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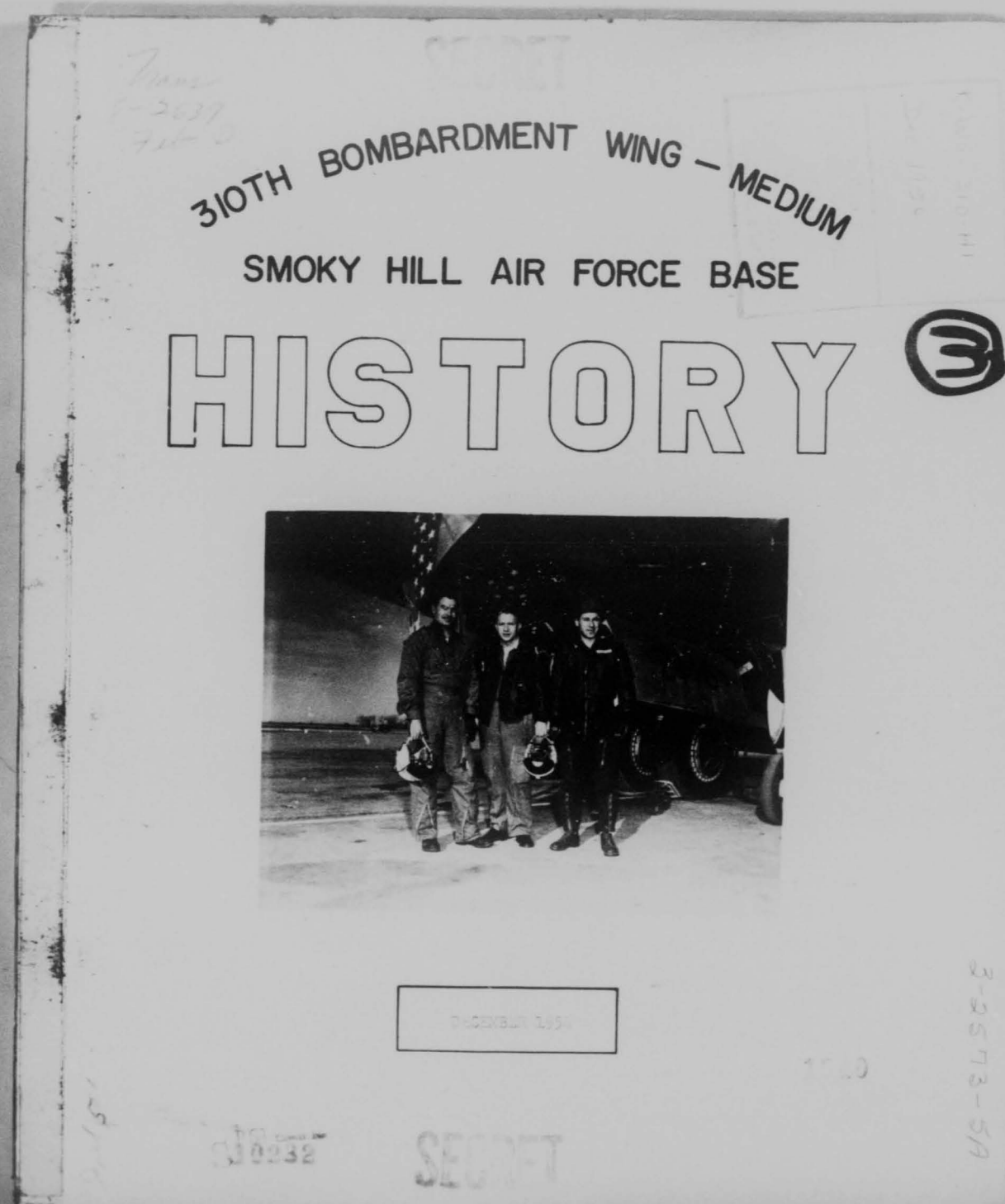
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AUTH: Comdr, 310th BW
CLASS: SECRET
DATE: 29 Jan 55
NAME: *FW Wagner*

HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS
DECEMBER 1954

802D AIR DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

This document is classified
SECRET in accordance with
AFR 205-1, par 23B(4).

John H de Russy
JOHN H de RUSSY
Colonel USAF
Commander

Monitored by Lieutenant Frank H Wagner, Wing Adjutant

Prepared by S/Sgt Donnie L Kestler, Wing Historian

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CHRONOLOGY

3 December 1954

Announcement made that an Annapolis graduate had been assigned to the 310th Air Refueling Squadron.

6 December 1954

Base Intersquad Basketball League gets underway with many 310th Bombardment Wing teams entered.

7 December 1954

The 381st Bombardment Squadron added two additional crews to the growing list of combat ready units. Numerous other crews needed only a few additional requirements to meet combat readiness.

13 December 1954

A 310th Bombardment Wing Security Indoctrination Program at the Base Theater. The program included a movie on the life of Igor Gouzenko, and a talk by the Wing Security Officer.

14 December 1954

Briefing and skit by 379th Bombardment Squadron for wives of flying personnel. Following the briefing the wives were treated to coffee and a question and answer period whereby all pertinent questions could and were answered.

15 December 1954

310th Air Refueling Squadron personnel collect food for needy families of the Salina, Kansas area.

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16 December 1954

Captain Perry completed a total of 1,000 hours in B-47 type aircraft.

17 December 1954

The 1,000th B-47 produced by Boeing Airplane Company, "The City of Salina" lands at Buckley Air Force Base for assignment to the 310th Bombardment Wing and its christening. Among the dignitaries present were Major General Walter E. Sweeney, Major Ed Weinger of Salina, Colonel John R. de Russy, etc.

Christmas dance for all base personnel.

18 December 1954

Colonel Murray A. Spawer, 310th Deputy Commander, finishes B-47 jet transition school at McConnell Air Force Base.

30 December 1954

A total of 11 B-47 crew were upgraded to combat readiness status.

31 December 1954

A briefing at the Base Theater for all 310th Bombardment Wing personnel on Operation Plan, "TOTLIGHT".

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GLOSSARY OF ABBREVIATIONS

AFSC	-----	Air Force Speciality Code.
AOB	-----	Air Observer Bombardiers.
EDY	-----	Temporary Duty.
AWOL	-----	Absent Without Leave.
TO	-----	Technical Order.
AFR	-----	Air Force Regulation.
ISD	-----	In-Required Speciality.
TDA	-----	Table of Distribution and Authorization.
RSC	-----	Radar Bomb Scoring.
GCA	-----	Ground Control Approach.
SCD	-----	Non-Commissioned Officer.
MTD	-----	Mobile Training Detachment.
OJT	-----	On-the-Job-Training.
EW	-----	Emergency War Plan.
SOP	-----	Standard Operational Procedure.

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CHAPTER I
ORGANIZATION AND ADMINISTRATION

MISSION:

A job well done! That's about the only way to express the sentiment of wing officials concerning the performance of combat crews and maintenance personnel during the month of December. Combat crew upgradings jumped from five on 1 December to 36 by the end of the month. ^{1/} This was well above the total required by SAC and Fifteenth Air Force for upgrading the tactical squadrons to a combat ready status.

On 31 December 1954 the above mentioned tactical units were declared combat ready by the Wing Commander. The wing will go under the provisions of SAC Regulation 50-8 on 1 January 1955. Before the end of the month a message was received from Fifteenth Air Force advising the wing that the 379th, 380th and 381st Bombardment Squadrons were considered under the provisions of SAC Regulation 50-8. In this same message the wing was advised that it would be under all provisions of the SAC Management Control System by the end of March 1955. Even with all of these accomplishments and good news the wing found itself under the desired readiness level in the three maintenance squadrons. At the end of the month the Wing Commander considered the 310th Periodic, 310th Armament & Electronics and the 310th Field

^{1/} 802d Air Division Directorate of Operations Historical Report, Dec 54.

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Maintenance Squadrons only 65 per cent ready. In order to insure proper support these units should be 75 per cent ready. Areas hindering upgrading of these units included the quality of K-system maintenance and the low skill level personnel working in the Field Maintenance squadron.^{2/}

Continued emphasis is expected to be placed on additional upgradings of combat crews and the increased experience level of the three maintenance squadrons. Preparation for the wing's coming overseas deployment is expected to be foremost in the minds of all 310th personnel during the first two months of 1955. Additional information is expected on this subject within the next few weeks. The efforts of each and every man within the wing will be directed toward accomplishment of this mission.

ORGANIZATION:

The 310th Bombardment Wing experienced no changes in the organizational structure of the unit during the month. All sections, including the command and staff areas, functioned throughout the month without any changes. At the end of the month this headquarters had assigned the Command, Adjutant, Comptroller and Inspector sections. Also assigned were the primary staff sections i.e. Directorate of Operations, Directorate of Material and Directorate of Personnel. Other assigned units in the wing included the Headquarters Squadron

^{2/} Interview by Wing Historian with Director of Comptroller.

Section, 379th, 380th and 381st Bombardment Squadrons, 310th Air Refueling Squadron, 310th Field Maintenance, 310th Periodic Maintenance and the 310th Armament & Electronics Maintenance Squadrons, and the 310th Tactical Hospital. ^{2/} All squadrons and sections of the wing have attempted to strengthen their organizational structure in order to prepare and be ready for the 310th Wings proposed mobility.

ADMINISTRATION:

At the staff meeting of 5 December 1954 the Wing Adjutant announced that photos for restricted area five (crash area) authorized to the Wing Commander, Deputy Commander, Wing Operations Officer, Chief of Maintenance, Wing Materiel Officer, all squadron commanders, etc. would be taken during the latter part of the month. In the future, replacements for any of these positions must inform their successor to get area five authorization on their security badge immediately upon taking over their new job. ^{4/}

During the month the Wing Commander announced that it would be the squadron commander's responsibility to coordinate with the hospital and base to insure that all wing personnel have their shots, shot records, dog tags, etc. and other essential items in preparation for any eventuality.

The Director of Operations announced a new procedure for declaring

^{2/} 310th Bomb Wing Historical Report, Nov 54.

^{4/} 310th Bomb Wing Staff Meeting Minutes, 14 Dec 54. Exh 1

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crews combat ready. When B-47 squadrons have a request for declaring crews in a ready status the squadron commander must hand carry the request so that an interview can be arranged between the squadron commander and the Wing Operations Staff to review the accomplishments of the crew.

Most of the administrative actions performed by the 310th Wing during December were routine in nature. Administrative activity has settled down to a precise and well established system with all correspondence moving freely and rapidly to the proper destination.

SPECIAL EVENTS:

During the month the 379th Bombardment Squadron held a rather unique briefing session. Wives of flying officers were invited to a tour of squadron facilities. A briefing for a simulated mission by Lieutenant Colonel Howard L. McClatchy, 379th Squadron Commander, ^{5/} and a very humorous skit of a typical crew mission ^{6/} were held in the Ground Training Building. Purpose of this SAC sponsored program was to acquaint the wives with the mission of SAC and the everyday problems that are encountered by their husbands, the SAC crew members.

The program started with a welcome speech by the 379th Operations Officer, Major Wayne Farrie. Then followed the mission briefing, such as a crew might receive prior to a mission, which was directed by Major Charles D. Gunn. Following the briefing a mock crew put on a

^{5/} Photo of Colonel McClatchy at the 379th Briefing for wives. Exh 2

^{6/} Photo of Skit being given for 379th wives. Exh 3

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skit, depicting a humorous version of a routine training mission by a B-47 crew. Acting as aircraft commander was Lieutenant Stanley Luther. Pilot was Captain Ralph Renfro and Lieutenant David Shelly was the "lost" observer. The entire skit was a riot with everyone, including the "actors" having a good time. ^{7/}

Following this part of the program Colonel McClatchy spoke to the wives on the importance of the mission of SAC and the part the 310th Bombardment Wing and the 379th Bombardment Squadron play in that mission. The Colonel also pointed out the importance of performing this mission successfully and safely. After the Colonel's talk, the wives were escorted to the flight line where they were treated to a close-up of their husband's office and work shop, a B-47 Stratojet. After completion of their tour of the aircraft, the wives returned to the briefing room for coffee and a period of questions and answers. ^{8/}

The 379th Bombardment Squadron continued to grab the lions share of the publicity during the month when Captain George Foray, an instructor pilot of that organization, landed his B-47 to complete 1,000 hours in the air in that type of aircraft. ^{9/} This was the first pilot to accomplish such a feat on Smoky Hill Air Force Base. During the time Captain Foray has been flying, he has logged more than 6,000 hours in the air.

^{7/} The IMPACT, Smoky Hill AFB Newspaper, 17 Dec 54.

^{8/} Ibid.

^{9/} Captain Foray steps down from his B-47 after logging his 1,000th hour of flying time in the B-47 Stratojet. Exh 4

The 1,000th B-47, "The City of Salina" was received and accepted by the 40th Bombardment Wing during the month. A christening ceremony took place on the ramp in front of Base Operations. Guests of honor included Major General Walter C. Sweeney, Fifteenth Air Force Commander, Mayor M. Wenger of Salina, etc. Approximately 500 people from the Salina area were on hand for the ceremonies. An interesting side-light occurred when Miss Donna Lindsey, a Salina girl who christened the plane, tried to break the bottle of champagne on the nose. It took three healthy swings before the bubbling water finally spilled out over the nose.

On 18 December 1954 Colonel Murray A. Bywater, Deputy Commander, finished B-47 indoctrination training at McConnell Air Force Base, Wichita, Kansas. Upon completion of this training the Colonel took a short leave for the Christmas holidays.

It was announced at the Staff Meeting of 5 December that the afternoons of the day before Christmas and the day before New Year's would be holidays for all 310th Bombardment Wing personnel.^{10/} This was given as an added incentive for all personnel of the base. Christmas day was celebrated by numerous personnel of the 310th Wing at a huge holiday meal at the Dining Halls. The meal included the traditional turkey, ham, dressing, etc.^{11/}

On 31 December 1954 a briefing of all 310th Bombardment Wing

^{10/} 310th Bomb Wing Staff Meeting Minutes, 5 Dec 54. Exh 5

^{11/} The IMPACT, Smoky Hill AFB Newspaper, 31 Dec 54.

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personnel was held at the Base theater on operation "Spotlight". At the briefing Colonel de Russy advised personnel present that Fifteenth Air Force Operations Order 111-53 had been received. It directed this command to accomplish its first unit simulated mission since converting to B-47 type aircraft. During the mission, scheduled for the first week in January, the 379th Bombardment Squadron will dispatch seven B-47's, the 380th Bombardment Squadron will send 12 B-47's, and the 381st Bombardment Squadron will furnish the remaining aircraft. In order to meet the requirements for 30 operational aircraft in the air and on the targets, the Wing Commander ordered the wing that a stand down period for maintenance and repair would be necessary the first two days of January. ^{12/}

INSPECTION:

Headquarters Fifteenth Air Force has advised that the 310th Bombardment Wing will be inspected during 7-18 February 1955 in accordance with Air Force Regulation 123-4, "Preparation for Overseas Movement Inspection of Units and Crews". ^{13/} Appropriate action has been and is being taken to insure that all squadrons within the 310th Wing meet the requirements set forth in AFR 123-4.

In compliance with a message from higher headquarters an administrative investigation on 60-2 requirements was conducted by the 310th Inspector during the month of December. Investigation revealed that

^{12/} Agenda for Commander's Call, 31 Dec 54. Exh 6

^{13/} Ltr, Hq 15th AF, "Proposed Inspection Dates by Fifteenth Air Force," 1 Dec 54. Exh 7

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only a few officers in the wing needed additional flying time to keep a current flying card after graduating from B-47 transition training. However, two or three officers were found to be deficient in their AFR 60-2 requirements. The Inspector investigated and found that supervisory personnel had not taken aggressive action to utilize all available aircraft to comply with both the spirit and intent of Air Force Regulation 60-2. ^{14/}

Later during the month the subject of 60-2 requirements for certain personnel in the 310th Wing was again discussed. During the last few months Base Flight had accommodations for all the additional pilots the 310th Wing might have wanted checked out. However, Base Flight has indicated that they were never contacted on this matter. ^{15/}

COMPTROLLER:

During the month of December the Comptroller performed routine duties such as posting the commander's briefing handbook, posting the command book and preparing related charts. Data for a study of 60-9 compliance was continued during the reporting period. This section prepared a list of critical problems affecting the 310th Bombardment Wing mission. These included the three most critical areas in personnel, materiel and operations. Major Lavagnino, 310th Comptroller, and his assistant, Lieutenant Bill Taylor, attended a number of schools

^{14/} R & R, 31010, "Administrative Investigation," 10 Dec 54. Exn 8

^{15/} R & R, 31000, "AFR 60-2 Delinquencies," 20 Dec 54. Exn 9

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and orientations during the month. A WFO change request for assignment of an additional officer (Management Analysis) and airman (Management Analysis) was submitted.

Lieutenant Taylor prepared and presented a speech given to members of the 310th Bombardment Wing at the Commander's Call on 31 December 1954.

CHAPTER II

PERSONNEL

Three different officer area personnel shortages continued to hamper the 310th Bombardment Wing during the month. The wing is still short one Special Weapons Officer, three survival training and equipment officers and four supply officers. Other areas have been causing the wing some difficulty, however, these three areas were the greatest deterrent to completion of the mission in the entire officer personnel field.

Shortages in the airman fields were rather diversified. They included shortages in radar maintenance, personal equipment areas, and the entire intelligence field. In the radar field the wing was short 12 personnel at the three level, one at the five level and five at the seven level. In the personal equipment field the wing is authorized two personnel at the three level and has five assigned. At the five level the wing is authorized nine people but has only four assigned. The seven level was hardest hit having four slots without a single man to fill these areas. High level personnel in the intelligence field continued to hamper operations in this area.

The lack of fully qualified personnel, both officers and airmen, continues to have an adverse effect on the wing's mission. Out of the 113 officers performing duty in support positions at the end of December, 54 held the entry level of their speciality. In the airmen

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fields a total of 675 airmen held the basic entry level AFSC. Specific examples of personnel shortages and difficulties have been noted during the past few months. The recent early out policies and an abnormal number of separations have reduced the number of personnel assigned this organization. Replacements have not been adequate to fill these losses. Two supply officers are projected to the 310th Wing in February, however, this gain will be nullified by the projected loss of one supply officer on an overseas levy and the ineligibility of one assigned supply officer to deploy with the wing.

The projected loss of the wing flying safety officer is expected to seriously handicap the wing's flying operations. At the end of the month there was no replacement in sight for this scheduled vacancy.

During the month the intelligence section found itself in a very serious predicament as far as personnel was concerned. At this time there are 28 officers and airmen authorized with only 16 effectively assigned. There are four officers and airmen projected to be reassigned or released from duty at the time this wing can expect to be rotated. This will leave the section less than 50 per cent effectively manned. This could seriously hamper the effectiveness of just normal intelligence functions let alone an overseas deployment to add to the burden.

The wing was still plagued with overseas of support personnel during the month. At the end of December surpluses throughout the wing

1/ 2 & 3, 310CC, "Information Reflecting the Mission Accomplishment,"
8 Jan 59. Exh 10

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included six radar observers, four navigator-bombardiers, two aircraft AOB's, four armament operations officers, one communications officer, and approximately 50 gunners. Every effort is being made by appropriate wing agencies to obtain proper classification for these personnel in order to cut the number of overage and surplus personnel in the wing.

In the overall picture the shortage of officers and airmen at the proper skill level, the lack of officer personnel in maintenance, supply, electronics and personnel fields and the shortage of airmen in the five and seven level areas of maintenance, supply, electronics and intelligence are the biggest problems in the entire wing.

At the end of December the three tactical units were declared combat ready. However, the three maintenance squadrons could not be upgraded to readiness status because of the low experience level personnel assigned these units. Greatest area of difficulty has been noted in the K-system maintenance field where many three level personnel are currently being trained for this vital maintenance job. Until these men are trained and this problem area cleared up, the wing cannot be declared 100 per cent operational. The Wing Commander expects the maintenance squadrons to be at the desired level by 1 March 1953. ^{2/}

COMMAND:

There were no changes reflected in the Command section during December. The 31st Wing continued under the command of Colonel John

^{2/} Interview by Wing Historian with 31st Comptroller.

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Colonel de Bussey and Colonel Murray A. Rywater, the commander and deputy commander respectively. Colonel de Bussey assumed command of the 310th Bombardment Wing on 28 November 1953, pursuant to authority contained in 310th Bombardment Wing General Order eight, 28 November 1953. Colonel Rywater was announced as deputy commander on 12 August 1954 pursuant to authority contained in 310th Bombardment Wing General Order 13, 12 August 1954. During the first half of December Colonel Rywater was TDY to McConnell Air Force Base where he was undergoing jet transition training. The Colonel graduated from his class on 18 December 1954.

STAFF:

For the second month in a row the 310th Wing reflected no changes in the critical staff personnel field. All squadron commanders and staff officers continued in their jobs. Major William A. Crawford continued to "double in brass" with two separate jobs. These were Wing Inspector, his primary duty, and Commander of the 310th Headquarters Squadron Section.

COMBAT AND MAINTENANCE:

The same old story... All areas in the combat and maintenance squadrons complained of shortages in the five and seven level areas. One area that greatly hindered the wing in its goal for complete combat readiness was the lack of trained and qualified people in the

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R-system maintenance areas. Another outstanding problem area was the shortage of qualified airmen to work in squadron supply sections. At the end of the month this organization was only 54 per cent manned with personnel in the supply sections that were below the desired level. This condition has hurt the overall supply field and has been reflected by the low quality of work being turned out by these sections. Very little help can be expected in this area prior to the wing's proposed mobility.

Airmen assignments and nominations once again reflected gains over the previous reporting period. During December a total of 40 quotas were received by the Personnel Office. Of this total only 27 people were actually reassigned, with 17 going overseas and 10 being reassigned within the zone of interior.^{2/} December shipments were up as well as the number of quotas received. The loss of these airmen was just another factor hindering the accomplishment of the wing's mission. If such shipments aren't stopped soon, the wing will be hard pressed to meet its coming mobility requirement.

Officer assignments and nominations were less stringent than in the airmen fields. Only 11 quotas were received with just four of this total actually being reassigned. Of the one's reassigned, three were sent to school and one was shipped overseas. These totals were slightly lower than in November, however, even the slightest drop in officer manning hurts this organization's capability and could hinder

^{2/} 310th Directorate of Personnel Historical Report, Dec 54.

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operations in various operational areas.

In the 380th Bombardment Squadron 1954 came to a close with a great many things being accomplished. The squadron, along with the other tactical units, successfully converted to the B-47 with almost a 100 per cent turnover of personnel. At times it did not seem possible that the squadron could not attain its goal of a full complement of combat ready crews. There were many complex problems that had to be solved with the loss of personnel being one of the greatest.

The 381st Bombardment Squadron also had personnel problems during the year with many of the more serious areas becoming apparent in December. Operations and Training, maintenance and supply were the areas where most difficulty was encountered. Most of the shortages in these areas are clerical. ^{4/}

MANNING: Officers

Officer manning increased one point nine per cent over the previous months report. Of the 437 officers authorized only 359 were actually working in their required speciality. This gave the wing an 82.1 IRS percentage. Continued emphasis on placing personnel, especially officers, in their proper job should reflect continued increases in the wing's IRS percentage. ^{5/}

^{4/} R & R, 381st BS, "Clerical Shortages," 17 Dec 54. Exh 11

^{5/} 310th Bomb Wing Management Control System, Dec 54. Exh 12

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WARNING: Airmen

Airman authorization dropped with the transfer of 11 TBA airmen (Special Weapons Field) from the 310th Bombardment Wing to the 823d Air Base Group. The airman index for the number in required specialties was computed from assigned duty in previous months. The airman index for this report has been based on the number of personnel assigned by utilization AFSC's in required specialties. A consequent decrease in the number and per cent of maximum score is to be noted because of the change in reporting criteria. Actually December was a good month for airman manning with the percentage rising slightly from the previous month. ^{6/}

PROMOTIONS:

Last a month for stripes! The 310th Wing received slots and promoted a total of 156 airmen to the next higher grade during December. Of this total three were promoted to master sergeant, seven to technical sergeant and 23 to staff sergeant. The remaining quotas were distributed among the lower three grades. This was one of the largest airman promotion quotas ever received by the 310th Wing. In addition, two officers were also promoted during this period. ^{2/}

On 31 December 1954 the assigned and attached strength of the 310th Bombardment Wing, Medium, was 1,617 airmen and 388 officers.

