 to 10 with 43.7 aircraft possessed of 45 authorized or 97%.

Item K: Based on 1.5 to 1 crew to aircraft ratio.

Item L: With 40 combat ready crews assigned, the loss of one such crew would cause the Wing to regress to the next lower index as 40 combat ready crews are required to support the current overall index of 7. However, a total of 45 ready crews is forecast as of 1 August.

307 Maint Sqs

Item C: Low due to Item E.

Item E: Low due to Item E of A-E Maintenance Squadron. Low index in A-E Maintenance Squadron, based on "Weakest link" principle, due to low experience level of personnel in 462X0 (Weapons-Release Systems) career field. Body manning as of 30 June is 36 of 44 authorized, or 82%, but will rise to 100% in July. Only 15 airmen are considered operationally ready, and training of sufficient other personnel to operational readiness status to increase the index to 8 is estimated by 1 September.

Item F: Meets minimum acceptable index by reason of 92% UMS on hand reported by Field Maintenance Squadron. Low percentages - 81% in A-E Maintenance Squadron and 82% in Periodic Maintenance Squadron - are not considered critical.

307ABS Sq

Item I: Strict mathematical computation of this index, in accordance with paragraph 11i, Air Force Regulation 55-6, results in 17.6 aircraft possessed which "rounds off" to the 18 minimum requirement established by paragraph 9b, SAC Manual 171-2. As of 30 June, 20 KC-97 aircraft are reported on hand.

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Item I: Regresses from 7 to 6 primarily to low index reported in Item I and approximately 123 aircraft-days lost due to the [illegible] modernization program, (three aircraft on the station for 25 days each and two aircraft at the depot for 24 days each). An operationally ready rate of 66.5% supports an index of 7, but the average of 13.3 aircraft operationally ready during the month does not meet the minimum requirement of 14 aircraft in this category.

Item J: Increases to 9 with formation of two additional crews on 24 June to bring total to 27. Based on 1.5 to 1 crew to aircraft ratio.

Items K, and O: Expected to remain at current index. Limiting factor is combat ready crews assigned (21) and not enough crews are forecast for upgrading prior to 1 October to increase this item to the next higher index. This is due to newly assigned Flight Engineers requiring 51-19 training.

1307 TAC Hosp

Item G: Low due to Item E.

Item E: Low due to shortage of Flight Surgeons, AFSC 9356. Will remain low due to no projected input in this career field for the next quarter.

813AB Gp: This report is based on a T/O authorization of 1673 personnel spaces. A non-T/O authorization of 229 personnel exists. In addition 53 over strength spaces are authorized in the Food Service Squadron which are not reflected on UMD's. Personnel in these positions are reflected in the assigned strength. 1885 personnel are assigned. Of the T/O authorized personnel, 1610 are considered operationally ready. Index of 9 in item E is the highest which can be supported, due to non-ready personnel in Operations and Installations Squadron.

Item G: Low due to item G 34th ABS. This unit considered in determining Air Base Group capability in accordance with Chapter 14, MAC Manual 171-2.

34 ABS: This report is based on a T/O authorization of 136 personnel spaces. 159 personnel are assigned. The organization is authorized 90 loading personnel and has a total of 86 assigned. Of this total, 8 are non-effective, due to awaiting security clearance.

Item G: Low due to shortage of tools required by loading crews, particularly torque wrenches. A list of critical shortages has been submitted for command assistance.

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AIR DIVISION REMARKS

Item 8 of the 34th Aviation Depot Squadron is also a limiting factor in the overall operational readiness index of the Tactical Wings.

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1st Lt., USAF

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Need for N-1 Compass Systems

DM 307DC 6 June 57
Colonel Nowell/cr/424

1. The above system was discussed with you on 6 June 1957; also present at this discussion were Lt. Col. Richard, DM of 307th Bomb Wing, Major Strom, Operations Officer of 307th ARS, and Captain Blinkinsop, Squadron Navigator of 307th ARS.

2. We have looked into the need for N-1 Compass Systems for all of our KC-97 aircraft during our forthcoming deployment. We feel very strongly that it is a must, from the standpoint of flying safety, that all KC-97's with which we deploy be equipped with N-1 Compass Systems.

3. As you know the limitations of the Fluxgate System in areas above 60 degrees north latitude make navigation extremely hazardous. The fluxgate system being a slaved type compass denies the use of it as a gyro. Due to the rapid change in lines of variation and the converging meridians, it is most desirable to use gyro systems and Polar navigation techniques in this area. This is more fully born out in the inclosed example. Flying from east to west on a routine four-hour refueling mission, the variation change encountered would be 75 degrees and the track change would be 15 degrees (See Route A on inclosure). Using the Fluxgate System and encountering overcast conditions and/or electrical failure, it would be an impossibility for an aircraft to return from a normal routine mission.

4. It appears we will have 5 KC-97's which will not be equipped with N-1 Compass Systems when the 307th ARS deploys. I believe we have an obligation to make our apprehensions known to higher headquarters and to receive further guidance from them. The best solution, naturally, would be conversion of these five to the N-1 Compass System prior to deployment. If this is not possible, some arrangement might be made whereby KC-97's from the 98th Bomb Wing, with N-1 Compass Systems, might be temporarily transferred to the 307th ARS. This latter course of action would probably require approval by SAC Headquarters. Further, the latter course of action would require the 98th ARS IP's be checked out by 307th ARS IP's in the "F" Model aircraft of the 307th Bomb Wing which they would be using on a temporary basis.

5. It may be offered that we can schedule around the five aircraft that have the Fluxgate System. I do not believe that this is very realistic as it would make the entire operation quite a scheduling nightmare. An additional factor in this whole matter is the fact that the 307th ARS will have eleven (11) newly checked out navigators with no experience in navigating in the area of deployment.

17

1 Incl
a/s

ROBERT B. NOWELL, Colonel, USAF
Deputy Commander

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