^{6/} 310th Bomb Wing Management Control System, Dec 54. See Exh 12

^{2/} 310th Directorate of Personnel Historical Report, Dec 54.

Airman strength reflected the first loss in many months while officers increased from 387 to 388 airmen.

MORALE, WELFARE AND DISCIPLINE:

The wing continued its policy of selecting personnel for outstanding displays of leadership and devotion to duty. Selected as combat crew of the month for December was crew 437 of the 379th Bombardment Squadron. This crew proved itself throughout the month by its excellent flying record and increased accomplishments.

Selected as Airman of the month was Airman Second Class Walter F. Nagar of the 310th Armament & Electronics Squadron. Airman Nagar recently completed the design and drawings involving the ammunition can locking pins which corrected an in-flight safety condition. This design was approved by Quality Control and recommendations for a TC modification were forwarded to higher headquarters for approval. He also successfully accomplished a series of electrical modifications on a B-47 type aircraft. The 310th Armament & Electronics Squadron also had the maintenance man of the month for December. Selected for this honor was Airman First Class Donald L. Higgett. Airman Higgett

2/ 310th Bomb Wing Manning Chart, 31 Dec 54. Exh 13

2/ Ltr, Hq 310th BW, "Crew of Month," 14 Jan 55. Exh 14

10/ Ltr, Hq 310th BW, "Airman of the Month," 14 Jan 55. Exh 15

11/ Ltr, Hq 310th BW, "Maintenance Man of the Month," 14 Jan 55. Exh 16

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constructed a special tool for replacing groms and aligning stabilization circuits on the antenna of the AN/APC-43 radar set. By the use of this tool many manhours of time have been saved.

Airman Second Class George B Patten celebrated his 21st birthday during the month in a rather unusual manner. His commander, Major Carol Hamant, 310th Field Maintenance Squadron received a letter from his two sisters from the Patten home. In the letter the sisters explained that Airman Patten had always celebrated his birthday with a birthday cake. They inclosed enough money for a cake and Major Hamant took it upon himself to get the cake, candles, etc, for ^{12/} young Patten and presented it to him on his 21st birthday.

Ten needy families were the recipients of more than \$100 worth of Christmas goodies, ranging from soup to nuts. Donators to this very worthy cause was the 310th Air Refueling Squadron. The baskets were prepared by volunteers from the squadron and then distributed to the needy families. ^{13/}

DISCIPLINE:

During the month this headquarters reported a total of 20 disciplinary cases. Of this total 14 were resolved satisfactorily under provisions of Article 15, Uniform Code of Military Justice. The remaining cases were tried by Summary Courts-Martial. There were no

^{12/} Photo of Major Hamant presenting a birthday cake to one of his men. Exh 17

^{13/} Photo of 310th Air Refueling Squadron personnel preparing baskets of Xmas food for needy families. Exh 18

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General or Special Courts-Martial cases tried by the 210th Inf
during the reporting period. There were three AMI's reported during
the month and no venereal disease cases for the entire period.

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CHAPTER III OPERATIONS AND TRAINING

For the second month in a row the 310th Bombardment Wing's tactical squadrons fell below the coveted 3,000 hour mark. Actually the three bombardment squadrons logged almost the same total as in November. During December the 379th logged a total of 434:35 hours flying time, the 384th completed 448:40 hours and the 381st accomplished 451:15 hours for a grand total of 1,334:30 hours of flying time during the month. ^{1/} This was just 60 hours below the total recorded in November. Once again the Air Refueling Squadron was below its previous highs in September and October. During December the unit managed to log only 554:05 hours flying time as compared to 583:35 hours last month. The combined total of 1,888:35 hours was well below the highs of last fall, however, various problems continued to hamper the accomplishment of the mission.

Even though flying time reflected decreases during the month it was decided by all concerned that December was the most productive month in the history of the 310th Bombardment Wing. During the reporting period a total of 31 B-47 crews were declared combat ready. This brought the total number of operational crews to 35 for the wing. These upgradings were enough to meet the minimum requirements of SAC and Fifteenth Air Force for declaration of combat readiness for the three tactical squadrons.

^{1/} 310th Bomb Wing Production and Statistical Summary, Dec 54. Exh 19

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According to the 310th Comptroller the wing will go under the provisions of SAC Regulation 50-8 on 1 January 1955. Information has been received from Fifteenth Air Force indicating that the 310th Wing will be under the SAC Management Control System at the end of the first quarter. ^{2/}

During the month a proposed standard procedure for the planning and scheduling of air training accomplishments was completed by the Comptroller section. ^{2/} The procedures as established by this plan are presently in use throughout the Second Air Force. It was Colonel de Russey's personal desire to implement these procedures for the 310th Bombardment Wing as soon as possible. Comments and criticisms were requested from all staff sections in order to iron out any difficulties that might be encountered when implementing the plan. ^{4/}

At the staff meeting of 14 December 1954 the Director of Operations requested that the applicable squadron commander hand carry any request for declaring crews combat ready directly to the Operations Office in order that an interview might be arranged between the squadron commander and the Wing Operations Staff. Purpose of this interview was to review the accomplishments of the crew for insuring that the unit was ready and able to meet the requirements of a combat ready

^{2/} Interview by Wing Historian with 310th Comptroller.

^{2/} Proposed Standard Procedure for Planning and Scheduling Air Training Accomplishments. Exh 20

^{4/} R & B, 310th, "Proposed Standard Procedure for Planning and Scheduling Air Training Accomplishments," 17 Dec 54. Exh 21

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crew.

Various problems continued to hamper the flying training program of the 310th Bombardment Wing during December. The lack of skilled aircraft and jet engine mechanics were the most difficult for the wing to overcome. Bad flying conditions cancelled a large number of scheduled sorties while ordered missions from higher headquarters cut deep into the scheduled flying time. Construction on ramps and taxiways also hampered flying training operations by causing excessive fuel to be used in taxiing which cut down on the time in the air.

FLYING TRAINING:

The 310th Wing entered into the phase of flying training which included the dropping of T-59 practice bombs during the month of December. Since the shape of the bombs is classified, these bombs must be dropped on a classified range. It was found that it was difficult, due to weather and scheduling, to provide sufficient time on the ranges at Salton Sea, Watagorda and Oglin for the 310th Wing. As an alternative, T-59's were dropped on target six at the Camp Phillips Bombing range. The designated range was guarded by base Air Policemen until the shapes of the bombs had been disposed of by the base bomb disposal section. It is planned that target seven will eventually be rehabilitated and provide a ready target for the dropping of T-59 practice bombs.

5/ 310th Bomb Wing Staff Meeting Minutes, 14 Dec 54. See Exh 1

6/ 310th Bomb Wing Management Control System, Dec 54. See Exh 12

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Fifteenth Air Force Operations Order 39-34, "Silver Cup" took place during the month. The 803d Air Division and the 310th Bombardment Wing were directed to support with KC-97's, the return of the 43d Bombardment Wing from the United Kingdom to Davis-Monthan Air Force Base. Originally it was planned that the B-47's of the 43d Wing would be refueled over Salina. Due to the intensive training program of this Division, Fifteenth Air Force decided that only a strip alert of nine KC-97's would be required. The B-47's would then call in to state whether additional fuel would be required or not. Depending on this call, KC-97's would take off when necessary. Originally, the first wave was scheduled on 6 December. However, due to high winds, the first wave was delayed until Thursday, 9 December, and the second and final wave came on 11 December. One aircraft required fuel in the first wave and none in the second wave. The wing, therefore, had nine KC-97's and crews on alert for five days in order to refuel just one aircraft. ^{2/} This was just one of the reasons why the 310th Air Refueling Squadron reported a big drop in the number of hours (flying time) in December.

The following statistics are indicative of the training progress made by the tactical squadrons during the month:

	<u>B-47</u>	<u>KC-97</u>
Total sorties projected.	248	115
Total sorties accomplished.	201	89

^{2/} 803d Air Division Directorate of Operations Historical Report, Dec 54. /SECRET/

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	<u>B-47</u>	<u>AC-97</u>
Total flying hours projected.	1,380	800
Total flying hours accomplished.	1,234:30	354:05
B-47 crew changes:	None	
B-47 crews formed:	None	
B-47 crew status change:		
R15 to R15, 7 Dec 54, Upgraded to combat ready status.		
R27 to R27, 7 Dec 54,	"	
R03 to R03, 14 Dec 54,	"	
R04 to R04, 14 Dec 54,	"	
R29 to R29, 14 Dec 54,	"	
R50 to R50, 14 Dec 54,	"	
R43 to R43, 15 Dec 54,	"	
R01 to R01, 18 Dec 54,	"	
R07 to R07, 18 Dec 54,	"	
R19 to R19, 18 Dec 54,	"	
R25 to R25, 18 Dec 54,	"	
R27 to R27, 20 Dec 54,	"	
R33 to R33, 20 Dec 54,	"	
R41 to R41, 22 Dec 54,	"	
R35 to R35, 23 Dec 54,	"	
R12 to R12, 27 Dec 54,	"	
R13 to R13, 27 Dec 54,	"	
R28 to R28, 29 Dec 54,	"	
R39 to R39, 29 Dec 54,	"	
R11 to R11, 30 Dec 54,	"	

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R14 to R14, 30 Dec 54, Upgraded to combat ready status.

R20 to R20, 30 Dec 54, "

R30 to R30, 30 Dec 54, "

R31 to R31, 30 Dec 54, "

R32 to R32, 30 Dec 54, "

R40 to R40, 30 Dec 54, "

R42 to R42, 30 Dec 54, "

R45 to R45, 30 Dec 54, "

R47 to R47, 30 Dec 54, "

R51 to R51, 30 Dec 54, "

R22 to R22, 30 Dec 54, "

KC-97 crew changes:

Three navigators.

One flight engineer.

Five boom operators.

KC-97 crews formed: None

KC-97 crew status changes:

R25 to T26, 1 Dec 54.

R30 to T30, 1 Dec 54.

KC-97 standboard crew: T08.

OBSERVER:

The bombardment squadrons accomplished various training activities in the observer areas during the month. They included 276 HBS runs, 44 night celestial legs, 25 day celestial legs, 22 radar legs, 66 actual

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bomb releases, ^{2/} and 23 grid navigation missions. During the first part of the month the wing established a new procedure for the handling and operation of the K-38 vertical camera. This procedure set up a series of checks to insure proper use and desired results. ^{2/} Observers in the Air Refueling Squadron completed a total of six night celestial legs, 12 day celestial legs and eight grid navigation missions.

ENGINEERING:

A total of 13 long range cruise control missions were flown during the month of December. Of this total five were flown in KC-97 type aircraft and eight were flown in B-47 aircraft. The Air Refueling Squadron completed a total of 942 wet and dry hook-ups during the reporting period.

379TH BOMBARDMENT SQUADRON:

During the month of December the 379th was projected to fly 470 hours in B-47 type aircraft. The squadron actually accomplished 434:35 hours flying time. Part of this flying time was logged by Captain George Foray, an instructor pilot who logged his 1,000th hour of flying time on 17 December 1954. Captain Foray landed his swept-wing plane to notch his claim to fame. According to the 379th, it was the first time a pilot had logged 1,000 hours in B-47's while

^{1/} 310th Bomb Wing Ops Memo, 51B-5, "Bombing," 16 Dec 54. Exh 22

^{2/} 310th Bomb Wing Ops Memo 55B-13, "K-38 Camera Operation," 4 Jan 55. Exh 23

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assigned to Sucky Hill. Accompanying the officer on his history making flight was Major Walter King, acting as co-pilot and two student pilots getting checked out in the Stratojet. Already a senior pilot with more than 6,000 hours flying time, Captain Toray has flown almost every type of aircraft in today's Air Force, ranging from single-engine propeller driven ships to the B-47.

During the month three new airmen and an MCC were assigned to the 379th Bombardment Squadron's flight line maintenance section. All of these airmen were in the 431718 area. All Armament & Electronics Squadron 263 equipment was turned over to that squadron. ^{10/}

380TH BOMBARDMENT SQUADRON:

The mission of the 380th Bombardment Squadron is to man, equip and train a total of 16 B-47 combat crews to conduct long range bombardment missions in any part of the world. At the end of the month this organization had assigned a total of 80 officers and 110 airmen. This squadron was still troubled by a shortage in the higher skill levels. An intensive program of MTD and OJT and other miscellaneous training programs gives promise of alleviating this shortage to some extent.

Training goals are rapidly being attained in this squadron. The squadron has finished standardization rides with five of the crews. A total of 448:40 hours flying time was logged by this unit

^{10/} 379th Bombardment Squadron Historical Report, Dec 54.

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during December. Of this total 128:40 hours was logged as night time, 25:50 hours weather time and 91 hours Road time. Other accomplishments included 58 sorties, 49 GSR's, 68 day and night landings and 15 touch and go landings. ^{11/}

381ST BOMBARDMENT SQUADRON:

The Operations section of the 381st Bombardment Squadron compiled the enviable total of 431:15 hours flying time to lead in the flying time race within the 310th Wing. All crews, with the exception of Captain J.E. Simmons and Captain Robert Mike, were duly recognized as being combat ready. This gave the squadron a total of 13 combat ready crews. Captain John Porter left the base for a short period of TDY to attend the Bomb Commander's school at McConnell Air Force Base. He is expected back late in February.

The Observer section, with the help of Captain Gene Moses and under the astute guidance of Major Bill Rowan, managed to complete the lowest wing CFA for radar bombing during the month. ^{12/}

310TH AIR REFUELING SQUADRON:

Projected flying commitments for this organization during the month totaled 586 hours. Approximately 95 per cent of this commitment was met as the squadron actually logged a total of 554:05 hours. Squadron aircraft lost approximately 156 hours of flying during the

^{11/} 380th Bombardment Squadron Historical Report, Dec 54.

^{12/} 381st Bombardment Squadron Historical Report, Dec 54.

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month. A total of 63 hours of this was lost as a result of bad flying conditions and the remainder was lost because of the "Silver Cup" project.

Since December was a SAC training month there were no accomplishments recorded under SAC Regulation 5-7. Training requirements completed by combat ready crews for the training period are summarized in the following tables:

Flying: Special Training Month	Proj.	Accomp.	Per Cent
Total flying time.	586	554:05	95%
Total hours - combat crews.	585	544	100%
Navigation training.	100	222	100%
Air refueling.	390	322	80%
Pilot proficiency.	35	0	0%
Total hours - non-combat crews	61	0	0%
Navigation legs:			
Grid.	6	8	100%
Day celestial.	6	16	100%
Radar.	12	29	100%
Night celestial.	18	6	33%
Electronic rendezvous.	130	73	56%
Air Refueling:			
Wet hookups.	294	257	88%
Dry hookups.	---	571	---

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As a result of the priority placed on the inflight refueling requirements of the bombardment squadrons necessary for upgrading of B-47 crews, much of the projected schedule of training was not accomplished. In many instances these refueling assignments required one tanker to operate with two or more receivers. Thus it was almost impossible to combine navigational legs with air refueling missions. The necessity of maximum refueling contacts often prohibited the completion of a radar rendezvous with but one of the assigned receiver aircraft.

Aircraft availability prohibited the flying of any pilot proficiency flights during the month. There were no crews upgraded to combat ready status during the month and there were no new non-ready crews formed. ^{13/}

FLYING SAFETY:

During the month of December the 310th Bombardment Wing enjoyed another accident-incident free month. This was the third consecutive accident free month. During 1954 there were two minor and one major accidents which gave the wing an overall rate (based on 100,000 flying hours) of 16.5 per cent. This represents a major accident rate of five point five and a minor accident rate of 11 per cent. Because of the wing's conversion to B-47 aircraft in the early part of the year, the accident rate of the 310th Wing was slightly above the

^{13/} 310th Air Refueling Squadron Historical Report, Dec 54.

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SAC average. This was caused by two minor accidents during the first six months of the year when the wing flew a total of 5,000 hours. The accident rate for the first six months was 1.0. For the last six months of 1954 there was one major accident. This represents an overall accident rate of seven point six which is well below the SAC average for the last half of the year.

New restrictions and weather minimums were established for 310th Bombardment Wing B-47's during the month. This directive directed all aircraft commanders and pilots to keep their indicated air speed below the 310 knot level. Other minimums were also set up by this operations memorandum. 14/

During the latter part of the month the wing flying safety officer offered a number of constructive and pertinent suggestions for improvement of the local flying safety contest (On Top of Ole Smoky) at this station. Some of the more pertinent points included awarding additional points for a SAC Pilot of the Month, SAC Crew of the Month, HeadsUp Flying Club Member and SAC Maintenance Man of the Month. Other suggestions were given in the hope of improving the present program. 15/

A standard procedure for the practice and emergency operation of the landing gear system was published by the Operations section during the month. These instructions directed that a check be made

14/ 310th Bomb Wing Ops Memo 603-5, "B-47 Restriction and Weather Minimums," 8 Dec 54. Exh 24

15/ A & R, 310SC, "Flying Safety (On Top of Ole Smoky)," 28 Dec 54. Exh 25

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prior to check-out and during the course of normal emergency procedure training, during final check-out and all standardization flights. No landings will be made upon gear which has been operated by the emergency system for training purposes until after the gear has been retracted and extended by normal methods, except in case of emergency. ^{16/}

GROUND TRAINING:

Formal B-47 MTD training was conducted on this base during the month of December. A total of 4,408 man hours of MTD maintenance training was scheduled with 5,303 man hours of training actually accomplished. Approximately 83 man hours of informal aircrew training were accomplished by members of the tactical squadrons. B-47 electronic MTD had 695 man hours of training scheduled and 660 hours actually accomplished.

Combat crew training and general training for ground personnel was scheduled by the squadron training officers during the month. A total of 16,324 man hours of training was accomplished. Training activities were in many areas including link trainer, intelligence, physical conditioning, ultra-sonic trainer, security, gunnery trainer, pilot instrument school, altitude indoctrination and simulator trainer.

^{16/} 310th Bomb Wing Reg 62-9, "Practice Operation of Emergency Landing Gear System," 20 Dec 54. Exh 26

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SPECIAL TRAINING:

One pilot completed 12 hours of H-system familiarization training in accordance with SAC Regulation 51-19. Training was conducted by the B-47 electronic unit. Eight officers departed the base on 13 December to attend the three week CBW course at McConnell Air Force Base. Crew loading training was conducted by the special weapons section. A total of 24 crews completed loading training during the month. Five additional crews completed the ground school phase. A total of 11 maintenance personnel completed a three day basic course and chamber flight during the month. Seven aircrew members completed the refresher course and chamber flight. Five maintenance personnel departed Smoky Hill to attend special training courses at other bases. Classes were conducted for five navigators of the 310th Air Refueling Squadron to complete requirements in accordance with SAC Regulation 51-19. A total of 210 man hours of training was accomplished in these classes.

During the month the Operations section established a procedure for the administration of B-47 standardization checks. ^{17/} In this regulation definitions of each type of inspection was thoroughly discussed in order to establish clear ideas of what is needed in the way of inspections.

INTELLIGENCE:

During December the primary job of the Radar Prediction section

^{17/} 310th Bomb Wing Reg 60-14, Supp II, "B-47 Standardization Checks," 6 Dec 54. Exh 27

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was to aid in the preparation of target folders and target study materials for the three "Spotlight" targets. Photographic evaluation of simulation plates was continued for eventual inclusion in the simulation plate history file together with all pertinent prediction and target study data, in accordance with recent provisional prediction and simulation SOP received from Fifteenth Air Force.

Liaison with the Wing Observer and the Squadron Observers is being continued for better utilization of the T-2A Ultrasonic Trainer and to encourage contributions to the Smoky Hill Observer publication. Scored T-2A trainer runs on "Spotlight" targets were closely monitored.

At an informal conference held by the members of the Intelligence section during November pertinent to weapon drops against the Salton Sea and Matagorda Bombing ranges, dissatisfaction with the SAC provisioned target materials was expressed by the Wing Observer. ^{18/} This headquarters requested photography of these targets from Fifteenth Air Force, however, the request was denied. The lack of cooperation from the Fifteenth Air Force Intelligence section seemed to be indicative of the support afforded by that section. The wings at March obviously have operated on the ranges at Salton Sea and Matagorda for sometime and must therefore have target materials on these ranges. According to the Wing Commander it appears that Fifteenth Air Force Intelligence should procure such target materials from old and established wings and disseminate it to newly activated and converting units. ^{19/}

^{18/} R & R, 31000, "15th Air Force Target Materials Support," 9 Dec 54.
Exn 28

^{19/} R & R, 31000, "15th Air Force Target Materials Support," 13 Dec 54.
Exn 29

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Training in Section C, Tactical Doctrine, Jet Bombardment, SAC Manual 55-5A, is mandatory for all B-47 crews with assigned SAC roles. The classified copies of Section C are in the Wing Intelligence Section, 'unmarked' for all 310th crews. This information was available to those persons requiring access to the information upon receipt of an access roster listing the crewmen and the type of TOP SECRET clearance granted to the individual. 20/

During December the Target section continued the production of target material for in-flight and target study requirements on domestic AEC sites of interest to the wing. Emphasis was placed on material to be used in Operation "Spotlight" which required an approximate total of 120 target folders, as well as the usual ACP material and radar scope photography utilized in target study and post-mission analysis. At the end of the month more than 900 in-flight target folders had been prepared by the Target section since the initiation of the program in July 1954.

The target study program for all observers was continued during the month. The program included make-up periods on those sites previously covered, as well as a comprehensive series of formal classes of the targets included in the "Spotlight" mission. By the end of December all observers committed to the operation had either had the formal classes operated by this section or had been officially excused from participation by competent authority. A review of all target study conducted by the section indicated that a total of 1,320

20/ R & R, 310DO, "Field Training in SAC Manual 55-5A (TOP SECRET)," 3 Dec 54. 1200 30

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hours of supervised target study has been afforded the observers of this command since the beginning of the program in September 1954.

SECURITY:

During the month the Wing Security officer began designating personnel for security inspections. The personnel of the base and wing have been told that if any discrepancies are found in security of aircraft or sensitive spots, a base alert will be called. ^{21/}

On 3 December 1954 the Wing Commander requested that the 310th Bombardment Wing be granted permission to field test contemplated plan of Higher Headquarters to augment each squadron with security personnel from the Air Police Squadron. ^{22/}

During the latter part of the month a wing regulation was published on wing sabotage alerts. ^{23/} Purpose of this regulation was to provide maximum security for priority elements of the wing, establish an alert system for inspecting and securing priority elements from threat or acts of sabotage and to establish procedures and assign responsibilities to insure an expeditious course of action upon notification of a sabotage alert.

^{21/} 310th Bomb Wing Staff Meeting Minutes, 14 Dec 54. See Exh 1

^{22/} R & R, 31000, "Field Test Security Augmentation," 3 Dec 54. Exh 31

^{23/} 310th Bomb Wing Reg 205-1, "Wing Sabotage Alert," 27 Dec 54.
Exh 32

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CHAPTER IV

MATERIEL AND MAINTENANCE

The outstanding problem area in the maintenance field during the month was the shortage of qualified airmen for squadron supply sections. At the end of December this organization was only 54 per cent manned in this area which is substantially below the figure for airmen by authorization AFSC. This condition has seriously retarded progress in squadron supply sections and has become apparent by lowered quality of work within these sections. Personnel input and projections indicate no relief for manpower shortages in this field for the next few months. ^{1/}

Two supply officers are projected to the 310th Bombardment Wing in February, however, their gain will be nullified by the projected loss of one supply officer on an overseas levy and the ineligibility of one assigned supply officer to deploy with the wing.

Accomplishments in the three maintenance squadrons continued to reflect increases over past months. However, shortages of skilled personnel and the almost complete lack of some equipment hampered operations in the maintenance and materiel sections. A large number of lower grade airmen are still assigned to the aircraft maintenance and jet mechanic fields. Upgradings and continued emphasis on training

^{1/} R & R, 31000, "Information Reflecting the Mission Accomplishment," 8 Jan 55. See Exh 33

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and training activities should result in a greater number of skilled personnel being assigned. The three maintenance squadrons are the units holding the entire wing back from being declared combat ready. The area causing the most difficulty was the K-system maintenance where the capability has been lagging behind other maintenance endeavors. The Wing Commander expects this problem to be resolved by 1 March 1955. This added time will give presently assigned K-system maintenance and repair people a chance to become better acquainted with their job and to become more proficient in this very complex maintenance work.

LOGISTICS:

Fifteenth Air Force notified this station on 21 December 1954 that a test alert was on and that Fifteenth Air Force Operations Plan 10-53 would be placed in effect. This test brought out several deficiencies within the Division and the Wing. On the whole, the operation was successfully completed. Action has been taken to correct the minor deficiencies noted in the 310th Bombardment Wing's part of the plan.

A wing mobility meeting was held on 31 December 1954 at which time members of the Wing logistics section explained the general concept of squadron mobility. All squadrons of the wing were represented at this meeting. ^{2/}

^{2/} 310th Bomb Wing Staff Meeting Minutes, 28 Dec 54. Exh 33

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SUPPLY:

This section conducted two quarterly unit supply inspections as outlined in SAC Regulation 67-32. Delay in receiving the latest inspection forms, SAC Form 310, prevented a more complete inspection of the 310th Bombardment Wing and its assigned units.

The month ended with a flurry of activity as all units were to have all authorized items on hand or on requisition. This task was more difficult than might be imagined as new JAL's have not been received by this wing. All requisitions and back orders for items which might effect the unit mission were coded "Long Run". Directions for use of this code name have been out since 20 December 1954.

The lack of KC 249 tables is critically affecting the training of this wing. Each observer should have a copy of Volume I, II and III, but at the present time this wing has only 18 copies of Volume I and 23 copies of Volume II. There are sufficient copies of Volume III.

The shortage of bomb loading equipment is restricting crew training. Under the provisions of T/O 1-3153 and T/O 1-3160 this base is authorized 15 hoisting apparatus type H-1, stock number 8220-406600 for each B-47 Wing. This information was contained in Fifteenth Air Force message D433E which referenced Fifteenth Air Force Regulation 65-5. Subsequently, six hoists type H-1 have been received on a loan basis, three for each wing, from March Air Force Base for 120 days.

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This wing is short a total of 31 bomb hoisting kits type C-4, stock number 8230-473100. These items are required on B-57 aircraft to be reported as combat equipped. A supply difficulty letter number 55-206 was submitted in accordance with SAC Regulation 67-3 on 26 October 1954. The latest pertinent information received in regard to this shortage is that Wilkins Depot is awaiting authorization from Headquarters Air Materiel Command to remove 31 kits from aircraft in "otaball" storage at the 310th Storage Squadron at Tucson, Arizona. Additional information should be forthcoming on this problem in the next few months.

MAINTENANCE:

The Reports and Analysis branch conducted an orientation program on electrical maintenance manpower accounting as prescribed by interim change one to SAC Manual 66-14. The orientation was held in the Base Ground Training Building during the week of 27 December 1954. The program involved the orientation of all maintenance personnel in the 310th Bombardment Wing. The booklet "My A Time Card" was used as the basis of instruction. Initial implementation of the electrical accounting machine system is scheduled to begin on or about 4 January 1955.

During the month the Job Control unit reported that the Armament & Electronics Squadron processed and completed a total of 1,038 work

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orders. The Field Maintenance Squadron processed a total of 1,340 work orders of which 1,331 were completed.

There were five J-47 engine changes on B-47 type aircraft during the month. A transient aircraft was given an engine change by 318th maintenance personnel according to a report from the Aircraft Records unit. Other maintenance reported by this unit included a records check on all B-47 and KC-97 aircraft in the wing, retraction tests, and periodic inspections.

The Quality Control Inspection sub unit reported a total of nine completed periodic inspections. A total of five J-47 and three F-4360 engine changes were inspected. Two J-47 engines were inspected on the line for rotor blade damage in accordance with TO 2N-347-359. All grecco units were inspected by this section for maintenance and needed repairs. A total of 12 quality control 25 per cent inspections were completed on B-47 and four on KC-97 aircraft. All the necessary forms and jacket files were checked on assigned aircraft. A total of seven B-47 aircraft were test flown. Six of these were accepted and one rejected. Only two KC-97's were test flown and both were accepted by their crew. Four J-47 engines were inspected on the line for combustion can leaks.

A total of 94 unsatisfactory reports were received and processed through the UM unit during the month. Seventeen UM exhibits were shipped to various Air Materiel Areas in support of unsatisfactory

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reports submitted by this unit for analysis. A total of 19 CR answers were received from various AOC depots and the information was then disseminated to originating activities.

A rather unique problem was discovered to be causing the bombardment squadrons a great deal of trouble. The problem, just plain frost. This problem was given to the Aircraft Maintenance Standardization Team and they came up with a very good idea. The problem was resolved by the utilization of a water truck. This truck was converted into a spray truck and was in use by the end of the month. Spray cleaners are also in use to augment frost and ice removal.

Maintenance activities in the three maintenance squadrons continued at a very good level. The Periodic Maintenance Squadron reported that 12 B-47 aircraft were scheduled for dock maintenance and one KC-97 was scheduled for maintenance. Of the 12 B-47's scheduled, 10 were processed thru the docks and turned over to the backline crews. There were four B-47's returned to their respective squadrons during the month. The lone KC-97 processed through the docks was also turned over to its proper squadron.

FACILITIES:

Work continued on the new wing headquarters building during the month. The exterior of the building has already taken on that finished look as the first coat of green paint was applied by the contractors. Additional work is still required to finish the interior and get the

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building in workable condition. According to base officials the entire building should be done sometime during the latter part of January or the first of February, with the Command, Adjutant, Comptroller and Personnel sections moving into the long awaited structure. Plans originally called for a two story building, however, the lack of funds forced the completion without the second story. When funds become available the second story will be added.

Ramp and taxi-way construction was still in full swing during the month of December. The main runway is to be extended and more and better parking space is expected to be made available within the near future.

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310TH BOMBARDMENT WING, MEDICAL

ROSTER OF KEY PERSONNEL

(As of 31 December 1954)*

Colonel John H de Bussey	Commander
Colonel Murray A Bywater	Deputy Commander
Colonel Robert E Thacker	Director of Operations
Colonel Harry H Jones	Director of Materiel
Major Melvin E Clark	Director of Personnel
Lieutenant Frank H Wagner	Adjutant
Major William L Lavagnino	Comptroller
Major William H Crawford	Inspector *
Major Carrol Hament	Comdr, 310th Field Maint Sq
Lt Col James E Jordan Jr	Comdr, 310th Periodic Maint Sq
Major Arnold R Megenity	Comdr, 310th Arm & Elect Sq
Lt Col Howard L McClatchy	Comdr, 379th Bomb Sq
Lt Col George W Call	Comdr, 380th Bomb Sq
Lt Col Harold G Fulmer	Comdr, 381st Bomb Sq
Major Jack N Fancher	Comdr, 310th Air Refueling Sq
Major James W Rice	Commd, 310th Tactical Hospital
Captain Donald J Rutan	310th Flying Safety Officer
Lieutenant Francis Hughes	310th Security Officer

* During December Major Crawford continued to act as Commander of the Headquarters Squadron Section in addition to his duties as Wing Inspector.

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Field Maintenance.
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380th Bombardment.
341st Bombardment.
310th Air Refueling.
310th Tactical Hospital.
310th Headquarters Section.

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HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SHAWNEE HILL AIR FORCE BASE
DALLAS, TEXAS

APPENDIX

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LIST OF EXHIBITS

Exhibit No.

1. 310th Bomb Wing Staff Meeting Minutes, 14 Dec 54.
2. Photo of Colonel McClatchy at the 379th briefing for wives.
3. Photo of Skit given for 379th wives.
4. Photo of Captain Foray steps down from his B-47 after logging his 1,000th hour of flying time in the B-47 Stratojet.
5. 310th Bomb Wing Staff Meeting Minutes, 5 Dec 54.
6. Agenda for Commander's Call, 31 Dec 54.
7. Ltr, Hq 15th AF, "Proposed Inspection Dates by Fifteenth Air Force," 1 Dec 54.
8. R & R, 310IB, "Administrative Investigation," 10 Dec 54.
9. R & R, 310CC, "AFR 60-2 Delinquencies," 20 Dec 54.
10. R & R, 310CC, "Information Reflecting the Mission Accomplishment," 8 Jan 55.
11. R & R, 381st BS, "Clerical Shortages," 17 Dec 54.
12. 310th Bomb Wing Management Control System, Dec 54.
13. 310th Bomb Wing Manning Chart, 31 Dec 54.
14. Ltr, Hq 310th BW, "Crew of Month," 14 Jan 55.
15. Ltr, Hq 310th BW, "Airman of the Month," 14 Jan 55.
16. Ltr, Hq 310th BW, "Maintenance Man of the Month," 14 Jan 55.
17. Photo of Major Hament presenting a birthday cake to one of his men.
18. Photo of 310th Air Refueling Squadron personnel preparing baskets of Xmas food for needy families.

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19. 310th Bomb Wing Production and Statistical Summary, Dec 54.
20. Proposed Standard Procedure for Planning and Scheduling Air Training Accomplishments.
21. R & R, 310AC, "Proposed Standard Procedure for Planning and Scheduling Air Training Accomplishments," 17 Dec 54.
22. 310th Bomb Wing Ops Memo, 515-5, "Locking," 18 Dec 54.
23. 310th Bomb Wing Ops Memo 552-12, "K-34 Camera Operation," 4 Jan 55.
24. 310th Bomb Wing Ops Memo 603-5, "B-47 Restrictions and Weather Minimums," 8 Dec 54.
25. R & R, 310DC, "Flying Safety (On Top of 'Old Bucky)," 28 Dec 54.
26. 310th Bomb Wing Reg 62-1, "Practice Operation of Emergency Landing Gear System," 20 Dec 54.
27. 310th Bomb Wing Reg 60-14, Supp II, "B-47 Standardization Checks," 6 Dec 54.
28. R & R, 310DC, "15th Air Force Target Materials Support," 9 Dec 54.
29. R & R, 310CC, "15th Air Force Target Materials Support," 13 Dec 54.
30. R & R, 310CC, "Field Training in SAC Manual 55-34 (Rev 100000)," 3 Dec 54.
31. R & R, 310CC, "Field Test Security Augmentation," 3 Dec 54.
32. 310th Bomb Wing Reg 305-1, "Wing Sabotage Alert," 27 Dec 54.
33. R & R, 310CC, "Information Reflecting the Mission Accomplishments," 8 Jan 55.
- 310th Bomb Wing Staff Meeting Minutes, 28 Dec 54.

0059

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1100 hours

14 December 1954

STAFF MEETING

Personnel Present

Wing Commander.	Colonel de Russy
Wing Operations Officer	Colonel Thacker
Wing Materiel Officer	Colonel Jones
	Lt Col Hart
Wing Personnel Officer.	Major Clark
Wing Comptroller.	Major Lavagnino
310HS	Major Crawford
310FMS.	Major Hament
310FMS.	Lt Col Jordan
310A&E.	Major Megenity
310ARS.	Major Fancher
379BS	Major Gibbs
380BS	Lt Col Call
381BS	Lt Col Fulmer
310MG	Major Hice
310SEC.	Lt Hughes

Pending Business

310DO - 60-2 Requirements
 - Flying Safety Incident without UR
 - Directional Damper
 - Recommendation for action of extending the 1-hour take off time.
 310DM - Coordinate with Base to insure those who are on Mobility Plan for
 the Wing have pre-overseas preparations completed.
 - Requirements of Wing for exercise on 17, 18 19 JAN
 310DP - Promotion Board Procedures

MINUTES

31000

Camp Phillips Bomb Range will be set up by next week for our use. It is all right to use it this week if we have to.

There will be a Commander's Reception at the Officer's Open Mess on 1 JAN 54. There will be a notice in the Daily Bulletin as to time for various organizations to attend. This will be mandatory for all officers.

There is an overage of 73270 level personnel base-wide. This month we will have a series of tests. If personnel do not pass it, they will be reclassified.

Squadron commanders insure that all personnel are aware of the case in Air Base Group where a staff sergeant was court martialed because of improper attitude toward debts. He was found guilty and reduced to Airman Basic.

The Air Police are checking ID cards, only, going out and coming in the gates. This is not a local policy. It is directed by SAC and has to be done.

It will be the squadron commander's responsibility to coordinate with the hospital and the Base to insure that all wing personnel have their shots, dog tags, etc. Hospital Commander agreed to send his men to the squadrons, but suggested it would probably be best to give the shots in the Mess Hall at 0700 hours. Times should be arranged so that flying personnel will not fly for 48 hours after receiving immunization.

The subject of using slang in board proceedings has been called to our attention. Insure that board members and witnesses use complete and concise sentences.

Personnel attending the special Christmas Dance for enlisted personnel sponsored by the R and S Men's Shop on Friday, 17 DEC, at the Memorial Hall, Salina, as announced in last Friday's "Impact" are cautioned to conduct themselves properly and to be dressed in an appropriate manner.

52/ The Wing Security Officer is designating personnel for security inspections. If this group finds any discrepancy in security of aircraft or sensitive spots, then a Base alert will be called.

Tomorrow has been set aside by the President as Safe-Driving Day. Caution all personnel about driving safely. The first sergeants should talk to every man who is going on leave over the holidays and cover this subject thoroughly.

31000

When B-47 squadrons have a request for declaring crews combat ready, request squadron commander hand carry the request so that an interview can be arranged between the squadron commander and Wing Operations staff to review the accomplishments of the crew.

There will be no deviation from the B-47 dash one hand books.

31ODM Information was given out regarding driver's permits. Insure that if an officer is reassigned that his replacement requests a driver's permit immediately.

Developed a list of 263 A&E equipment that should be on hand receipt from the squadrons to A&E Squadron, which, if approved, will be disseminated to the Tactical Squadrons.

Requisition for the tip tanks will not be forwarded until we are notified by SAC they are available.

31ODP Processing and packaging of records for Mobility will be handled by a Wing Processing Unit. Records will be packaged by aircraft and carried by the Troop Commander. In tactical aircraft, the aircraft commander will be the Troop Commander. Complete instructions will be issued by amendment to the Wing Mobility Plan.

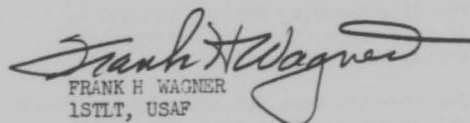
The pyramid system for notifying personnel will be worked out as soon as squadrons submit the names of personnel who live in outlying towns. This will be controlled at Wing level.

31OMG Shots will be given after the 1st of the year. In the interim shots will be given to personnel who are due for shots.

31OSEC A display of books in the Wing Conference Room consists of novels and factual information concerning communist factions. These books will be maintained in the Conference Room for the use of the Wing Staff for from 7 to 10 days. This display will be placed in each of our organizations for 10-day periods beginning 21 DEC.

31OPMS Request a standard procedure be established for promotion boards.

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER
1STLT, USAF
Adjutant

Lt. Col. Howard McClatchy briefs wives of the 379th.

0063



Kit for 379th Bombardment Squadron wives.

0005



Captain Foray touches "terra firma" after completing
his 1,000th hour in B-47 aircraft.

0067



0068

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1100 hours

5 December 1954

STAFF MEETING

Personnel Present

Wing Commander.	Colonel de Russy
Wing Operations Officer	Colonel Thacker
Wing Materiel Officer	Lt Col Hart
Wing Personnel Officer.	Major Clark
Wing Adjutant	Lt Wagner
310HS	Major Crawford
310FMS.	Major Hament
310FMS.	Lt Col Jordan
310A&E.	Major Megenity
310ARS.	Major Fancher
379BS	Lt Col McClatchy
380BS	Major Goodlad
381BS	Lt Col Fulmer
310MG	Major Hise
310DOF.	Captain Rutan
Chaplain.	Captain Mignery

Pending Business

310DM - Qualified personnel to check engines and run-up
 - Driver's permits for maintenance officers
 310DP - Pre-overseas inspection
 - Personnel records in mobility move
 - Pyramid system for notifying personnel in surrounding towns
 310MG - Possibility of giving shots in squadron
 310AG - Distribution of Base Reg governing let-down approaches
 310DO - Clarification of let-down approaches

MINUTES

31000 The afternoons of the day before Christmas and the day before New Years will be holidays. If section parties are planned, they will be held in the afternoon.

Squadron commanders will insure that all personnel are aware of the proper wearing of the prescribed uniform as outlined in PARA 1, Daily Bulletin NR 237, 6 DEC 54. Overcoats or topcoats, only, will be worn with Class "A" uniform during cold weather, not rain coats, unless it is raining. Gloves will be worn to keep hands warm; hands in pockets will not be tolerated.

The Supply School Course starting today, between 1300 and 1500, for this week will be attended by Major Crawford, Major Megenity, Lt Col Jordan, Major Harent and Colonel de Russy. It will then be determined whether or not those attending the Supply Course at Chanute will take this course.

31000 Request prompt attendance to the daily ops meeting held in Wing Operations at 1600 hours.

3100M The new 66-12 examination will be given to all personnel concerned. The Wing Ground Training Officer will schedule the examinations. Those who fail will be given further instruction and retake the examination until they pass it.

According to SAC Reg 66-17 those operating ground power equipment must be evaluated on SAC Form 134 by the maintenance standboard or NCOIC of ground power, after which time he must appear on orders as being a qualified operator and keep in his possession at all times a copy of SAC Form 134.

379BS In the pre-overseas inspection particular attention will be given to shot records, personnel records, mobility, maintenance and combat crew qualifications.

381BS Pyramid system for notifying personnel in event of an alert has been established. Off base calls will be held to a minimum by two or three individuals notifying residents of Salina and surrounding towns.

Insulation of personal equipment shop.

Loosing four crew chiefs, highly skilled, between now and 15 JAN.

Request clarification of let-down approaches.

310FMS Request that those personnel affected by the change in TO be utilized in some other field.

OARS Our squadron will be short radio operators and maintenance supervisors due to discharges and reassignments.

310AG Photos for Restricted Area 5 (crash area) authorized to Wing Commander, Deputy Wing Commander, Wing Operations Officer, Chief of Maintenance, Wing Intelligence Officer, Wing Materiel Officer, Wing Flying Safety Officer, squadron commanders, squadron operations officers, squadron flying safety officers and squadron engineering officers will be taken

007

AGENDA FOR COMMANDER'S CALL, 31 DEC 54

Commander's call will be conducted in two increments, one at 0800 and one at 0900. A list of personnel to attend each half is attached as annex "A". Security clearance will be as indicated in this annex. The agenda for each period will be the same and is listed below:

0800 - 0830 hours

0800 - Adjutant calls troops to attention. Adjutant announces the purpose of the Commander's Call.

0802 - The Wing Security Officer covers advances made by the wing in this item and alerts troops to possible infiltration during operation "Spotlight".

0810 - Wing Director of Materiel will speak concerning the proper handling of and use of ground equipment and allied subjects.

0815 - The Wing Comptroller will speak concerning new reporting procedures and dollar accountability.

0820 - Ground Safety lecture by the Base Ground Safety Office.

0830 - Adjutant calls troops to attention. Commander enters the Theater. Troops are not given "REST" until Commander reaches the stage.

0830 - 0900 hours

Wing Security: The information you are about to hear is classified confidential. It is not to be discussed off the Base, or with anyone on the Base who does not specifically require the information in line of official duty.

Col de Russy: 15th Air Force Operations Order 111-55 has been received. It directs this command to accomplish its first unit simulated mission. The 310th Wing Director of Operations will brief you on the Operational concept.

(Wing Operations Officer briefing from 35 mm baloptican slides, showing routes, targets, etc.)

Col de Russy: The 379th Bomb Squadron will dispatch 7 B-47's, the 380th Bomb Squadron will dispatch 11 B-47's and the 381st Bomb Squadron 12 B-47's. In order to meet the requirements for thirty operational aircraft in the air and on the targets, it is going to be necessary to stand down the wing for the next two days, for maintenance and repair. Colonel Jones, can we put 30 in the air?

Col Jones: Sir, we will have 30 aircraft ready with 7 spare aircraft.

Col de Russy: Major Megenity, can we have 30 operating E-systems by Wednesday afternoon?

0071

COPY

Major Megenitz: Yes Sir, we will.

Col de Russy: Squadron Commanders of the 379th, 380th and 381st Bomb Squadrons, can your maintenance people handle this assignment?

Col McClatchy: Yes Sir.

Col Call: Yes Sir.

Col Palmer: Yes Sir.

Col de Russy: The Commander, 15th Air Force, has promised suitable awards to the wing winning this competition. Regardless of this award, for extra duty, we'll put in on this, I'll personally reward the crews, crew chiefs, maintenance people and support people of the best squadron and best B-47.

During the around-the-clock operation, the expediting trucks will have coffee and donuts at all times. The base Motor Pool and the Security people will be ready to co-operate. I am establishing a Command Post at Maintenance Control. Day or night, if you need extra help, of any kind, call me or my direct representative who is ready to fulfill your requirements. We want to win this competition. With your help, I know we can.

Adjutant: Attention.

(Colonel de Russy departs)

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ANNEX "A"

0800 - 0900

31 DEC 54

310FMS
310PMS
310MSE

0900 - 1000

31 DEC 54

310AR3FS
310HS
379BS (Less Aircrew)
380BS (Less Aircrew)
381BS (Less Aircrew)
310 TACHOSF

Tactical Squadron and Maintenance Squadron Commanders will attend both meetings.

SECURITY

Unit Security Officers are responsible that all personnel in attendance from their organizations possess a security clearance of "CONFIDENTIAL" or higher. Confirmation of each persons security clearance is mandatory.

COPY

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

1 December 1954

ADJD

SUBJECT: Proposed Inspection Dates by Fifteenth Air Force

TO: See Distribution

The following message from Headquarters Fifteenth Air Force is quoted for information:

"/Unclassified/10 20295. Preparation for oversea movement and general inspection message in three parts. Part 1: Preparation for oversea movement inspection of 310th Bomb Wing will be conducted by this headquarters during 7-18 February 1955 in accordance with AFR 123-4. Part 2: General inspection of 802d Air Division will be conducted by this headquarters during 7-18 February 1955, in accordance with AFR 123-1. Part 3: Detailed information concerning these inspections will be forwarded at a later date."

BY ORDER OF THE COMMANDER:

/s/JOHN M. THORNTON
Major, USAF
Adjutant

DISTRIBUTION
"A"

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DISPOSITION FORM

SUBJECT: Administrative Investigation

TO: 310CO

FROM: 310IG

10 DEC 54

COMMENT NR: 1
Major Crawford/465

1. In compliance with paragraph 2,3d IND basic communication an administrative investigation was conducted by the 310th Inspector.

2. Investigation reveal that all officers concerned were previously qualified in one or two of the types of aircraft possessed in Base Flight. With the exception of Major Walter S King, AO81488 and Major Malcolm M Stricklen, AO421641, all officers had sufficient time after graduating from B-47 transition training to comply with paragraph 4a of AFR 60-2, which states that each officer must demonstrate qualification as first pilot in one type of military aircraft within 60 day period prior to their birth date.

3. Base Flight has facilities to accomodate approximately 120 pilots and at no time have there been over 81 pilots assigned. Therefore this office concurs with paragraph 2, 3d IND basic communication which states in part. "There is some basis for belief that supervisory personnel did not take aggressive action to utilize all available aircraft to comply with both the spirit and intent of paragraph 4a, Air Force Regulation 60-2".

/s/t/WILLIAM A CRAWFORD
Major, USAF
Wing Inspector

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0075

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AFR 60-2 Delinquencies

31000

31000

20 DEC 54

COL de Russy/237

1. Headquarters SAC has directed that an administrative investigation be conducted to determine whether supervisory negligence was a contributing factor to AFR 60-2 delinquencies reported in 310th Bomb Wing letter, Subject: AFR 60-2 Delinquencies, 3 SEP 54 (copy attached). I would like your comments on the following subjects:

a. During the period that these delinquencies occurred, there were sufficient facilities (both aircraft and flying hours) available to Smoky Hill Air Force Base (Base Flight) to accommodate approximately 120 pilots, and at no time were there over 81 pilots assigned. Base Flight maintains that they were never contacted in regard to offering assistance to qualify our delinquent pilots.

b. Paragraph 4b, 15AFR 60-2 waives the requirements of AFR 60-2 as regards the annual first pilot qualification checks provided concerned pilots are members of numbered tactical crews and have accomplished the requirement set forth in SAC REG 51-4. This waiver is clearly worded which should eliminate the possibility of misinterpretation as intimated in 310th Bomb Wing letter.

2. I understand that we had received additional information from Headquarters Fifteenth Air Force which indicated that pilots assigned to combat crews which had not completed 50-43 requirements and, therefore, could not have accomplished the requirements of SAC REG 51-4 would be exempt from this requirement. If this is true, in what form did we receive this information from Fifteenth Air Force. I would be very much interested in knowing if we have a TMX or any other written information concerning this.

3. Request reply by comment 2 hereon NLT 27 DEC 54.

/t/s/JOHN H de RUSSY, Colonel, USAF
Commander

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0076

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Information Reflecting the Mission Accomplishment

COMDR
ATTN: BAAC

31000

8 January 1955
MAJ Lavagnino/300

1. In compliance with disposition form, 16 SEP 54, same subject, the following information is forwarded for the month of December 1954:

a. The three officer and airman shortages which most seriously impair the mission of the 31st Bombardment Wing are:

(1) Officer Career Field

AFSC	TITLE	MONTH	ASCD PRISM/SC	ASCD DYAPSCS
1435	Special Weapons Officers	13	6	4
1436	Survival Trng & Exp Officers	9	3	2
6474	Supply Officers	9	2	3

(2) Airman Career Field

30131		4	10	2
30151	Radar Field	17	11	8
30171		11	3	2
92230		2	0	5
92250	Personnel Exp Field	9	2	2
92270		4	0	0
20450	Intelligence Field	5	3	4
30470	" "	6	2	2

b. Problems:

- (1) The lack of fully qualified personnel, both officers and airman continues to have an adverse effect on the Wing's mission. Out of one-hundred and thirteen (113) officers performing duty in support positions, fifty-four (54) hold the entry level of their specialty. In the airman fields, six-hundred and seventy-five (675) hold the basic level AFSC.

SPECIFIC EXAMPLES ARE AS FOLLOWS:

- (a) The recent early out policies and an abnormal number of separations have reduced the number of personnel. Replacements have not been adequate to fill these losses.

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Subject: Information Reflecting the Mission Accomplishment

- (b) The supply officers are projected to the 310th Bomb Wing in February, however, their gain will be nullified by the projected loss of one (1) supply officer on an overseas levy and the ineligibility of one assigned supply officer to deploy with the Wing.
 - (c) The projected loss of the wing flying safety officer with no projected replacement will seriously handicap the wing.
 - (d) The intelligence section is seriously handicapped by the shortage of personnel. At present there are twenty eight (28) officers and airmen authorized, with sixteen (16) presently effective. There are four (4) officers and airmen projected to be re-assigned or released from duty at the time this wing can expect to be rotated. This will leave the section less than 50% effectively manned. This could seriously hamper the effectiveness of just normal intelligence operational functions.
 - (e) The outstanding problem area in Materiel is the shortage of qualified airmen for squadron supply sections. At the present time, this wing is only 54% manned with bodies in the supply sections and is substantially below that figure in airmen by authorization AFSC. This condition has seriously retarded progress in squadron supply sections and is reflected by lowered quality of work within the sections. Personnel input and projections indicate no relief for manpower shortages in this field of activity.
- (2) The lack of HC 249 tables is critically affecting the training of this wing. Each observer should have a copy of Volume I, II and III, but at the present time this wing has only eighteen (18) copies of Volume I, and twenty-three (23) copies of Volume II. There are sufficient copies of Volume III available.
 - (3) The shortage of bomb loading equipment is restricting crew training. Under the provisions of T/O 1-3153 and T/O 1-3160, this Base is authorized fifteen (15) hoisting apparatus type H-1, stock number 8229-406600 for each B-47 Wing. This information was contained in 15AF message DM388 from 15AF by TMX reference 15AF Regulation 65-5. Subsequently, six (6) hoisting type H-1 have been received on a loan basis, three (3) for each Wing, from March AFB for 120 days.

COPY

0078

Subject: Information Reflecting the Mission Accomplishment

- (4) This Wing is short 31 Bomb Hoisting Kits type C-4, stock number 8220-478100. These items are required on B-57 aircraft to be reported as combat equipped. A supply difficulty letter number 55-206 was submitted in accordance with SAC Regulation 67-3 on 26 October 1954. The latest information received in regard to this shortage is that Wilkins Depot is awaiting authorization from Headquarters AMC to remove 31 kits from aircraft in storage at the 304th Storage Squadron at Tucson Arizona.

/t/s/JOHN H de RUSETT, Colonel, USAF
Commander

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0079

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Clerical Shortages

31000

381st BS

17 DEC 54
Lt Col Fulmer/600

1. To continue with the policy of keeping you advised as to our shortages and coming shortages of personnel, the following report is submitted to you:

A. ORDERLY ROOM

(a) The Chief Clerk in this section is being discharged in March 1955. Airman will probably re-enlist, but not at this station.

(b) The Classification Specialists in this section is to be discharged in June 1955. Airman states he is going to re-enlist but not at this station. A qualified airman will be urgently needed.

B. INTELLIGENCE

(a) This section lost its Intelligence Operations Technician, a 20470 by AFSC, due to an overseas shipment this month.

C. OPERATIONS AND TRAINING

(a) The present clerk in this section, a 70250 by AFSC, is due for discharge in April 1955. This airman does not, repeat does not, intend to re-enlist. A replacement for this airman should be made as soon as possible, as adequate training for the replacement will require several months.

(b) An excess B-29 gunner is On the Job Training in this section as an Apprentice Clerk, a 70230 by AFSC. This airman is due for discharge in June, 1955. This airman will probably re-enlist, but at some other station, as he is very anxious to get back on flying status.

(c) This section is short an Atomic Weapons Officer, 1435 by AFSC.

D. MAINTENANCE

(a) The present clerk in this section is to be discharged 7 January 1955. A replacement is needed as soon as possible.

E. SUPPLY

(a) There still exists a shortage of an Apprentice Clerk, a 70230 by AFSC in this section.

0080

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38185 Subj: Clerical Shortages

2. A copy of this report is being forwarded to the 310th Bombardment Wing Director of Personnel for information.

/s/ HAROLD G. FUMER
Lt Col, USAF
Commander

COPY

0081

CONFIDENTIAL

310TH BOMB WING M

RCS: 15-U2



MONTH OF DEC. 1954

MANAGEMENT CONTROL SYSTEM

This Document Classified CONFIDENTIAL in Accordance with AFR 205-1, Par 23a.

0082

CONFIDENTIAL

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RCDR	1	380BS	1
BAAC	1	381BS	1
310CO	1	310AREFS	1
310DP	1	310A&E	1
310DO	1	310TH TAC HOSP	1

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SECTION I - Forecast of official Management Control System Scores.

Projected scores for December - SAC Management Control System Summary.

A. PERSONNEL	MAX POINTS	% MAX LAST MTH	% MAX THIS MTH	POINTS RECEIVED
1. Manning in Required SPECL				
a. Officers	30	40	50	15.0
b. Airmen				
(1) Direct	150	20	10	15.0
(2) Indirect	25	60	30	7.5
2. AWOL Rate	30	100	100	30.0
3. Ground Safety	25	80	80	20.0
4. Reenlistment Rate	40	30	30	12.0
5. Mobile TNG Det Utilization	20	100	99.9	20.0
Personnel Sub Total	320	43	37	119.5
B. MATERIEL				
1. Flying Hours as % of Required	60	76	84	50.4
2. Reports of Survey	20	55	55	11.0
3. Tech Order Compliance	NA			
Materiel Sub Total	80	71	77	61.4
C. UNIT SIMULATED COMBAT MISSIONS AND FLYING SAFETY				
1. USCM Effectiveness	NA	NA	NA	NA
2. Flying Safety	40	90	90	36.0
USCM & Flying Safety Total	40	90	90	36.0
TOTAL	440	53.0	49.0	216.9
	==	==	==	==

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SECTION II - Computation of scores and discussion of influencing factors..

A. PERSONNEL

1. Manning in Required Specialties

	<u>AUTH</u>	<u>IRS</u>	<u>%IRS</u>	<u>% MAX</u>	<u>POINTS</u>
a. Officers	437	359	82.1	50	15.0
b. Airmen					
(1) Direct Support	1086	638	58.7	10	15.0
(2) Indirect Support	520	400	76.9	30	7.5

Officer manning increased by 1.9 per cent over the previous report. Airmen authorization dropped with the transfer of eleven (11) TDA airmen (Special Weapons Field) from 310th Bombardment Wing to 802d Air Base Group. The airmen index for Number in Required Specialties was computed from assigned duty in previous reports. The airmen index for this report has been based on number of personnel assigned by utilization AFSC's in required specialties. A consequent decrease in number and % of maximum score is to be noted from the change in reporting criteria.

2. AWOL Rate

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of AWOLs	6	100	30
Number of Personnel	7251		
AWOL Rate/1000	.83		

Three (3) AWOLs were reported for month of December with an average present for duty strength of 1742 military.

3. Ground Safety

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number Military Accidents	9	80	20
Number Man/Days Exposure	240,252		
Accident Rate	3.72		
Civilian Accidents	0		
Accident Rate	0		
Motor Vehicle Accidents	0		
Number Miles Driven	26,977	80	20
Accident Rate	0		

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Ground Safety (cont'd)	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
GROUND SAFETY INDEX	3.75	}	
Accident Cost	\$35,012		
Mean Strength	7744		
ACCIDENT COST INDEX	4.44		

The total cost for the month of December from lost time accidents and First Aids was \$778.00. Three (3) military accidents accounted for twenty-five (25) lost time days. Four (4) First Aids were reported. Increased emphasis is being placed on ground safety program because of winter season hazards.

4. <u>Reenlistment Rate</u>	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of Discharges	85	}	30 12.0
Number of Reenlistments	24		
Reenlistment Rate	28.2%		

Rate for the month of December was 52.7% a considerable increase from the previous month. The moving average rate increased 3.2% although the % maximum score was not affected.

5. <u>MTD Utilization</u>	<u>Mechanical</u> (Moving Average)	<u>Electronics</u>	<u>% MAX</u>	<u>POINTS</u>
Hours Required:			}	99.9 20
B-47	14,000	6,000		
KC-97	NA	NA		
Total	14,000	6,000		
Hours ACCOMP:				
B-47	31870	5985		
KC-97	NA	NA		
Total	38170	5985		

During December MTD utilization consisted of 5303 hours of mechanical and 660 hours of electrical training. A full month's MTD utilization was not attained due to MTD being closed during the period 17 December 1954 through 4 January 1955. Mechanical utilization was still above requirements but electrical utilization dropped below requirements by 44 per cent. A completely accurate score is not possible since training was not utilized for a full month.

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CONFIDENTIAL**B. MATERIEL****1. Flying Hours as % of Required**

		(December)	% MAX	POINTS
Flying Hours Required:	B-47	1572	84.0	50.4
	KC-97	598		
	Total	2170		
Flying Hours Delivered:	B-47	1294	83.7%	
	KC-97	522		
	Total	1816		
Weighted Percentage		83.7%		

This score represents an increase of 4.6 points from November. Inclement weather during December which caused stand downs help to account for lack of attaining higher score.

2. Reports of Survey

	Moving Average	% MAX	POINTS
Number Reports of Survey	11	55	11
Total Strength	7944		
Average \$ Per Report	\$240.97		
Report of Survey Per/1000	1.38		

One (1) report of survey was recorded during December. Total strength for December was 2051.

3. Technical Order Compliance

Not applicable for the month of December

C. UNIT SIMULATED COMBAT MISSIONS AND FLYING SAFETY**1. USCM Effectiveness - No simulated missions flown.****2. Flying Safety**

		Moving Average	% MAX	POINTS
Number of Hours Flown:	B-47	5448	90	36
	KC-97	2525		
	Total	7973		
Number of Accidents:	B-47	1	90	36
	KC-97	0		
	Total	1		
Accident Rate:		12.5		

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No accidents occurred during the month of December. The one (1) major aircraft accident which occurred in September continues to affect the % maximum score and will continue to do so for the next report.

SECTION III

- Areas of Difficulty -

A. Personnel

1. The lack of fully qualified personnel, both officers and airmen continues to have an adverse effect on the Wing's mission.

2. Of one-hundred and thirteen (113) officers performing duty in support position- fifty-four (54) hold the entry level of their specialty. In the airmen fields, six-hundred and seventy-five (675) hold the basic level AFSC.

3. The recent early out policies and an abnormal number of separations have reduced the number of assigned personnel. Replacements have not been adequate to compensate for these losses.

4. The three officer and airmen shortages which most seriously hamper the 310th Bombardment Wing in accomplishing its mission are:

a. Officer Career Field.

<u>AFSC</u>	<u>TITLE</u>	<u>AUTH</u>	<u>ASG PRIMAFSC</u>	<u>ASG DYAFSC</u>
1435	Special Weapons Officers	13	6	4
1435	Survival TNG & EQP Officers			
6424	Supply Officers			
30131		4	10	2
30151	RADAR	17	11	8
30171		11	3	2
92230		2	0	5
92250	PERSONNEL EQP FIELD	9	2	2
92270		4	0	0
20450	INTELLIGENCE FIELD	5	3	4
20470		6	2	2

CONFIDENTIAL

CONFIDENTIAL

B. Materiel

1. The lack of rectifiers, now called Power Supply, used to perform periodic inspection and maintenance continues to be a restricting factor.
2. The shortage of C-26 generators in the Bombardment Squadrons, due to these generators being loaned to Periodic Maintenance Docks, as a power supply, has created a problem for the wing.
3. The outstanding problem area in materiel is the shortage of qualified airmen for squadron supply sections.

C. Air Refueling Squadron

1. This organization is handicapped due to the lack of qualified personnel. This squadron is short fifteen (15) aircraft maintenance Technicians (4317B), six (6) reciprocating engine mechanics (43251).
2. Two (2) crews were upgraded to combat ready status during December.

- SECTION IV -

Special Analysis or Studies.....NEGATIVE

William L Lavagnino
WILLIAM L LAVAGNINGO
Major, USAF
Comptroller

- SECTION V -

- Wing Commander's Comments -

1. Concur with Comptroller's comments in Section III.

John H de Russy
JOHN H de RUSSY
Colonel, USAF
Commander

CONFIDENTIAL

DAILY STRENGTH REPORT
310TH BOMBARDMENT WING, MEDICAL

is of 31 December 1954

SQUADRONS	OFFICERS						AIRMEN					
	AUTH	ASCD	TDY	SCH	HOSP	LV	AUTH	ASCD	TDY	SCH	HOSP	LV
HQ SQ SEC	53 41	53	2			6	102 146	106	2			12
379TH BOMB SQ	77 62	59	2			3	106 147	123	1			20
380TH BOMB SQ	77 58	59	5			10	106 147	110	1			7
381ST BOMB SQ	77 62	64	2			16	105 147	125				13
310TH FIELD MAINT	7	8				1	377 45	337	5			46
310TH PER MAINT	5	5					138 44	138	7			13
310TH A & E	13 14	12	1				331 40	316	9			23
310TH MED OP	27	21	1			2	95 122	81				13
310TH AIR BFLG	100 45	107	4			32	250 49	241	13			33
TOTAL	431 364	388	17			70	1598 1523	1577	38			180

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

14 January 1955

MEMORANDUM FOR: COMMANDER, 379TH BOMBARDMENT SQUADRON

SUBJECT: Crew of the Month

1. Crew Nr R-39, of your organization, 1STLT Harold L. Hopkins, aircraft commander, has been selected as "Crew of the Month" for the 310th Bombardment Wing for the month of December 1954.

2. The Wing Commander has written to each member of your crew to advise them of their selection as "Crew of the Month."

3. At your discretion, you may award each other additional privileges as you deem fit as a reward to your crew. This crew will, as an additional reward, be permitted to make a week end cross country flight in the event that a flight is approved by higher headquarters.

4. It is recommended that you contact your squadron "Impact" representative for appropriate publicity and photographs.

BY ORDER OF THE COMMANDER:

/t/s/FRANK H. WAGNER
1STLT, USAF
Adjutant

COPY

0091

COPY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

14 January 1955

MEMORANDUM FOR: COMMANDER, 310TH A&S MAINTENANCE SQUADRON

SUBJECT: Airman of the Month

1. A/2C Walter F. Hagar, of your organization, has been selected as "Airman of the Month" for the 310th Bombardment Wing for the month of December 1954.
2. At your discretion you may award such other privileges as you deem appropriate as a reward for his selection. Airman Hagar will be permitted to accompany the next flight from this wing on a week and cross country flight if he so desires. It is suggested you contact 310th Air Refueling Squadron to make arrangements for the flight.
3. It is recommended that you contact the squadron "Impact" representative for appropriate publicity and photos.

BY ORDER OF THE COMMANDER:

/s/FRANK W. WAGNER
1STLT USAF
Adjutant

COPY

0092

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

14 January 1955

MEMORANDUM FOR: COMMANDER, 130TH A&E MAINTENANCE SQUADRON

SUBJECT: Maintenance Man of the Month

1. A/1C Donald L Liggett, of your organization, has been selected as Maintenance Man of the Month for the 310th Bombardment Wing for the month of December 1954.

2. At your discretion you may award such other privileges as you deem appropriate as a reward for his selection. Airman Liggett will be permitted to accompany the next flight from this wing if he so desires on a week end cross country flight. It is suggested you contact the 310th Air Refueling Squadron to make arrangements for the flight.

3. It is recommended that you contact the Squadron "Impact" representative for appropriate publicity and photos.

BY ORDER OF THE COMMANDER:

/t/s/FRANK H WAGNER
1STLT USAF
Adjutant

COPY

0093

Major Hament presents Airman George Patton a birthday
cake ordered by his two sisters.

0094



0095

Members of the 310th Air Refueling Squadron prepare
food baskets for distribution to needy families.

0096



0097

OPERATION AND STATISTICAL REPORT
310TH BOMBARDMENT WING, TADORN

Date Month of December 1954

a. Flying Time for Squadrons and Wings:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average Flying Time per Possessed A/c)
379BS	434:35	16	27:10
380BS	448:40	16	28:03
381BS	451:15	17	26:33
310th BOMBW Total	1334:30	49	27:14
310th ABWFS Total	554:05	18	30:47
Combined Total	1888:35	67	28:11

b. Number of Aircraft Assigned:

B-47 49 KC-97 22

c. Average number of Aircraft possessed:

B-47 49 KC-97 18

d. Number of Periodic Inspections Scheduled:

B-47 5 KC-97 1

Number of Periodic Inspections Completed:

B-47 3 KC-97 1

e. Number of Engine Changes:

B-47 4 KC-97 2*

Average Time at Engine Change:

B-47 112:45 KC-97 198:50*

f. Number of Cylinder Changes:

KC-97 0

g. Number of Turbo Changes:

KC-97 1

h. In Commission - Rates and Figures:

(1) Wing Percentage In Commission:

B-47 54.5% KC-97 63.3%

(2) Number Hours Aircraft In Commission:

B-47 19864 KC-97 8274

(3) Average Hours In Commission per Possessed Aircraft:

B-47 405 KC-97 460

i. AOCM - Rates and Figures:

(1) Wing Percentage AOCM:

B-47 42.5% KC-97 28.7%

(2) Number Hours Aircraft AOCM:

B-47 15493 KC-97 3745

(3) Average Hours AOCM per Possessed Aircraft:

B-47 316 KC-97 208

* Includes engine change on transient KC-97G 52-2756

Production and Statistical Summary - Continued

j. ACP Rates and Figures:

(1) Wing Percentage ACPs:	B-47	03%	RC-97	08%
(2) Number Hours Aircraft ACP:	B-47	1099	RC-97	1053
(3) Average Hours ACP per Possessed Aft:	B-47	22	RC-97	59
(4) Items ACP at present:	B-47	0	RC-97	0
(5) Number items ACP this month:	B-47	10	RC-97	12
(6) Number items received this month:	B-47	10	RC-97	12

k. ANFS Rates and Figures:

(1) Total items ANFS requisitioned this month:	B-47	73	RC-97	17
(2) Number items ANFS received this month:	B-47	56	RC-97	18
(3) Total items ANFS at present:	B-47	25	RC-97	7
(4) Number Aircraft ANFS on this date:	B-47	19	RC-97	7

l. Number Aircraft Items Cannibalized this month:

B-47	10	RC-97	7
------	----	-------	---

m. Technical Order Compliance Status Data:

(1) TOC Percentage Rate:	B-47	2.4	RC-97	2.33
(2) TOC Total Man-hour Backlog:	B-47	175	RC-97	82

n. Number of Field Maintenance Work-Orders Requested:

1331

o. Number of Armament & Electronics Work-Orders Requested:

1038

VALENTINE S. KUDRIKOFF
CWO, USAF
Reports & Analysis Officer

STANDARD PROCEDURES FOR PLANNING AND SCHEDULING OF AIR TOWING MISSIONS

1. PLANNING AND SCHEDULING

a. Wing (A-101)

- (1) For Normal Monthly Operations. On the first of each month, Wing DC reviews commitments from higher Headquarters:
 - (a) Ordered missions - normally received three months in advance.
 - (b) Flights - normally received one month in advance.
 - (c) Off-base school quotas - normally received two months in advance.
 - (d) CAS quotas.
 - (e) Flying Time Required.

Wing Director of Operations divides commitments and flying time among squadrons.

- (2) For First Month in Training Quarter. Wing D/O plans all unit-type missions and gives requirements to squadron.

NOTE: This allows for maximum utilization of flying time, CAS sites, and helps attain maximum accomplishments for Wing.

- (3) Wing D/O requires squadron to furnish by the 9th the duration of sorties planned for following month.

NOTE: If different length sorties are planned, show percentage of total sorties that each sortie length constitutes, for example:

20% - 6 hr sorties
30% - 10 hr sorties
50% - 8 hr sorties

- (4) By the 15th, Wing D/O compiles sortie information on a wing-wide basis and gives to maintenance. With this information, maintenance computes total number of sorties which can be delivered.

(4) Upon receipt of aircraft tail number assignments from wing, complete flying schedule.

(5) By Friday, all schedules for following week completed and posted in Operations Room and Crew Room.

NOTE: Daily changes must be handled by squadron operations officer and ground training officer; however, these changes will be required only if scheduled flight is cancelled and if crew's time can be used to fill standing ground training requirements such as Jala, etc.

2. Briefing.

a. Should be conducted at squadrons (except for unit-type missions)

b. Briefing to be conducted by Squadron Operations Officer or Flight Commander.

NOTE: Flight Commander will not brief his own mission.

3. CRITIQUES.

a. To be handled entirely by Wing Base Division (except for Jala)

b. All crew members are required to attend all critiques.

c. If the flow and processing of the forms and files is properly coordinated, they will normally be available for critique by 1300 hours in day following mission.

COPY

SUBJECT: Proposed Standard Procedures for Planning
and Scheduling and Air Training Accomplishments

TO

FROM

310AC

17 DEC 54 CDR/STY 3A 1
JAG Lavagnino/300

1. Attached is a proposed standard procedure for the planning and scheduling of air training accomplishments. The procedures set forth in this plan are presently in use throughout the Second Air Force and it is the Commander's desire to implement these procedures for the 310th Bomb Wing.

2. The Wing Bomb Division as referred to in PARA 3a, is a team composed of three observers on the Wing Operations staff.

3. Request your comments and criticisms of this plan be forwarded to the 310th Comptroller as expeditiously as possible since it is the Commander's desire that this plan, or a similar one, be implemented by 1 JAN 55.

BY ORDER OF THE COMMANDER:

/t/s/FRANK E. WATSON, 1STLT, USAF
Adjutant

COPY

0102

OPERATIONS MEMORANDUM)

NUMBER 51B-5)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

16 December 1954

FLYING TRAINING

Bombing

1. Bombing results at Camp Phillips Range show a large error over in range. To minimize this error, to effect standardization in the wing, and to provide realistic data for future analysis of bombing results, the following procedure will be used by all B-47 combat crews:

a. One dry run over the target will be made to accomplish the following:

- (1) Measure altitude while passing over Medicine Lodge (PIP) 37°17'N 98°35'W.
- (2) Set ballistics data into Ballistics Control Unit.
- (3) Aircraft commander or pilot reads PIP check list.
- (4) Perform necessary steps to effect a wind run on the IP.
- (5) Depart IP (Kingman) 37°39'N 98°06'30"W.
- (6) Place azimuth marker through target and center PDI.
- (7) Continue checklist in accordance with normal procedures in SAC Manual 50-38. On dry runs BRIC switch will be in TRAIN position and BRIC COUNTER will be on zero bombs.
- (8) At the instant the bomb bay doors open, the observer will closely monitor the motion and displacement of the optical crosshairs. At this very same moment the aircraft commander will also record all deviations to the desired altitude and indicated air speed readings. (The reaction and position of the optical crosshairs at the instant prior to cross over is of prime importance in determining the amount of correction factor).
- (9) Initiate final altitude measurement as soon as possible. Correct initial ballistics data if necessary.

OPS MEMO 51B-5

- (10) The observer will determine the amount of correction factor by using the distance in feet the crosshairs are displaced at the instant prior to cross over. Convert this distance to seconds and apply a correction to the "ACTUAL TIME OF FALL" setting only. Necessary data to compute the amount of correction is available in the bombing tables.

3. On the return to the PIP (Medicine Lodge), prior to the first actual release, the observer will place the optical reticle on Medicine Lodge and check crosshair coincidence. The RAI and/or PPI crosshairs should also appear on Medicine Lodge.

4. All bomb runs will be made without pulling "TAS" and/or "H" amplifiers.

5. There will be no arbitrary displacement of crosshairs.

6. All bombing data will be specifically recorded on SAC Form 31.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant



FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" plus "G"

OPERATIONS MEMORANDUM)
NUMBER 55B-13)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

5 January 1955

OPERATIONS

K-38 CAMERA OPERATION

1. PURPOSE: To prescribe a standard operating procedure for the operation of the K-38 Vertical camera.
2. RESPONSIBILITY: Bombardment Squadron Commanders are responsible for compliance with the provisions of this memorandum.
3. GENERAL: This memorandum is applicable to all B-47 Observers of the 310th Bombardment Wing, Medium.
4. PROCEDURE: To insure proper camera operation, the following procedure will be used:
 - a. CAMERA CONTROL PANEL
 - (1) Camera "Master Switch" will be in the ON position.
 - (2) Camera Door switch will be in the "AUTO" position.
 - (3) Camera Selector switch will be in the "AUTO" position.
 - b. B8A INTERVALOMETER PANEL
 - (1) Using the "DELAY" knob, set in the computed ATF minus two (2) seconds.
 - (2) Using the "INTERVAL" knob, set the interval between exposures.
 - (3) Using the "EXPOSURE LIMITER" knob, set in eight (8) exposures.
 - (4) Intervalometer switch will be in the "ON" position.
 - (5) The Amber "READY" light will then come on, indicating the camera is ready for operation. When a bomb is released, the amber light will go out.

OPS MEMO 55B-13

- (6) Each time the Green light flashes ON an exposure is being made.
- (7) The counter on the Intervalometer indicates the total number of exposures that can be taken during the mission, and/or the number of exposures remaining on the camera.
- (8) When the Exposure Limiter knob is set on eight (8), it will take only eight (8) exposures and the amber "Ready" light will come on again, indicating the camera is ready for the next series of exposures.
- (9) The red "CAMERA TRIP" button can be used for an instantaneous exposure at any time, irregardless of the position of the On-Off switch, or the condition of the fuse on the intervalometer.
- (10) Steps 1, 2, and 3 of the Intervalometer settings above, must be repeated for each bomb drop.

The procedure as outlined above, will aid the Photo-Interpreter in scoring the bomb impact by providing him with two photos of the target area prior to bomb impact, and a series of six photos of the target area after bomb impact.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant



FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" plus "G"

OPERATIONS MEMORANDUM)

NUMBER 60B-5)

HEADQUARTERS

310TH BOMBARDMENT WING, (MEDIUM)
Smoky Hill Air Force Base
Salina, Kansas

8 December 1954

FLYINGB-47 Restrictions and Weather Minimums

(Supersedes 310BOMWG Operations Memorandum 60B-5 dated 19 OCT 54)

1. PURPOSE: To establish restrictions for flight in B-47 aircraft of this wing.

2. RESPONSIBILITY: Squadron Commanders and Aircraft Commanders are responsible for compliance with the provisions of this regulation.

3. GENERAL: The operating limitations imposed by TO 1B-47E-1, Flight Handbook for B-47 aircraft will be complied with in all cases. In addition to these restrictions the following will apply:

a. Maximum indicated air speed will be 310K in accordance with 15th Air Force message DOOPS 48601.

b. For computation of take off data ten percent of the actual runway available will be ignored.

c. Full stop landings will be planned for the use of brakes, only. However, brake and approach chutes will be used if operative.

d. Aircraft Commanders will not perform touch and go landings until such time as they have logged 300:00 hours as B-47 first pilot, or are supervised by a qualified instructor pilot who is at one set of controls.

e. Take offs and landings may be performed by a combat ready co-pilot at the Aircraft Commander's discretion.

f. Following are the maximum crosswind components allowable as indicated.

<u>Activity</u>	<u>Component</u>
Take off	25K
Full stop landing	20K
Touch and go landing	20K

g. 310th Aircraft will not perform touch and go landings out of GCA approach. Each GCA landing will be a full stop landing.

h. Practice GCA low approaches will not be made lower than published GCA minimum.

OPS MEMO 60B-5

4. WEATHER MINIMUMS: a. Combat ready Aircraft Commander and Instructor pilot restrictions are in accordance with AFR 60-16 and approved let down procedures.

b. Non-combat ready Aircraft Commanders will comply with minimums below:

<u>TAKE OFF</u>		<u>LANDING</u>			
<u>DAY</u>	<u>NIGHT</u>	<u>DAY</u>		<u>NIGHT</u>	
500/2	500/3	<u>NOGCA</u>	<u>W/GCA</u>	<u>NOGCA</u>	<u>W/GCA</u>
		500/3	500/2	500/4	500/3

NOTE: Non-combat ready Aircraft Commanders accompanied by qualified instructor pilot will be considered combat ready for clearance purposes.

5. REFERENCES:

TO 1B-4/E-1

AFR 60-16

15AF MSG DOFS 48601

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT USAF
Adjutant



FRANK H. WAGNER
1STLT USAF
Adjutant

DISTRIBUTION: "A" plus "G".

0117

Flying Safety (On Top of the Lucky)

TO: COMDE, ATTN: DC

FROM: 31000

DATE: 24 DEC 54 CWT EXT NR 2
CWT Return/9.00

1. In reply to PAMA 3, Comment No 1, the following is submitted:

a. Flying Hours: No change.

b. Flying Safety Meetings:

(1) Points be awarded to each squadron according to percentage of rated personnel present at the Wing Flying Safety meeting only.

(2) That squadron flying safety meetings and make-up meetings not be counted. This policy would eliminate most squadrons from reporting 100% attendance.

(3) Points be awarded on percentage, with 300 points maximum, for 100% attendance.

c. Incident Reports:

(1) That bonus points be awarded for the submission of Incident Reports, instead of subtracting points for incidents caused by personnel error.

(2) That the points be awarded according to the value received from the Incident Report, i.e. 25 points for an Incident Report that is forwarded through channels to SAC. Ten points for Incident Reports disseminated to units of 802d Air Division only.

d. Equipment Malfunctions: I recommend that this part of the program be omitted.

e. Accidents and Incidents: No change.

f. Flying Violations: No change.

g. Miscellaneous: I recommend that additional points be awarded to a squadron that receives a flying award, such as:

(1) SAC Pilot of the Month.

(2) SAC Crew of the Month.

(3) Headup Flying Club Member.

(4) SAC Maintenance Man of the Month.

FOR THE COMMANDER:

/s/FRANK H WAGNER, 1STLT, USAF
Adjutant

COPY

0109

WING REGULATION)

NUMBER (2-9)

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Dowdy Hill Air Force Base
Salina, Kansas

20 December 1954

FLYING SAFETY

Practice Operation of Emergency Landing Gear System
(Supersedes 310BOMW REG 2-9 dated 14 JUL 54)

1. PURPOSE: To establish standard procedures governing practice operation of emergency landing gear system.

2. RESPONSIBILITY: Squadron Commanders are responsible for compliance with the provisions of this regulation.

3. PROCEDURES: a. KC-97 and B-47 groups.

- (1) Prior to check-out and during the course of normal emergency procedure training, crew members concerned will be given instructions and will demonstrate proficiency in the operation of the emergency landing gear system during flight simulation tests under the supervision of qualified personnel.
- (2) During flight check-out and standardization flights, aircrew members concerned will demonstrate proficiency in the operation of emergency landing gear system while in flight under the supervision of appropriate standardization crew members.
- (3) No landings will be made with gear which has been operated by the emergency system for training purposes until after the gear has been retracted and extended by normal methods, except in case of emergency.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT USAF
Adjutant



FRANK H. WAGNER
1STLT USAF
Adjutant

DISTRIBUTION: "A" plus "C"

SUPPLEMENT II
WING REGULATION)
NUMBER 60-14)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

6 December 1954

OPERATIONS

B-47 Standardization Checks
(Supersedes 310BOMWG REG 60-14 SUPPL II 21 JUL 54)

1. PURPOSE: To establish procedures for the administration of B-47 standardization checks.
2. RESPONSIBILITY: Squadron Commanders and B-47 standardization crews are responsible for compliance with the provisions of this regulation.
3. DEFINITIONS:
 - a. Initial Standardization Check: An initial standardization check is a flight check of a crew or individual crew members who have completed all training requirements outlined under SAC REG 51-19. Pre-requisites include completion of B-47 questionnaire and standard emergency procedures and proficiency examination. Flight planning, pre-flight, engine starts, taxiing, take-off and landings (day and night), instrument flying, crew coordination, normal in-flight procedures, use of check lists, oxygen, communications, post flight and knowledge of B-47 systems and emergency procedures are checked. Prior to completion of this check, all flights require in-flight supervision of the crew or individuals.
 - b. Safety-of-flight check: A safety of flight check is a crew ground and in-flight check, prior to soloing, to insure that all pre-flight, in-flight, post-flight, and emergency procedures affecting safety of flight are performed in accordance with existing directives. A newly formed crew or any crew with one or more substitute crew members will accomplish both ground and air phases of this check as a complete crew. Fully qualified aircraft commanders, staff personnel and instructors may be substituted on a crew with a ground safety of flight check only. A safety of flight check may be combined with an initial standardization check when practicable.
 - c. Air Refueling Standardization Check: An Air Refueling Standardization check is a ground and in-flight check of a crew or individual crew members who have completed the day air refueling requirements of SAC REG 51-19, SUPPL XII. It includes completion of an air refueling questionnaire and written examination. The flight check requires pre-flight of the air refueling system, radar rendezvous, wet hookups, disconnects, air refueling visual signals and all air refueling normal and emergency procedures. B-47 crews will not fly solo air refueling missions until this check has been completed. After completion of the day standardization check and six solo day wet contacts of 6000 pounds each, the aircraft commander will accomplish three night wet 6000 pound, five minute duration contacts under the supervision of a qualified instructor pilot prior to performing solo night air refueling.

WG REG 60-14 SUPPL II

d. Standardization Check (SAC REG 51-4): A standardization check (see SAC REG 51-4) is the complete standardization check administered to all B-47 crews prior to their being declared combat ready and every six months thereafter. This check is also required immediately prior to up-grading B-47 crew members to instructor status and is required for all B-47 qualified staff personnel once a year. This check consists of the following:

- (1) Completion of Standboard Emergency Procedures Examination with a minimum passing score of 100%.
- (2) Completion of Standboard Proficiency Examination with a minimum passing score of 80%.
- (3) Satisfactory completion of a B-47 emergency procedures check in the B-47 flight simulator under the supervision of the standboard crew.
- (4) Satisfactory completion of two B-47 flight checks, one under the supervision of the Standardization Crew Aircraft Commander and the other under the supervision of the Standardization Crew Observer.

4. PROCEDURES: a. Initial Standardization, Safety of Flight and Air Refueling Standardization Checks will be scheduled and conducted as follows: Standardization crews will maintain an individual training folder for each B-47 crew member, which will contain all flight check sheet checkout certificates and standardization reports necessary to substantiate the complete B-47 checkout and standardization of that individual.

b. Standardization Checks (SAC REG 51-4) will be scheduled and conducted by squadron and wing standardization crews in cooperation with squadron operations staff. Standardization crews will submit mission requirements to the Operations Officers; the operations staff will brief the missions. Crews to be checked will flight plan under the supervision of the standardization crew. Minimum requirements for each mission will be those outlined in USAF REG 50-13. Direct coordination is authorized between standardization crews and the B-47 simulator detachment for the scheduling of pilots' emergency procedure checks. Written examinations will be administered semi-annually by the wing standardization crew and may be credited toward standardization checks.

c. Failure of a crew member of any phase of a standardization check causes that crew member to revert to student status until the delinquency is corrected. Squadron Commanders will take appropriate administrative action on all such cases.

5. REPORTS: a. For Initial Standardization, Safety of Flight and Air Refueling Standardization Checks, the following forms will be completed in duplicate for each B-47 crew member and filed at wing and squadron standardization boards in the individual's training folders:

WG REG 60-14 SUPPL II

- (1) 310th Bombardment Wing Form 79, "Certificate of Training (B-47)".
- (2) 802ABG Form 122, "Standard B-47 Gradesheet (Aircraft Commander and Co-pilot)".
- (3) 802ABG Form 123, "Standard B-47 Gradesheet (Observer)".

b. For Standardization Checks (SAC REG 51-4), the following forms will be filled out in duplicate (unless otherwise indicated) for each B-47 crew member and filed at wing and squadron standboards in the individual's folder.

- (1) 802ABG Form 124, "Report of B-47 Standardization Check" (one copy each for wing and squadron standardization board).
- (2) 310BOMWG Form 79, "Certificate of Training. (B-47)".
- (3) 802ABG Form 125, "Standardization Check Sheet (Aircraft Commander and Co-pilot)".
- (4) 802ABG Form 126, "Standardization Check Sheet (Observer)".

6. REVIEW AND AUTHENTICATION: All standardization check sheets, examinations, certificates and reports will be reviewed and signed by the personnel indicated for such action on each form. Squadron Commanders and Operations Officers will closely monitor the results of each standardization check and will take positive action to correct any weaknesses or discrepancies indicated.

7. REFERENCES:

SAC REG 51-19, SUPPL XII and XIII.

SAC REG 51-4

15AFR 50-13

15AFR 50-29

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT USAF
Adjutant



FRANK H. WAGNER
1STLT USAF
Adjutant

DISTRIBUTION: "A" plus "G".

COPY

15th Air Force Target Materials Support

31000

31000

9 DEC 54
LTCOL Rifkin

1. At an informal conference held by the members of my operations staff, Friday, 3 November, pertinent to weapon drops against the Salton Sea and Matagorda Bombing Ranges, dissatisfaction with the SAC - provisioned target materials was expressed by the Wing Observer. The Wing Intelligence Officer called the Target Materials Officer of 15th Air Force by SAC line requesting visual and radar photography.
2. The attached radnote was sent in response to his request informing us that the photography requested is "not available to this headquarters."
3. Both the 22 BOMBEN and 320 BOMBEN assigned March Air Force Base, have operated on these bombing ranges and undoubtedly have the desired photography. In view of pertinent comments made by 15th Air Force to complaints voiced by this command, the attached radnote is of interest.

/t/s/ROBERT E. TRUCKER, Colonel, US F
Wing Operations Officer

COPY

0114

0017

15th Air Force Target Materials Support

TO COMDR ATTN: DC FROM 31000

13 DEC 54 COMMENT NM 2
COL de Russy, 207

1. The attached radnote and remarks in comment 1 are typical of the domestic target support we have not gotten from Fifteenth Air Force Intelligence. This same sort of thing occurred when we requested target materials on the Dallas and Little Rock target complexes. The reply to our request for material on these two complexes was that the wings were expected to develop their own target materials on domestic targets. Although we fully intend to do this in time, I believe this situation should be brought to the attention of the proper people in Fifteenth Air Force. It is not too difficult for an established combat ready wing to develop its own target materials on domestic targets, but for newly activated or converting wings, it should be the responsibility of Fifteenth Air Force to furnish initial target information on which the wing can commence its training. Without such initial target information, a wing is badly handicapped in its initial training program.

2. As Colonel Thacker states in paragraph 3 above, the wings at March Air Force Base obviously have operated on the ranges at Salton Sea and Matagorda for some time and must therefore have target materials on these ranges. It appears to me that Fifteenth Air Force Intelligence should procure such target information from these wings for dissemination to newly activated and converting wings.

/t/s/JOHN W de MUSSY, Colonel, USAF
Commander

0017

0115

COPY

Training in SAC Manual 55-5A, (TOP SECRET)

31000

310001

15 DEC 1954
LT COL Rifkin/301/ew

1. Training in Section C, Tactical Doctrine, Jet Bombardment, SAC Manual 55-5A, is mandatory for B-47 crews with assigned BWP roles. The classified copies of Section C are in the Wing Intelligence Section, 'earmarked' for your crews.
2. They will be made available to those persons requiring access to the information upon receipt of an Access Roster, original and 4 copies, from their Squadron Commanders to the Wing Intelligence Officer, listing the crewmen and the type of TOP SECRET clearance granted to the individual.
3. Squadron Commanders will be informed of those individuals who have not completed this mandatory requirement each two weeks.

/s/MICHAEL J. RIFKIN, LTCOL, USAF
Wing Intelligence Officer

COPY

KODAK SAFETY FILM

0017

Field Test Security Augmentation

FOURTH ATTC: BWH

31000

3 DEC 54
COL de Russey/207

Request 310th Bombardment Wing be granted permission to field test contemplated plan of higher headquarters to augment each squadron with security personnel from the Air Police Squadron.

/t/s/JOHN H de RUSSY, Colonel, USAF
Commander

TEST COPY

0117

WING REGULATION
NUMBER 205-1

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

27 December 1954

SECURITY

Wing Sabotage Alert

1. PURPOSE: To provide maximum security for priority elements of this command, to establish an alert system for inspecting and securing priority elements from threat or acts of sabotage, and to establish procedures and assign responsibilities to insure an expeditious course of action upon notification of a sabotage alert.

2. SCOPE: This regulation is applicable to Headquarters Squadron Section and organizations having aircraft assigned.

3. GENERAL:

a. Inspection personnel will be under the supervision of the unit security officers of the following squadrons: 379th Bombardment Squadron, 380th Bombardment Squadron, 381st Bombardment Squadron, 310th Air Refueling Squadron and Headquarters Squadron Section.

(1) The inspection personnel in the tactical and air refueling squadrons will consist of one primary and one alternate for each aircraft. The primary and alternate will normally be the crew chief and assistant crew chief, however, if the squadron commander deems it necessary to utilize other personnel, he will designate them on squadron orders.

(a) Squadron orders designating individuals other than crew chief and assistant crew chief as primary and alternate sabotage alert inspection personnel will be kept on file by the unit security officer and one copy forwarded to the Wing Security Officer.

(2) Headquarters Squadron Section inspection personnel will be the wing intelligence inspecting officer, assistant, and alternate for each.

(a) Orders will be published designating the wing intelligence inspecting officer, assistant and alternates. These orders will be kept on file by the unit security officer and one copy forwarded to the Wing Security Officer.

b. Sabotage alert squadron supply personnel in the tactical and air refueling squadrons will consist of one primary and one alternate for each organization.

310BCMVG REG 205-1
Page 2

- (1) Squadron orders will designate this primary and alternate from each squadron. These orders will be kept on file by the unit security officer and one copy forwarded to the Wing Security Officer.

4. RESPONSIBILITIES:

a. Wing control room will:

- (1) Receive, record and maintain a log indicating where the following personnel can be reached at all times: Wing Security Officer and assistant, unit security officers, and wing intelligence inspecting officers.
- (2) Notify the above personnel in 3a(1) and squadron charge of quarters (during day duty hours) or squadron commander (during duty hours) that the sabotage alert has been placed into operation.
- (3) Receive and record results of personnel notification by each squadron charge of quarters or squadron commander.

b. Wing Security Officer and assistant will:

- (1) Monitor, supervise and assure the accomplishment of this regulation.
- (2) Place this sabotage alert into operation upon notification by the Wing Commander or his authorized representative.
- (3) Report inspection results to:
 - (a) Wing Commander or his authorized representative.
 - (b) Air Police Operations or Base Provost Marshal.
 - (c) Additional authorities as required by personnel in 4b(3)(a) and (b).
- (4) Conduct periodic tests to determine the effectiveness of this regulation.
- (5) Maintain file of orders on personnel in 3a(1)(a), 3a(2)(a) and 3b(1).
- (6) Have in their possession at all times:
 - (a) Suitable inspection clothing.
 - (b) SAC Restricted Area Badge.

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Page 3

(c) Identification card (DD2AF).

(d) Small arms and ammunition.

(7) Advise Wing Control Room where they can be reached at all times except when available in or through their duty section, residence or quarters.

c. Wing Intelligence Inspecting Officer and assistant will:

(1) Conduct inspection of priority elements in the Wing Intelligence Building and adjacent area.

(2) Inform Air Police operations and Wing Security Officer when a sabotage device or suspicious object is located during an inspection.

(3) Clear and secure any area in which a sabotage device or suspicious object is located.

(4) Apprehend and detain for Air Police interrogation any unauthorized personnel in the Wing Intelligence Building or adjacent area during the sabotage alert inspection period.

(5) Immediately report sabotage inspection results to Wing Security Officer in Wing Control Room.

(6) Secure Wing Intelligence Building upon completion of initial sabotage alert inspection until released by Wing Security Officer.

(7) Have in his possession at all times:

(a) Suitable inspection clothing.

(b) SAC Restricted Area Badge.

(c) Identification card (DD2AF).

(d) Lighting equipment.

(8) Have small arms immediately available at all times.

(9) Advise wing control room (intelligence inspecting officer) or squadron charge of quarters (assistant intelligence inspector) where they can be reached at all times except when available in or through their duty section, residence, or quarters.

0 1 2 0

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Page 4

d. Unit security officers and assistants will:

- (1) Monitor, supervise and assure the accomplishment of this regulation in matters pertaining to their squadron.
- (2) Conduct continuing indoctrination of:
 - (a) Squadron inspection personnel.
 - (b) Squadron sabotage alert supply personnel.
 - (c) Squadron charge of quarters.
 - (d) Squadron commander.
- (3) Inform Air Police operations and Wing Security Officer when a sabotage device or suspicious object is located during an inspection.
- (4) Immediately report sabotage inspection results to Wing Security Officer in Wing Control Room.
- (5) Keep inspection personnel constantly aware of current identification code system necessary for inspection requirements.
- (6) Insure inspection personnel have suitable lighting equipment to conduct the sabotage alert inspection.
- (7) Position inspection personnel as guards to secure the squadron priority elements upon completion of initial sabotage alert inspection.
- (8) Conduct periodic tests to determine effectiveness of this sabotage alert in order to assure the availability of inspection personnel 24 hours a day, 7 days a week.
- (9) Maintain written Standard Operation Procedure for:
 - (a) Squadron charge of quarters and squadron commander to include a roster of all squadron personnel to be notified of a sabotage alert.
 - (b) Small arms and lighting equipment issue and turn-in.
- (10) Have in their possession at all times:
 - (a) Suitable inspection clothing.
 - (b) SAC Restricted Area badge.

0 1 2 1

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Page 5

(c) Identification card (DD2AF).

- (11) Advise wing control room (unit security officer) or squadron charge of quarters (assistant unit security officer) where they can be reached at all times except when available in or through their duty section, residence, or quarters.

e. Inspection personnel will:

- (1) Have a thorough knowledge of this regulation and their own duties during a sabotage alert inspection.
- (2) Conduct inspection of squadron priority elements under the supervision of the unit security officer.
- (3) Inform unit security officer or in his absence air police operations and Wing Security Officer when a sabotage device or suspicious object is located.
- (4) Clear and secure any area in which a sabotage device or suspicious object is located.
- (5) Apprehend and detain for air police interrogation any unauthorized personnel in the squadron area during the sabotage alert inspection period.
- (6) Immediately report sabotage inspection results to unit security officer or in his absence to Wing Security Officer in the wing control room.
- (7) Maintain constant awareness of current identification code systems necessary for sabotage alert inspection requirements.
- (8) Take up guard position to secure squadron priority elements upon completion of initial sabotage alert inspection under supervision of unit security officer.
- (9) Have in their possession at all times:
 - (a) Suitable inspection clothing.
 - (b) SAC Restricted Area badge.
 - (c) Identification card (DD2AF).
- (10) Advise squadron charge of quarters or squadron commander where they can be reached at all times except when available in or through their duty section, residence, or quarters.

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Page 6

f. Squadron charge of quarters or squadron commander will:

- (1) Receive, record, and maintain a log indicating where squadron sabotage inspection and supply personnel can be reached at all times.
- (2) Notify inspection personnel that a sabotage alert has been put into operation when so advised by wing control room.
- (3) Immediately report to wing control room the number of personnel contacted after calling each person on the squadron sabotage alert log card.
- (4) Continue to try and reach personnel not previously contacted until all have been notified of the sabotage alert.
- (5) Standby his squadron post during the sabotage alert in order to relay information as the situation requires.

g. Sabotage alert squadron supply personnel will:

- (1) Have a thorough knowledge of this regulation in all cases pertaining to their own supply duties, as well as inspection personnel duties.
- (2) Insure that skill saw, sawdust, and lighting equipment are available and issued to squadron personnel when required by this regulation.
- (3) Report to unit commander of issue after issue of items in 4g(2).
- (4) Receive turn-in of items stated above in 4g(2) upon the conclusion of the sabotage alert.
- (5) Have in their possession at all times.
 - (a) Suitable inspection clothing.
 - (b) SAC Restricted Area badge.
 - (c) Identification card (DDAF).
- (6) Advise squadron charge of quarters or squadron commander where they can be reached at all times except when available in or through their duty section, residence, or quarters.

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5. PROCEDURE:

- a. Only the Wing Commander or his authorized representative will contact wing control room and order a sabotage alert.
- b. Wing control room will immediately notify:
 - (1) Wing Security Officer and assistant.
 - (2) Unit Security Officers.
 - (3) Squadron charge of quarters (during non duty hours) or squadron commander (during duty hours).
 - (4) Wing intelligence inspecting officer.
- c. Squadron charge of quarters or squadron commander will immediately:
 - (1) Notify squadron inspection and supply personnel of a sabotage alert by calling each name on his log once.
 - (2) Report the number of personnel contacted to wing control room.
 - (3) Continue to try and reach personnel not previously contacted until all have been notified of the sabotage alert.
- d. Upon notification of the sabotage alert:
 - (1) Wing Security Officer and assistant will proceed to wing control room. One of these individuals will remain in this location throughout the sabotage alert.
 - (2) Wing intelligence inspecting officer and his assistant will proceed to the wing intelligence building and begin inspection of priority elements and adjacent area.
 - (3) Unit Security Officers and assistants will proceed to the squadron areas to initiate and supervise:
 - (a) Small arms and lighting equipment issue.
 - (b) Inspection of priority elements.
 - (c) Securing of priority elements in their area after initial inspection.
 - (4) Inspection personnel will proceed to their designated squadron area and immediately:

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Page 8

- (a) Draw small arms, ammunition, and lighting equipment (when applicable).
- (b) Commence inspection of priority elements under supervision of the unit Security Officer.
- (5) Sabotage alert squadron supply personnel will proceed to squadron supply and immediately:
 - (a) Issue small arms, ammunition, and lighting equipment (when applicable).
 - (b) Report to the unit Security Officer.
- e. When inspection discloses a sabotage device or suspicious object the following will be accomplished:

- (1) Inspection personnel will:
 - (a) Clear and secure the area.
 - (b) Apprehend and detain for air police interrogation any unauthorized personnel in the area.
 - (c) Notify the unit Security Officer or in his absence a police operations and wing Security Officer.
- (2) Unit Security Officers and assistants will immediately:
 - (a) Report this information to air police operations and Wing Security Officer.
 - (b) Supervise clearing and securing the area.
- (3) Wing Intelligence inspecting officer and assistant will:
 - (a) Clear and secure the area.
 - (b) Apprehend and detain for air police interrogation any unauthorized personnel in the area.
 - (c) Report this information to air police operations Wing Security Officer.

f. When inspection of priority element areas is completed and does NOT disclose a sabotage device or suspicious object the following will be accomplished:

- (1) Inspection personnel will:
 - (a) Immediately report sabotage inspection results to Unit Security Officer or in his absence to Wing Security Officer in wing control room.

0125

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Page 9

- (b) Take up guard position to secure squadron priority elements under a permission of the unit Security Officer.
- (c) Standby until released by the unit Security Officer.
- (2) Unit security officers, assistants, wing intelligence inspecting officer and assistant will:
 - (a) Immediately report sabotage inspection results to Wing Security Officer in the wing control room.
 - (b) Secure Wing Intelligence building until released by Wing Security Officer.
- (3) Wing Security Officer and assistant will:
 - (a) Report inspection results to authorities in 4g(1)(a)(b)(c) as required.
 - (b) Utilize or release personnel as the situation requires.
- g. When the sabotage alert inspection is completed and personnel are released by Wing Security Officer the following will be accomplished:
 - (1) Sabotage alert squadron supply personnel will receive the turn-in of:
 - (a) Small arms.
 - (b) Ammunition.
 - (c) Lighting equipment (when applicable).
 - (2) Inspection personnel will turn-in items stated above in 4g(1)(a)(b)(c) to sabotage alert squadron supply personnel.
 - (3) Unit security officers and assistants will monitor turn-in of items stated above in 4g(1)(a)(b)(c).
 - (4) Wing Security Officer and assistant will prepare report of inspection results for the Wing Commander or his authorized representative as required.

5. REFERENCE:

- a. AFR 205-5.
- b. AFR 205-8.
- c. SAC REG 205-1.

0126

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1100 hours

28 December 1954

STAFF MEETING

Personnel Present

Wing Commander.	Colonel de Russy
Wing Operations Officer	Colonel Thacker
Wing Materiel Officer	Colonel Jones
	Captain Fancett
Wing Personnel Officer.	Lt Turner
Wing Comptroller.	Major Lavagnino
Wing Adjutant	Lt Wagner
310HS	Major Crawford
310FMS.	Major Hament
310PMS.	Lt Col Jordan
310A&E.	Major Megendy
310ARS.	Major Fancher
379BS	Lt Col McClatchy
380BS	Lt Col Call
381BS	Lt Col Palmer
310MG	Major Hise
310SEC.	Lt Hughes
310DOF.	Captain Rutan
Chaplain.	Captain Mignery

MINUTES

310CO

Pit problems in refueling aircraft were discussed. The suggestion was made that both the refueling officer and the pit man should put their remarks on the bottom of the refueling report, SAC Form 320, with the idea in mind that such opinions may alleviate some of the existing problems.

Action: SQ COS

Maintenance Control will assign a definite pit number to each of the three bomb squadrons. This will take effect on 7 January 1955.

Action: 310DM

All Wing staff sections and squadron commanders are requested to read and study SAC Man 20-1, December 1954.

Action: Staff and SQ COS

With reference to spot promotion system, Fifteenth Air Force previously stated they would notify us in advance what the considered period would be. This is now changed. They will not advise us in advance of the consideration period.

General Sutherland is not satisfied with the loose paper and littered appearance of the Base. It was suggested that each individual do his part in keeping the Base clean.

Action: SQ COS

Squadron commanders are encouraged to write letters to the personnel in their squadron who were recently discharged in an effort to get them to reenlist. About two weeks after their discharge seems to be the opportune time since this is the period a serviceman is converting to civilian life.

Action: SQ COS

Paragraph 4a, Base REG 125-2, Offense or Incident Reports, which requires a report of action be forwarded to the Base Provost Marshal within five days will be rescinded.

Deicing equipment should be dispatched automatically to the aircraft as soon as it snows. Equipment should be sent out according to flying schedule. Engineering officer should make a double check to insure that equipment will arrive at least an hour before take-off.

Action: 310DM

310DO

Operations has 333 hours of flying time to get in by 31 DEC 54.

310DM

The Wing is returning one B-47 to the contractor at Tulsa for a wing drag angle. The 40th is returning two. The aircraft will leave on 3 January 1955 and will be gone approximately 15 days.

Open midnight mess has been opposed.

A commercial phone is to be installed on the flight line for the 310th Air Refueling Squadron. Major Andrews is requesting funds from Fifteenth Air Force for the installation.

AIO has been requested to make a spot check of all tie-down rings in the ramp in the entire parking area. The Wing Materiel Officer has been advised that every new tie-down ring now being installed is of the static type.

Major Kerstetter and MSGT Batterman will explain the general concept of squadron mobility at the 60-9 meeting on 31 DEC 54 at 1330 hours. It was recommended that all squadron mobility officers be present.

310DP

Those on combat crews are not getting their AFSC's changed. Squadron commanders should obtain a dispo from Operations stating that the individual is a member of a combat crew and is fully qualified to hold the new AFSC. This

dispo should be signed by the squadron commander and Operations officer and then submitted to 310DP.

Action: SQ COS

310AC

Copies of "Agenda for Commander's Call" on 31 DEC 54 were passed out.

Squadrons will be furnished coffee and doughnuts for "Operation Spotlight" if they provide their own containers. Squadrons will notify Wing Comptroller of strength of personnel on each shift.

ACTION: SQ COS

Unit Security officers must insure that all those attending the Friday, 31 DEC 54 Commander's Call, have a CONFIDENTIAL clearance.

Action: SQ COS

310DOF

A Flying Safety meeting will be held at 1330 hours, 29 DEC 54, at Base Ground Training Auditorium for all rated personnel.

380BS

Authorization has been received from Base to be issued an expeditor permit. No vehicle has been received.

Action: 310DM

Fifteenth Air Force REG 55-1, 1 DEC 54, regarding tactical clearance forms states the squadron commander is no longer required to sign the clearance one hour before take-off, but must be cognizant of the weather and status of the flight.

Action: 310DO

Complaint was voiced that deicing equipment was not arriving on time to enable airplanes to meet scheduled take-off.

Action: 310DM

Wing REG 60-14, Supplement II, 21 Jul 54, regarding B-47 Standardization Checks conflicts and does not pertain to the new Fifteenth Forms 204, 205 series.

Action: 310DO

381BS

Request another phone for the maintenance shop. 310CO advised that part of the installation of intercom sets will be completed before the Headquarters moves into the new building.

Subject was brought up concerning a TWX which no longer restricts B-47 aircraft to 310 knots maximum airspeed. 310CO stated that previous information was correct and that no aircraft is to exceed 310 knots airspeed.

310PMS

The following is for your information:

Aircraft #284 and 276 will be ready for test hop on 29 DEC 54.
Aircraft #101, 105 and 257 are being worked on for cycle one changes.
Aircraft #279 is having fuel and hydraulic leak trouble.
Aircraft 109 has insufficient power.

310A&E

Request was made that squadron commanders insure attendance of their observers at the classes being conducted for inflight maintenance. 310CO directs the squadron commanders to have their observers take advantage of this training.

Action: SQ COS

Subject of dual offset was discussed. 24-manhours are needed to accomplish this conversion. Fifteenth Air Force has unofficially directed us to equip two aircraft with dual offset.

Action: 310A&E

310ARS

Base Regulation 85-6, Snow Removal" was discussed. This regulation requires the Wing to furnish 30 persons in case of an emergency. Clarification is needed as to what specifically constitutes an emergency.

Action: 310DM

310SEC

A briefing on Base REG 205-8, Sabotage Search and Wing REG 205-1, Wing Sabotage Alert will be given to Unit Security Officers as a group within the near future.

The Wing Character Guidance meeting will be held at 0800 hours, 29 DEC 54, in the Wing Conference Room.

310AG

Wing staff minutes will indicate action agency on items discussed. Progress reports will be given the following week.

Records administration report required by Base REG 181-1 is due end of this week. This concerns the amount of records destroyed and the amount retained in the files.

Action: SQ COS

Each squadron is to forward their outstanding NCO and airmen awards to this office NLT 10 JAN 55.

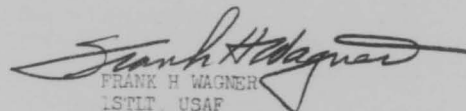
Action: SQ COS

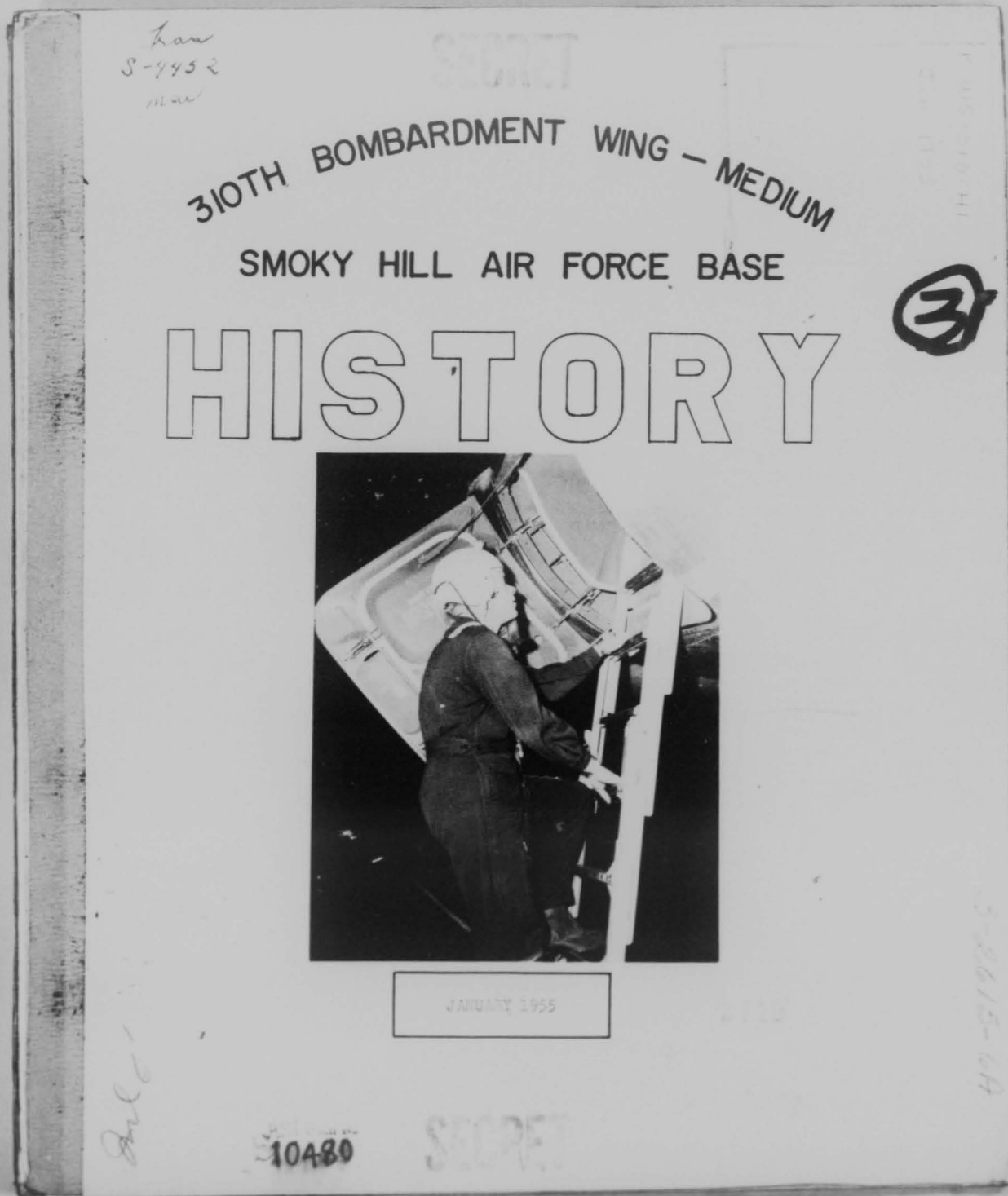
It will be appropriate for squadron commanders to give local business men verbal information on their personnel regarding credit ratings.

Wing REG 55-4 concerning flights to Ramey AFB for Airman of the Month and Crews of the Month has been rescinded by direction of Fifteenth Air Force. Flights to the Caribbean are to be scheduled for training only. However, Fifteenth Air Force states there is no objection to utilizing training flights for incidental airlift of deserving personnel.

The 310th Bomb Wing will sponsor a party at the Officers Club on 22 JAN 55. Major Hamant has been appointed chairman.

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER
1STLT, USAF
Adjutant



SECRET

AUTH: Comdr, 310th BW
CLASS: SECRET
DATE: 25 JAN 55
NAME: *Frank H. Wagner*

HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

JANUARY 1955

802D AIR DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

This document is classified
SECRET in accordance with
AFR 205-1, par 23B(4).

John H. de Russy
JOHN H de RUSSY
Colonel USAF
Commander

Monitored by Lieutenant Frank H Wagner, Wing Adjutant

Prepared by S/Sgt Donnie L. Kestler, Wing Historian

RST
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0138

K-UG-310-H1
JAN 1955

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List of Exhibits 55

Exhibits

SECRET

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SECRET

1

CHRONOLOGY

1 January 1955

New Year's Day celebration and reception for General and Mrs. Rutherford at the Smoky Hill Officers Club. Numerous 310th Bombardment Wing officers were in attendance including Colonel and Mrs. John H. de Russey, 310th Commander.

310th Bombardment Wing goes under the provisions of SAC Regulation 54-1 for training purposes.

3 January 1955

Announcement made on promotion of officers in the 310th Wing.

5 January 1955

Preparation for and initiation of Operation "Spotlight".

10 January 1955

Colonel de Russey and members of his staff visited Hirsch Air Force Base on a classified trip on the wing's projected overseas deployment.

13 January 1955

Colonel de Russey returned to Smoky Hill and resumed command of the wing.

19 January 1955

10,000th GCA run accomplished by the 381st Bombardment Squadron.

310th Periodic Maintenance Squadron airman fell into a jet engine.

SECRET

0142

24 January 1955

Colonel Gwenter to March
Air Force Base for a C-54
Inspection Course.

27 January 1955

Selected personnel to Ramey
Air Force Base, Puerto Rico
for a weekend visit.

0143

3

GLOSSARY OF ABBREVIATIONS

RCS - - - - - Reports Control Symbol.
AIP - - - - - Air Force Information Program.
SAC - - - - - Strategic Air Command.
AFSC - - - - - Air Force Specialty Code.
TO - - - - - Technical Order.
TDY - - - - - Temporary Duty.
UAL - - - - - Unit Authorization List.
T/O - - - - - Table of Organization.
SI - - - - - State of Interior.
IRS - - - - - In-Required Speciality.
SOP - - - - - Standard Operating Procedure.
DOR - - - - - Date of Reorganization.
GCA - - - - - Ground Control Approach.
EWP - - - - - Emergency War Plan.

I

HISTORY

310TH BOMBARDMENT WING, MEDIUM

(28 March 1952 - 31 January 1955)

On 28 March 1952, the 310th Bombardment Wing, Medium, was activated at Forbes Air Force Base, Topeka, Kansas, pursuant to authority contained in Strategic Air Command General Order #16, 21 March 1952. Although the wing was activated by order on 21 March the Wing Headquarters was not officially opened until 5 April 1952 and later extended to 15 April. Some personnel began to arrive the new wing within the next few days, however, new people were rather slow in coming but when they did start arriving manning reflected tremendous gains.

Colonel Robert J Nolan, senior officer present in the original cadre, assumed command of the infant wing on 5 April 1952 pursuant to authority contained in 310th Bombardment Wing General Order #1, 5 April 1952. This order also officially opened the Wing Headquarters.

On 16 May 1952, Strategic Air Command General Order #27, was received at 310th Wing Headquarters. This order activated the 802d Air Division and 40th Bombardment Wing and deactivated the 310th Air Base Group at Smoky Hill Air Force Base, the future and permanent home of the 310th Wing.

The long awaited move of the 310th Wing took place on 3 September 1952. The move was made on a mass scale with most of the officers and airmen making the trip by private automobile.

An important addition to the 310th Bombardment Wing was recorded

0145

II

on 8 October 1952 when the 310th Air Refueling Squadron was activated at Smoky Hill Air Force Base pursuant to authority contained in Strategic Air Command General Order #49, 17 September 1952.

During the fall of 1952 a significant development was recorded when, on 28 November 1952, Colonel John H de Russy assumed command of the 310th Wing pursuant to authority contained in 310th Bombardment Wing General Order #3, 28 November 1952. Colonel de Russy replaced Colonel Robert J Nolan, the Acting Wing Commander, who became Deputy Commander.

The early part of 1953 saw the 310th Wing trying desperately, against tremendous odds, to reach a goal of combat readiness by 1 March 1953. Although personnel within the wing did their part the goal was not met. During this period the wing Commander was forced, through shortages of personnel and equipment, to request a reduction in the number of assigned operational aircraft. When authority was finally received, the wing began making preparations to transfer 15 B-29's to the 40th Bombardment Wing, three B-29's to the Air Training Command and five obsolete aircraft to salvage. After transfer of these aircraft the wing continued limited operations until March 1954 when information was received concerning the conversion of the 310th Wing from the antiquated B-29 "Superforts" to the new all-jet B-47. Actual receipt of orders for conversion was not received until the latter part of March 1954. Phasing in of the new bombers started in June 1954 with Colonel John H de Russy piloting the first B-47 from Lockheed Aircraft Corporation at Marietta, Georgia to Smoky Hill. The new planes continued to phase in until September 1954 when the 50th B-47 was

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III

received.

Training activities began to pick up during the fall of 1954. In this period the wing's tactical and air refueling squadrons hit the 2,000 hour mark three different times. This tremendous push enabled the wing to meet its combat readiness date of 1 January 1955. A total of 31 combat crews were upgraded to readiness status during the month of December alone. Training was conducted under the provisions of SAC Regulation 50-8 during January. The wing flew numerous combat missions in preparation for its graduation exercises to be conducted in February 1955.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing remained unchanged during the month, however, one phase of the training program was completed during the previous reporting period. On 1 January the wing entered a new phase of training which was governed by SAC Regulation 50-8. Training under this regulation is even more intensive than that previously experienced by wing while preparing for combat readiness. In addition the wing was required to continue upgradings of combat ready crews in order to reach the maximum of 45 combat ready units by the time the 310th deploys overseas. On 1 January the wing had 36 combat ready crews which was increased to 39 by the end of the month. Tremendous emphasis was placed on flying training activities in order to accomplish total combat readiness. ^{1/}

Maintenance activities continued to thwart the wing's drive toward complete combat readiness. K-system maintenance and the overall experience level of maintenance personnel in the 310th were the greatest deterrents to complete combat readiness. Until these problem areas are rectified, the mission and goal of the wing cannot be accomplished.

ORGANIZATION:

The 310th Bombardment Wing experienced no changes in the

^{1/} Interview, 310th Historian with 310th Comptroller.

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organizational structure of the unit during January. All sections functioned under the same concept of organizational control. At the end of the month this headquarters had assigned the Command, Adjutant, Comptroller and Inspector sections in addition to the primary staff sections which included the Directorate of Operations, Directorate of Materiel and Directorate of Personnel. Other units assigned to the wing included the Headquarters Squadron Section, 379th, 380th and 381st Bombardment Squadrons, 310th Air Refueling Squadron, 310th Field Maintenance, 310th Periodic Maintenance and the 310th Armament and Electronics Squadrons, and the 310th Tactical Hospital. During January a great deal of emphasis was placed on the organizational structure of the wing in order to be prepared for the coming overseas mobility.

ADMINISTRATION:

An old problem made itself know again during the month. The wing has noted that action agencies of Division and Base are submitting more than one request for the same information to be reported to higher headquarters. The Wing Commander reiterated again that nothing could be accomplished unless all such requests were controlled through the Wing Adjutant's office. A record of messages received during off duty hours by the Control Room, Chief of Maintenance or the Wing Materiel Office will, in the future, be forwarded to the Adjutant's office the following day. This action should insure that all duplications are cut to the minimum. ^{2/}

^{2/} 310th Bomb Wing Staff Meeting Minutes, 4 Jan 55. Exh 1

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In an effort to insure that squadron commanders are aware of any visitor or inspector in his squadron, indoctrination of all personnel was begun during the month. This indoctrination directed all personnel to notify immediately available key personnel if an inspector or visitor was in the immediate vicinity. It has been made the inspector's responsibility that he clear through any office prior to his visit. However, to make sure that all key personnel are notified during a visit, the system of notification was established.

At the 18 January Staff Meeting the Adjutant requested that squadron commanders forward a list to his office of all non-RCS recurring reports, other than AIP's, citing the authority (regulation, letter, etc.,) for the purpose of having an RCS number assigned or possibly eliminating the report. ^{3/} It has been noted that the number of reports, even though consolidations have taken place, have been on the increase the past few months. This action should reflect a sizable decrease in the number of reports emanating from the 310th Bombardment Wing.

During January the importance of forwarding mission accomplishment forms on time was again reiterated. There was an indication of a lack of supervisory study of them, and in some cases they were not signed by the squadron commander or the operations officer.

The attention of all administrative personnel, principally those working with classified material, was focused on the new 3024 AIR

^{3/} 310th Bomb Wing Staff Meeting Minutes, 18 Jan 55. Exh 2

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Division Regulation 205-2, "Control of Classified Correspondence and Messages." Purpose of this regulation was to establish uniform handling procedures for all classified material, up to and including Top Secret. ^{4/} Implementation of this regulation within the 310th Wing was immediate with receipt.

Various administrative changes were effected during the month by the Wing Adjutant. These included a change in the coordination of all military correspondence. ^{5/} It was established that the responsibility of coordinating FAX's, Military letters, etc., be placed on the shoulders of the originator. It was also established that the last coordinating agency on all correspondence prepared in the wing for off base dispatch would be the Division Adjutant.

A slight supply problem put a crimp in the administrative activities of the wing during the month. Information received from Division indicated that disposition forms (DD Form 96) had not been discounted as previously announced. Additional information concerning supply action was scheduled for dissemination by Base Publications. Prior to receiving a supply of these forms a special format was prepared by the Adjutant for use on blank paper. ^{6/}

On 4 January 1955 the 310th Wing received SAC General Order Number One which bestowed all histories, battle honors and colors

^{4/} 802d ADiv Reg 205-2, "Control of Classified Correspondence and Messages," 8 Jan 55. Exh 3

^{5/} 310th Bomb Wing Reg 10-1A, "Preparation and Handling of Military Correspondence," 11 Jan 55. Exh 4

^{6/} R & R, 31000, "Disposition Form," 13 Jan 55. Exh 5

previously bestowed on the respective similarly numbered United States Air Force Wings, effective 1 December 1954. ^{7/}

The 310th Bombardment Wing, Medium, was one of the organizations given the right to honors of its wartime predecessor, the 310th Bombardment Group, Light, which served in the Mediterranean Theater of Operations in World War II. Immediately following receipt of this directive the Wing Commander initiated correspondence to the United States Air Force Historical Division at Maxwell Air Force Base, Alabama. ^{8/} In this letter the wing requested that it be furnished the unit history of the 310th Bombardment Group, Light, inactivated 27 June 1949.

An answer, from the Research Studies Institute, was received by the 310th Wing concerning the 310th Bombardment Group, Light. It indicated that documents pertaining to the 310th Bombardment Group were represented in the Archives of the Historical Division in single copy and consequently were not for circulation. In view of this a revised history of the unit (the 310th Wing had previously requested the same information) would be prepared and forwarded to the 310th Bombardment Wing Headquarters. However, because of prior commitments, the historical material is not scheduled to reach this headquarters before mid-March. ^{9/}

^{7/} SAC General Order #1, 4 Jan 55. Exh 6

^{8/} Ltr, Hq 310th Bomb Wing, "310th Bomb Wing, Medium, Unit History," 15 Jan 55. Exh 7

^{9/} 1st Ind, to Ltr, Hq 802d ADiv, "310th Bomb Wing, Medium, Unit History," 21 Jan 55. Exh 8

SPECIAL EVENTS:

A formal reception for General and Mrs. John H. Sutherland was held at the Smoky Hill Officers Club on the evening of 1 January 1955. ^{10/} All officers of the base were invited to attend. A large number of officers from this headquarters were in attendance, including Colonel and Mrs. John H. de Russy, 310th Commander.

On 10 January 1955 Colonel de Russy and members of his staff departed on a classified mission which concerned the projected overseas deployment of the 310th Bombardment Wing scheduled for early March. Topics of discussion during the visit were not disclosed due to the security measures involved. ^{11/} The Colonel returned to Smoky Hill on 13 January 1955.

An airman assigned to the 310th Periodic Maintenance Squadron narrowly escaped death when he fell against the intake of a B-47 jet aircraft engine. Airman Second Class Donald H. Saun, jet mechanic, attempting to climb up on a stand to check a fuel filter leak, fell ^{12/} against the mouth of the number five engine of a B-47 Stratojet. A quick thinking companion airman cut the engine thereby saving Saun's life. He was taken to the base hospital, however, his hurts were found to be very minor. ^{13/}

Colonel Murray A. Bywater, 310th Deputy Commander, departed for March Air Force Base on 24 January 1955 to attend a SAC Inspection

^{10/} Photos of General Sutherland's reception. Exh 9

^{11/} Interview, Wing Historian with 310th Adjutant.

^{12/} The Impact, Smoky Hill AFB Newspaper.

^{13/} Ibid.

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course. Colonel Bywater resided at March for approximately one week. Upon completion of this course Colonel Bywater returned to Smoky Hill and the 310th Bombardment Wing to resume his duties as Deputy Commander.

During the latter part of the month this Headquarters received a message from Fifteenth Air Force announcing a division and wing commanders conference, scheduled for 23, 24 and 25 February 1955. ^{14/} The conference is to be held at Davis-Monthan Air Force Base, Arizona. It is also tentatively planned to include air base group commanders.

On 29 January 1955 the Base Information Service Office received a classified message which contained a proposed press release of the 310th Bombardment Wing's move from Smoky Hill Air Force Base to the United Kingdom. ^{15/} The message stated in part that the 310th Bombardment Wing, based at Smoky Hill Air Force Base and equipped with Boeing B-47 Stratojet aircraft, would deploy to the United Kingdom in March for a three month period of mobility training.

INSPECTOR:

The primary area of concentration in the 310th Inspector section was preparation for arrival of the Fifteenth Air Force Inspection Team, scheduled for sometime in February. ^{16/} Upon arrival, the FOM Inspection team will, among other things, make a close inspection of

^{14/} TTX, Hq 15th AF, CS 12, 25 Jan 55. Exh 10

^{15/} TTX, Hq 15th AF, CI 485, 29 Jan 55. Exh 11

^{16/} R & R, IG, "FOM Inspection of Units and Crews," 13 Jan 55. Exh 12

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personal equipment. Division has pointed out that the 379th Bombardment Squadron and the 44th Bombardment Squadron have pretty good personal equipment set ups. It was suggested that squadron commanders make arrangements to personally check on their procedures.

During the month the Inspector conducted a series of follow-up inspections on squadron administration. ^{17/} Purpose of this inspection was to follow-up on the discrepancies noted during the previous Fifteenth Air Force Annual Inspection. Squadrons receiving a satisfactory rating were the 380th Bombardment Squadron, 310th Field Maintenance Squadron, 310th Periodic Maintenance Squadron and the 310th Tactical Hospital. Various discrepancies were noted throughout the other squadrons included: organizational and functional charts not up to date, poor morning reporting procedures and duty roster not maintained properly.

Information was received by the Inspector concerning inspection visits by the Inspector General SAC and Headquarters Fifteenth Air Force. At times these inspections are hampered by commitments and operations which restrict availability of key personnel during the actual inspection. This message directed that every effort be made to insure that all possible non-routine, unusual activities at SAC bases (310th scheduled for inspection in February) be so planned to allow full availability of key personnel during the visit by SAC and Fifteenth Air Force Inspection personnel. ^{18/}

^{17/} R & R, 310IG, "Inspection of Squadron Administration," 7 Jan 55. Exh 13

^{18/} T&X, HQ 15th AF, GS 13, 28 Jan 55. Exh 14

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One personnel change was noted in the Inspector section during January when Technical Sergeant John I. Chase was assigned to the 310th Inspectors Office. Sergeant Chase replaced Technical Sergeant J. T. Edwards who was reassigned overseas.

CONTROLLER:

The travel fund budget for January is \$14,000, for February \$12,000 and for March \$1,000 for the entire division. This month \$11,135 has been spent for travel for the division with the 310th Wing spending \$2,500. Squadron commanders and/or adjutants are going to have to screen TDY requests to try to minimize the expenditure of funds. 19/

During the month of January the Comptroller performed routine duties such as posting the commander's briefing handbook, command book and related charts. Data for a study of 60-9 compliance was continued to be gathered during this reporting period. A series of charts were prepared by the drafting section, two for the Fifteenth Air Force Rating System and one functional chart for 310th Headquarters Squadron Section. The Comptroller prepared a list of critical problems affecting the 310th Bombardment Wings mission, monitored the wing RCE reports, prepared the monthly reports suspense calendar and processed various briefing charts for the SAC Management Control System. 20/

19/ 310th Bomb Wing Staff Meeting Minutes, 25 Jan 55. Ach 15

20/ 310th Comptroller Section Historical Report, Jan 55.

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Charts were originated for the Fifteenth Air Force Rating System on the following:

- a. Flying hours
- b. Combat Crew Strength
- c. Training minimums
- d. Abort rates
- e. Strategic evaluation
- f. Probationary status
- g. Radar bombing proficiency
- h. Flying hours, average hours per assigned aircraft.

The Comptroller section conducted a survey on publications for duplications and unnecessary publication directives. This survey was conducted in conjunction with the Wing Adjutant's efforts to cut down on the number of unnecessary paper work.

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CHAPTER II

PERSONNEL

The main project of the wing, personnel wise, was preparation of records for the wing's deployment overseas. In addition, such work was completed in preparation for the Fifteenth Air Force Inspection Team's proposed visit during February.

Major personnel problem confronting the 310th Wing during this period was the lack of qualified personnel to fill new as well as old vacancies. Skill levels of both officers and airmen remained low even though numerous upgrades were recorded. Out of the 112 officers performing duty in support positions, 53 held the entry level of their speciality. In the airmen's fields, 600 held the one and three levels of the AFSC. The wing is required to carry only 253 airmen at the lower two levels according to T/O authorization, however, the wing had 347 more unskilled airmen than good manning dictates.

The three officer and airmen shortages which most seriously impair the mission of the 310th Bombardment Wing are:

(1) Officer:

AFSC	AUTH	ASGD PRIM AFSC	ASGD BY AFSC
1435 Special Weapons Officers	3	0	0
1435 Survival Tsg & Ssg Officers	4	0	1
3024 ECM Officer	4	2	2

(2) Airmen:

30131	2	3	2
30151 Radar Filed	21	9	7
30171	8	3	3

1/ 310th Directorate of Personnel Historical Report, Jan 55.

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(a) Nine (9) airmen presently performing duty as K-series Mechanics (AFSC 321308) are being returned to duty in Radar Field.

92230		2	0	7
92250	Personnel Equipment Field	9	2	2
92270		4	0	0
20450	Intelligence Field	5	3	4
20470		6	3	2

The delay in receipt of key officers, specifically supply officers, caused considerable difficulty during the month. This was especially true since the officers were trying to become familiar with supply procedures while completing necessary inventories. ^{2/}

The one area where personnel shortages hindered the wing's chance for complete combat readiness was in the 310th Armament and Electronics Squadron's K-system maintenance. At the end of the month this squadron was short 39 K-system maintenance personnel from the five and seven levels alone. The important seven level area reflected the greatest shortages with 35 personnel in the 321708 area being authorized against just 10 upper level personnel assigned. Other areas of concern in this squadron included a shortage of 39 turret system mechanics, 19 aircraft electronics navigation equipment repairmen and 12 electronic countermeasure repairmen. Recapitulation of the shortages in this unit alone indicated a need for 109 five and seven level airmen, each highly skilled and trained, in order to meet the requirements of a combat ready wing by 1 March 1955. ^{2/}

^{2/} R & R, 310CO, "Information Reflecting the Mission Accomplishment," 10 Feb 55. Exh 16

^{2/} R & R, 310DP, "310th Armament & Electronics Shortages," 11 Jan 55. Exh 17

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At the Staff Meeting of 11 January the Wing Personnel Officer announced that Division Personnel had organized a classification school. There were two courses, one started 17 January through 21 January and the other started 24 January and continued through 28 January. All personnel concerned had to attend either one or the other courses. ^{4/}

The wing received word from higher headquarters that the 310th Wing had been taken "off the hook" in so far as personnel shipments of previously assigned personnel were concerned. When the 40th Wing and the 302d Air Base Group cannot fill a commitment, this headquarters will then be called upon to nominate a man, however, Division will protest. ^{5/}

The primary problems affecting personnel in the 310th Wing included the shortage of officers and airmen at the proper skill level, the lack of officer personnel in the supply, personnel and maintenance fields and the shortage of airmen in the five and seven level areas, especially K-system, electronic maintenance, supply and intelligence.

COMMAND:

There were no changes reflected in the Command Section during January. The 310th Wing continued under the command of Colonel John H. de Rusay and Colonel Murray A. Bywater, the commander and deputy

^{4/} 310th Bomb Wing Staff Meeting Minutes, 11 Jan 55. Exh 18

^{5/} 310th Bomb Wing Staff Meeting Minutes, 4 Jan 55. See Exh 1

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commander respectively. Colonel de Russy assumed command of the 310th Bombardment Wing on 28 November 1952, pursuant to authority contained in 310th Bombardment Wing General Order eight, 28 November 1952. Colonel Bywater was announced as deputy commander on 12 August 1954 pursuant to authority contained in 310th Bombardment Wing General Order 13, 12 August 1954. During the month both Colonel de Russy and Colonel Bywater visited Fifteenth Air Force Headquarters for short periods of TDY.^{6/}

STAFF:

For the first time in several months the wing reflected a staff personnel change when it was announced that Major Allen C. Hart^{7/} had been reassigned as squadron commander of the 310th Armament and Electronics Squadron pursuant to authority contained in 310th Armament and Electronics Squadron Special Order #16, 28 January 1955.^{8/} Major Hart replaced Major Arnold R. Megenity who returned to crew duty. Major Hart has been assigned to the wing for quite some time, however, this is his first command assignment.

COMBAT AND MAINTENANCE:

Shortages in the maintenance field continued to hamper completion of the wings training program. The lack of skilled K-system mechanics, navigation system mechanics, electronic countermeasure repairmen and

^{6/} Interview, 310th Historian with Mrs. Boyle, Commanders Secretary.

^{7/} Photo of Major Allen C. Hart. Exh 19

^{8/} 310th Armament & Electronics Squadron Special Order #16, 28 Jan 55. Exh 20

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current system mechanics are some of the toughest problems to be solved in the entire 310th Bombardment Wing. Because of these shortages the maintenance squadrons, and in turn the wing, could not be declared 100 per cent combat ready on 1 January even though the tactical squadrons were upgraded on this date.

Shortages of combat and maintenance personnel have been eased somewhat by the freeze of personnel due to the projected mobility move of the wing in March. Personnel of the wing will not be put on overseas or HI shipments unless the rest of the base cannot meet the quotas.

Officer assignments and nominations continued to reflect increases over the past several months. During January a total of 14 officer assignments and nominations were received, however, only eight quotas were actually filled and finalized. Four of these reassignments were to other bases within the HI while the remaining quotas were for reassignment to various Air Force schools. The number of officers reassigned was exactly double that of the previous month. Such reassignments could not occur at a more inopportune time. With the wing attempting to ready itself for an overseas deployment, any loss of officer personnel is extremely dangerous to the completion of this mission. ^{2/}

Airman reassignments received by the wing also reflected a marked

2/ 310th Directorate of Personnel Historical Report, Jan 55.

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increase over last month, however, fewer personnel were actually shipped out even though nominations increased. During January a total of 43 nominations were received with six airmen being reassigned to bases within the XI and 16 sent overseas. The loss of these airmen contributed to the already pressing personnel problems of the 31st Wing.

A new reassignment policy beginning in April will permit airmen based in the United States to request change of station within the XI where personal hardships can be eased by the move. Such a transfer will be made at the individual's expense. He must also transfer where there is a vacancy for his Air Force specialty. Reassignment for individual convenience is only considered in emergency or extreme situations. This plan will be implemented here at Smoky Hill as soon as SAC personnel officials are instructed by USAF. Under the new policy, request for reassignment to a base of choice will be considered for less severe reasons. For example, an airman may own a home near another base. If a vacancy for his AFSC exists at that base, special consideration will be given his request for reassignment. Implementation of this program should, in many cases, ease problems now confronting airmen of the wing. ^{10/}

MANNING: Officers

Manning percentage in the officer ranks reflected a slight decrease during January. Of the 436 officers authorized (391 actually assigned) only 348 were actually working in their required specialty. This was

^{10/} The Impact, Smoky Hill AFB Newspaper. (Weekly)

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good for an IRS percentage of 79.3. The wing has directed every effort be made to increase this percentage before the wing deploys overseas. 11/

MANNING: Airmen

Airmen manning in the direct AFSC areas continued very low in January. A total of 1,070 airmen are authorized in this area, however, at the end of the month only 634 were actually performing duty in their required speciality. This reflected a rather low (63.9 per cent) IRS percentage. Airmen working in direct support AFSC's reflected a somewhat better record with 528 authorized and 394 personnel actually working in their proper slot. This was good for a 74.6 IRS percentage. 12/

REENLISTMENT RATE:

During the month a total of 42 personnel were discharged, however, only seven airmen could be induced to reenlist at this station. This reflected a rather poor reenlistment rate of 16.7 per cent for January 1955.

PROMOTIONS:

The month of January was a very healthy one, promotion wise, for officers of the 310th Bombardment Wing. No airmen were promoted due to the bi-monthly promotion system currently in effect. However,

11/ 310th Bomb Wing Management Control System, Jan 55. Ex: 21

12/ IBM.

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officer personnel in the wing made up for this by receiving one of the largest quotas ever recorded by the 310th Wing. A total of three new major's leafs were handed out to captains of the wing. They included Virgil C. Armstrong, Homer W. Faucett and Charles R. Grimmett. First lieutenants promoted to captain included: James B. Beattie, Samuel Bertic, Claude M. Forbes, William G. Hart, Harold L. Hopkins, Keith E. Joye, Frank E. Kruse, Warren H. McIntrie, Howard C. McKinley, Mitchell A. Putt, Wells P. Rollins, Arthur A. Rossler, Miloe Saliner, Bernard J. Savino, David R. Shelley, William T. Spitzer, Warren C. Stoneberg, Thomas T. Teggner, Phillip C. Walter, Len J. Weaver, Vincent C. Willis, Lowell L. Wiseman, Chester T. Wojcikowski, J. B. Martin and Robert A. Mortman.

The promotion dates for the captaincy are based on seniority, with first lieutenants having dates of rank from 1 January 1945 through 31 December 1954 receiving their promotion orders first. In a letter accompanying the promotions to this base, it was stressed that Air Force orders issued in accordance with the pre-set promotion schedule were needed by the individual to make the wearing of the captain "tracks" legal.

As in the case of the captain promotions, the majors promoted will receive their new rank in increments according to seniority. The promotions become effective 10 January 1955 through March 1955 with the announcement becoming official on special orders issued by Headquarters USAF.

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The date of rank for each group will be the date of the promotion. However, in those instances where officers are entitled to adjustment in date of rank by virtue of having previously served in the higher grade, the foregoing will not be the case. The newly promoted officers were cautioned as to the unofficial nature of the newly released list.

On 31 January 1955 the assigned and attached strength of the 310th Bombardment Wing, Medium, was 1,569 airmen and 391 officers. ^{13/} These figures were approximately the same as reported last month. ^{14/}

MORALE, WELFARE AND DISCIPLINE:

During the month the 310th Wing published a regulation on promotion of airmen. Purpose of this regulation was to establish uniform procedures for promotion of airmen within the wing. ^{15/} The allocation of promotions to all grades was set up for accomplishment by the Directorate of Personnel upon receipt of quotas from higher headquarters. Promotions will be awarded to the squadrons having the greatest number of promotion points.

College classes opened up for all officers and airmen of the base during January. ^{16/} A great number of 310th personnel have begun these classes which will continue until sometime this spring.

Who says it doesn't pay... A job well done paid off handsomely

^{13/} Officer Information Roster, Jan 55. Exh 22

^{14/} 310th Bomb Wing Manning Chart, 31 Jan 55. Exh 23

^{15/} 310th Bomb Wing Reg. 29-3, "Promotion of Airmen," 1 Feb 55. Exh 24

^{16/} Photo of Airmen at one of the College Classes held at Rocky Hill.
Exh 25

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for 10 airmen and officers of the wing when they were given a week-end trip to Ramsey Air Force Base, Puerto Rico as a reward for having recently won highly competitive honors within the wing. They boarded a KC-97 refueling plane in the wee hours of the morning of 27 January 1955. The honored men were as follows: November Airman of the Month, Airman Second Class Frank C. Garza, 310th Headquarters Squadron; December Airman of the Month, Airman Second Class Walter F. Hagan, 310th Armament and Electronics Squadron; Outstanding Airman of Wing for past six months, Airman Second Class William W. Singler, 310th Headquarters Squadron; November Maintenance Man of the Month, Airman First Class Eugene T. Scouler, 310th Field Maintenance Squadron; December Maintenance Man of the Month, Airman First Class Donald L. Liggett, 310th Armament and Electronics Squadron and the December Crew of the Month. ^{17/}

Selected as Airman of the Month for January was Airman Second Class Michael Sullivan of the 380th Bombardment Squadron. ^{18/} Sullivan will be offered the opportunity to go on a week-end cross-country flight. Selected as Crew of the Month was Crew #126 of the 381st Bombardment Squadron. ^{19/} Additional honors, privileges, etc., will be given these personnel as added incentives for their good work.

DISCIPLINE:

During the month this headquarters reported a total of 23

^{17/} Memorandum for the Record, Jan 27, 55. Exn 26

^{18/} Ltr, Hq 310th Bn, "Airman of Month," 15 Feb 55. Exn 27

^{19/} Ltr, Hq 310th Bn, "Crew of Month," 15 Feb 55. Exn 28

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disciplinary cases. Of this total 18 cases were resolved satisfactorily under provisions of Article 15, Uniform Code of Military Justice. The remaining cases were tried by Summary Courts-Martial. There were no Special or General Courts-Martials tried by the wing in January. A total of two AMOL's were reported during this period along with four venereal disease cases. ^{20/}

Courts-Martials were no problem for the 381st Bombardment Squadron during the year 1954. In the Base Legal office's yearly report on courts martials onbase, it was reported that the 381st, commanded by Lieutenant Colonel Harold G. Palmer, had a clear slate for the entire year. ^{21/}

^{20/} Interview, Wing Historian with 31st Comptroller.

^{21/} The Impact, Geary Hill AFB Newspaper. (Weekly)

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CHAPTER III OPERATIONS AND TRAINING

FLYING TRAINING:

Once again the 310th Bombardment Wing's air refueling and tactical squadrons failed to reach that coveted 2,000 hour mark. In fact the tactical squadrons fell below their flying time totals logged last month. During January the 379th Bombardment Squadron logged a total of 357:15 hours, the 380th Bombardment Squadron completed only 277 hours while the 381st Bombardment Squadron led the other units with a total of 376:40 hours flying time for a total of 1,010:55 hours B-47 flying time. In addition the 310th Air Refueling Squadron accomplished a total of 571:45 hours flying time during the month for a grand total of 1,582:40 hours in all types of aircraft. ^{1/} Biggest loss of flying time was noted in the 380th Bombardment Squadron which dropped a total of 177 hours, from 449 hours in December to just 277 in January. The combined total was also well below the 1,882:35 hours recorded last month. ^{2/} Various problems kept the wing from logging its required flying time. These included loss of flying time due to poor weather conditions below minimum standards, missions called by higher headquarters and preparation for the wing's graduation exercises to be held early February. Weather conditions in this area began to play an even more important role in the accomplishment of the wing's mission. Conversely, weather forecasting

^{1/} 310th Bomb Wing Production and Statistical Summary, Jan 55. Exd. 29

^{2/} 310th Bomb Wing Historical Report, Dec 54.

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3/ has increased in importance within the 310th Wing.

While flying time decreased the wing still managed to upgrade several crews to combat ready status. At the end of January a total of 38 crews were considered combat ready by the wing commander. The number of crews upgraded to ready status fell off sharply, however, upgrades are expected to continue with the entire wing being ready by the time the 310th mobility takes place.

The problem of mission reporting procedures was discussed at the Wing Staff Meeting of 25 January. At this meeting the importance of forwarding mission accomplishments forms on time was again reiterated. There has been an indication of a lack of supervisory study of them and they have not been signed by the squadron commander or the Operations officer. Following this report the wing established a regulation governing mission reporting procedures. 4/ Earlier during the month this headquarters also established a standard procedure for planning and scheduling air training requirements. 5/

Tactical aircraft of the 310th Bombardment Wing participated in several training missions during the month. All of these missions were in preparation for the wing's graduation exercise scheduled to be flown sometime in February. On 4 January operation "High Jump" was flown by the wing. Then on 12 January the big mission for the wing, operation "Spotlight" was completed by the tactical aircraft

3/ Photo of Weather Briefing. Exh 30

4/ 310th Bomb Wing Reg 51-5, "Mission Reporting Procedures," 1 Feb 55. Exh 31

5/ 310th Bomb Wing Reg 51-1, "Standard Procedure for Planning and Scheduling of Air Training Requirements," 20 Jan 55. Exh 32

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of the wing. ^{6/} This was a bomber stream mission which lasted approximately three days. The wing was required to get a certain number of planes in the air. Of the ones getting off, 70 per cent were required to be on target. The entire mission was hampered and delayed by very poor weather conditions.

Later during the month the tactical squadrons accomplished operation "Leap Frog". ^{7/} This mission was called because a requirement existed within the 310th Bombardment Wing to train combat crew personnel on bomber stream type operations and to indoctrinate combat crew personnel in cell tactics and mass air refueling techniques. Reports on the success and failures of these missions will be discussed when final evaluation is made. The former monthly flying schedule was replaced by Operations Order #402-55, "Training for February 1955". ^{8/} This operation indicated that two maximum effort missions would be flown in February in addition to all other training requirements.

During the month Major Gordon M. Gibbs Jr., formerly of the 379th Bombardment Squadron, was reassigned to the Directorate of Operations as Air Training Officer. Lieutenant Lawrence R. Stablein was designated as assistant Air Training Officer.

The following statistics are indicative of the training progress made during the month of January by the men and planes of the 310th

^{6/} TTX, Hq 802d ADiv, 310th 1-3235, Jan 55. Exh 33

^{7/} 310th Bomb Wing Operations Order, 401-55, "Leap Frog," 15 Jan 55. Exh 34

^{8/} 310th Bomb Wing Operations Order, 402-55, "Training for February 1955," 18 Jan 55. Exh 35

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Bombardment Wing, Medium:

	<u>B-47</u>	<u>KC-97</u>
Total sorties projected	246	99
Total sorties accomplished	159	104
Total flying hours projected	1,300	600
Total flying accomplished	1,010:55	571:45

B-47 crew gains and losses:

Loss: One aircraft commander to 310th Bombardment Wing Staff.

B-47 crew changes:

One aircraft commander and two co-pilots.

B-47 crews formed:

N55 formed 21 January 1955.

B-47 crew status changes:

N34 disbanded 21 January 1955 because aircraft commander became squadron operations officer.

N36 to N36, 31 January 1955, upgraded.

N52 to N52, 31 January 1955, upgraded.

N48 disbanded 27 January 1955 due to excessive crew changes.

B-47 standboard crews:

N54 - Wing.

N71, L08 and L27 - Squadron.

KC-97 crew member gains and losses:

Gains:

Six pilots.

Six navigators.

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One radio operator.

Three boom operators.

Losses:

One aircraft commander; reassigned to school.

One radio operator.

Seven boom operators.

KC-97 crew member changes:

Two pilots.

Two navigators.

Two flight engineers.

One boom operator.

KC-97 crew status changes:

Crew T20 disbanded due to excessive crew changes.

KC-97 standboard crew:

Crew T08.

During the month the Smoky Hill Air Force Base GCA ^{2/} unit combined with the 381st Bombardment Squadron and one of its B-47 Stratojet's to complete the 10,000 GCA run completed by the unit since its inception here at Smoky Hill. To the men who earned the mobile control approach unit the 10,000th landing was a silent tribute to their ability to get an "aircraft down safely." While to the pilots who fly the many GCA runs, it represented dependability and confidence on the men who handled their approaches.

^{2/} Photo of Smoky Hill GCA Unit. Ed: 36

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The subject of hoods for GCA's came up at one of the Division Staff Meetings during January. The decision was that the individual will practice GCA's in the seat in which he is used to flying. He will wear helmets (type used for blind flying) during these operations. As a matter of safety the operations will be mandatory for all checked out crews. 10/

379TH BOMBARDMENT SQUADRON:

Training activities continued very heavy during January. The squadron was scheduled to fly 470 hours during the month, however, only 357:15 hours were actually recorded. Various problems were confronted during this period which kept the squadron from reaching their projected flying time. Biggest deterrent to the accomplishment of this projected flying time was poor weather conditions. Other factors included missions ordered by higher headquarters and lack of trained maintenance personnel in various strategic spots. 11/

380TH BOMBARDMENT SQUADRON:

Operations and training activities fell off sharply in this squadron during the month. The squadron was projected to fly a total of 470 hours in B-47's but only 277 were actually recorded during the month. This was far behind the other tactical units, however, the 380th has been seriously hampered by personnel and equipment short ges. While logging the above total the crews and aircraft of

10/ 310th Bomb Wing Staff Meeting Minutes, 11 Jan 55. See Exh 18

11/ 379th Bombardment Squadron Historical Report, Jan 55.

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the 380th completed 41 sorties, 63 GSA's, 41 day and night landings, 41 training landings in addition to logging 114:15 hours night flying time and 38:15 hours weather time. ^{12/}

381ST BOMBARDMENT SQUADRON:

The primary mission of the 381st Bombardment Squadron during the month was to absorb both as rapidly and as much realistic training as possible and to complete such training as ordered by Fifteenth Air Force Regulation 50-8. Secondary mission of the 381st was to provide and maintain an efficient organization capable of assimilation of all training necessary for combat readiness.

Operations were slightly behind the projection because of stand-downs for wing missions and weather but by proper utilization the time accrued quite a large number of accomplishments were rung up under the SAC 50-8 training prospectus. Two crews were upgraded to ready status. They included the crews of Captain Robert Wille and Captain Cloyd Porter.

Fervid preparation was noted in this unit to insure the successful completion of the wing's graduation mission, Operation "Mid-Glove" which is scheduled for sometime early in February. ^{13/}

310TH AIR REFUELING SQUADRON:

Squadron training reports for the month carried the accomplishments

^{12/} 380th Bombardment Squadron Historical Report, Jan 55.

^{13/} 381st Bombardment Squadron Historical Report, Jan 55.

of 22 combat ready crews and one non-combat ready crew. However, by the end of the reporting period this organization had only 20 ready crews and one non-ready crew. One ready crew was disbanded due to excessive loss of primary crew members and another crew was transferred PCS to Loring Air Force Base, Maine. To prevent another loss of a crew by 1 March 1955 an immediate assignment of one radio operator is required.

Crew member losses include two fully qualified flight engineers, one aircraft commander, one radio operator and seven boom operators. Two more fully qualified flight engineers will be lost to discharge in February. On the gain side, six pilots, six navigators, one radio operator and three boom operators were assigned the squadron during the month. The most critical crew member shortages are radio operators.

Combat ready crews flew a total of 97 sorties totaling 550 hours and one non-ready crew flew two sorties for 10 hours during the month. Training for the non-combat ready crew was limited due to the aircraft commander entering the hospital for surgery on 24 January after reporting to the squadron on 9 January. Ferry flights accounted for 10 hours flying time.

The 650 hours total flying time programmed by this organization for the month of January was not accomplished due to the non-availability of KC-97 aircraft, weather and receiver cancellations. The 11 KC-97's assigned to this squadron in November 1954 are all approaching the 200 hour inspection, thus the available flying hours of these aircraft were

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restricted in order to comply with the dock schedule. An average of three KC-97F model aircraft were undergoing modification (IRAN) at all times throughout the month. Below minimum ceilings resulted in the loss of 19 sorties totaling 83 flying hours and an additional loss of 13 sorties and 68 hours resulted from 3-47 cancellations and aborts.

It has been impractical to re-schedule tanker aircraft for an alternate mission after receiver aborts due to the non-availability of defueling units and the consequent excessive loss of time (three to four hours) in having to utilize pit defueling facilities: to off load JP-4 fuel. Refueling facilities have also been inadequate. Delays of 24 hours and more in the delivery of oil have been encountered resulting in flight delays and cancellations.

Inadequate transportation has also seriously affected the day-to-day operation and morale of the organization. The Base Motor Pool has not been able to provide the transportation required by flight crews and by other personnel for performance of routine duties.

The overall percentage accomplishment of SAC Minimum training requirements by the squadron for the month of January was above the prescribed monthly minimum. However, air refueling, pilot proficiency, day celestial with FLOT's and supervised cruise control minimum requirements were not accomplished. The chief causes of failure to meet these requirements were flight cancellations due to weather and to receiver cancellations. One combat ready crew failed to accomplish

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minimum SAC Regulation 50-8 requirements due to the absence of the aircraft commander and co-pilot who were on TDY to the Squadron Officers School.

Squadron training accomplishments for the month are summarized in the following tables:

Rendezvous training missions	Total Accomplished
APW 12/76	21
APW 11	9
Night	4
Refuelings	
Total	107
15,000 feet or above	21
Radio silence	18
Night	4
Gross weight of receiver	9
Dry hookups	55
Navigation	
Night celestial	29
Day celestial	29
Grid	15
Radar	26
Pressure pattern	9
Cruise Control	
Unsupervised long range missions	16
Supervised long range missions	4

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Pilot proficiency

Take-offs	40
Landings	50
OCA's	80
ILAS	48
Radar approaches	48
III	26
Formation	
Total time	28 Hours
15,000 feet or above	28 Hours
Time at night	0 Hours

Crew proficiency

Emergency procedures	155
With crew only	100
With passengers	55
Cargo loadings	1
Passenger loadings	3
Pre-computations	44

At the end of January the maintenance section had an assigned strength of 95 personnel with an authorization of 108. Twenty of those assigned are not available for normal mobility purposes as a consequence of forthcoming discharges, etc. Under present conditions resulting from limited aircraft parking space at this station, coordination of maintenance activities are inadequate as there is a three mile separation between the flight line and the maintenance

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danger. With the lack of telephone facilities on the flight line, maintenance effectiveness and efficiency have been reduced. Likewise, this situation has produced additional losses of man hours due to the long distance between necessary facilities.

All 11 of the KC-97B aircraft now require compass swings and possible calibration of the E-1 compasses. This requirement can not be accomplished at this station as the compass rose has been found in error on numerous readings and headings. However, the wing has taken action on this problem resulting in the scheduled arrival of a government surveyor early in February. ^{14/}

OBSERVERS:

During January observers in the three bombardment squadrons accomplished a total of 115 R30 runs, 12 night celestial legs, 25 day celestial legs, 14 actual releases and 30 grid navigation legs. Air Refueling Squadron observers accomplished 29 night celestial legs, 29 day celestial legs and 15 grid navigation legs.

ENGINEERING:

A total of 65 long range cruise control missions were flown during the month. Of these 17 were flown in KC-97 type aircraft and 48 were flown in B-47's. There were 107 wet and 87 dry refueling hookups accomplished by the refueling squadron during this period. Other activities in this area were routine in nature.

^{14/} 310th Air Refueling Squadron Historical Report, Jan 55.

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FLYING SAFETY:

There were no major accidents reported by the wing during January. During the month the Flying Safety Officer, Captain Donald J. Eaton, attended a one day Fifteenth Air Force Flying safety conference at March Air Force Base. Major General Walter C. Sweeney was the main speaker and expressed his views in furthering the accident prevention program within the Fifteenth Air Force. Each represented base gave a lecture on flying safety problems at their respective stations and how they coped with them.

Upon returning from the conference the Flying Safety Officer published an operations order on the 310th Bombardment Wing aircraft accident prevention campaign for 1955. Purpose of this memo was to implement the 1955 SAC Aircraft Accident Prevention Campaign. In order to effect an aggressive accident prevention program in the 310th Wing various procedures were established by the Flying Safety Officer to help prevent accidents before they occur. These included prompt submission of incident reports, mandatory attendance at all flying safety meetings and prompt submission of reports when accidents do occur. The primary purpose of the memo was to assist the squadron flying safety officers in their duties and to insure that an aggressive flying safety campaign was and is in effect. ^{15/}

A minor aircraft accident occurred on 28 January when a J-1 stand

15/ 310th Bomb Wing Operations Memo, 52-1, "310th Bomb Wing Aircraft Accident Prevention Campaign," 15 Jan 55. Doc 37

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was towed away from number three engine by a tug. During the process of towing the stand it made a 30 inch scratch in the right side of the fuselage near the power unit exhaust. Estimated damage was only \$21. An SOP will be written to supplement verbal instructions forbidding use of tugs to tow stands in the immediate vicinity of an aircraft. 16/

GROUND TRAINING:

Formal B-47 MTD training was conducted on this base during the month. A total of 4,520 man hours of MTD maintenance training was scheduled with 4,214 hours actually being accomplished. One new class was entered during January because of pending deployment directed by higher headquarters. Any personnel entered in B-47 maintenance MTD after 5 January were declared not available to the wing for deployment.

Combat crew and general training for ground personnel was scheduled by the squadron training officers. A total of 15,475 man hours of training was accomplished. Training consisted of gunnery, link, intelligence, security, etc.

SPECIAL TRAINING:

During the month a great deal of special training was accomplished. Four officers and one airman completed the K7-97 aircrew familiarization

16/ TTX, HQ 802d ADiv, AFOS 1-1089, 29 Jan 55. Exh 38

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Course conducted at Lincoln Air Force Base, Nebraska. One officer departed Smoky Hill to attend four weeks academic training conducted at McConnell Air Force Base. A 310th Air Refueling Squadron crew departed this station to attend advanced survival training conducted at Stead Air Force Base. Another crew, less aircraft commander, departed this station to attend advanced survival training conducted at Stead. A total of 12 maintenance personnel departed the base to attend special training courses at other bases. Fifteen maintenance personnel completed a three day basic altitude indoctrination course and then took a chamber flight. Nine aircrew members completed the refresher course and chamber flight. An orientation program was begun for the impending overseas movement. Approximately 600 personnel were in attendance at this first lecture.

COMMUNICATIONS:

Captain Kenneth R. Willard, 310th Wing Communications Officer, performed two TDY's to Wright-Patterson Air Force Base as 310th Bombardment Wing project officer for a Western Air Defense directed mission.^{17/} Captain Willard also flew to St. Louis for the purpose of arranging for increased distribution on publications required by the wing during the proposed mobility.

This section wrote the communications annexes for one Fifteenth Air Force directed mission and three 310th Bombardment Wing directed

^{17/} 310th Directorate of Operations Historical Report, Jan 55.

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mission. A de-briefing and critique was also conducted on these four missions.

B-47 AND KC-97 STATIONED:

These units continued to check out crews of the tactical and air refueling squadrons. The KC-97 unit issued TO 1C-97KST-1 and TO 1C-97KCY-1 to all crew members in the refueling squadron. An adequate supply of TO B-47-1 and its revisions were received by the wing on 28 January 1955.

MISSIONS-SUMMARY:

On 30 January the wing published an operations memorandum giving procedures to be used to insure a positive release of a special weapon under ^{12/}BF conditions. These included: all switches will be positioned by the observer for a normal automatic "K" system release, at the instant the function switch goes from bomb to track, the observer will pull the emergency bomb release handle ("T" handle) out as far as it will come, at the instant the bomb release light comes on, the aircraft commander will activate the electrical salvo switch. According to this operations memorandum these procedures will not be used during training or release of T-59 practice bombs.

INTELLIGENCE:

The primary project of the intelligence section was to aid in

^{12/} 310th Bomb Wing Operations Memo 55B-14, "WEP Release of Special Weapons," 30 Jan 55. Doc 39

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scoring operation "Spotlight" and in the preparation of target study materials for operation "Mid Glove". Simulation plates and target study materials were completed on Heston and Marrakech. Initial mobility plans for the United Kingdom deployment were continued. Courier flights were made to the 815th Reconnaissance Technical Squadron at Forbes Air Force Base for obtaining duplicate film strips of assigned targets required for operation "Mid Glove".

Emphasis in the target section was placed on targets to be used in the wing graduation exercise, scheduled for early February. This included attacks against three camera targets in Memphis, Indianapolis, and Davenport as well as RBG bomb runs on Los Angeles and Spokane. Concurrent with the production of target material was the requirement for providing target study classes on the targets. This section also prepared briefing materials on the graduation exercise for the presentation to the Fifteenth Air Force Commander.

The target section also devised a system of preparing the B-51 report with the available scoring devices (one Recordak) authorized the section. It was decided to have the photo lab prepare transparencies of the Los Angeles target chart reduced to a scale of 1 - 300,000 which roughly corresponds to the scale of photos near bomb release as presented on the face of the recordak at maximum magnification. This should afford rapid and reasonably accurate positioning of the radar cross-hairs at the time of bomb release. Further experience will undoubtedly be necessary in order to further

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speed up the scoring process. 19/

SECURITY:

During the week of 14-21 January the wing was undergoing a USOM penetration test in conjunction with the wing's graduation exercise. The team was probably in the local area during the penetration period. A report should be forthcoming on the findings of this penetration.

The wing was advised that agents were being escorted by the Provost Marshal to the flight line to penetrate the wing security. 20/
It was determined that the Air Police had sufficient security.

19/ 310th Intelligence Section Historical Report, Jan 55.

20/ 310th Security Section Historical Report, Jan 55.

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CHAPTER IV
MATERIEL AND MAINTENANCE

It seems a shame to keep reporting the same problems month after month, however, personnel shortages in the higher skill levels continued to be the big problem in the materiel and maintenance activities of the wing during January. The Armament and Electronics, Field and Periodic Maintenance Squadrons continued to experience difficulties in manning their section with skilled, competent personnel. Upgradings in these three squadrons has been pushed very hard, but still they lag far behind due to the great number of personnel in the three level or entrance area and the continued loss of personnel due to shipments overseas and to schools. Numerous slots are open in the five and seven level areas, however, until personnel gain more experience these slots must remain unfilled.

Another problem arose during the month with the receipt of new UAL's (Unit Allowance Lists) which require screening and submission of changes prior to final submission to higher headquarters. Greatest hindrance to completion of this project is the lack of time prior to the wing deployment. The project must be completed before the wing deploys.

It became apparent during the Fifteenth Air Force Assistance Team visit of 11-15 October 1954, that the Fifteenth Air Force Armament and Electronics Standardization team visit would be very helpful in obtaining personnel and supply support for the 310th Armament and

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Electronics Squadron and the 310th Bombardment Wing. It was determined, during this visit, that much of the squadrons problem was caused not by a lack of effort in some cases, but by a lack of qualified personnel in both the squadron and supporting units.

During the month the Armament and Electronics Squadron Commander requested, via telephone, that proper channels be cleared for the standardization team to be sent to this installation at an early date. As yet the team has not arrived at this station. ^{1/}

Information was received indicating that Fifteenth Air Force has in the past experienced considerable difficulty brought about by bases failing to comply with all provisions of SAC Regulation 67-3 dated 15 July 1953. The failure to include all pertinent data in SOP difficulty letters has imposed an unnecessary workload in attempting to take decisive action toward resolving a particular problem. Upon receipt of this letter the materiel sections were alerted to comply with all current directives in order to resolve any areas of difficulty that might be found in the 310th Wing. ^{2/}

On 14 January 1955 the 310th Wing received a letter from the Division Commander concerning the in-commission rate of the 310th Bombardment Wing. In this letter the General declared that the in-commission rate of the 310th was not acceptable. ^{2/} Immediately upon

^{1/} R & R, 310th AEW, "15th AF Standardization Team," 17 Jan 55. Exh 40

^{2/} R & R, BOM, "TWE, DM3ED 7512," 20 Jan 55. Exh 41

^{2/} Ltr, Hq 802d ADiv, "Low In-Commission Rate," 14 Jan 55. Exh 42

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receipt of this letter the Wing Director of Materiel issued instructions to increase the in-commission rate. The subject was thoroughly discussed with the Chief of Maintenance on 17 January and action was initiated to increase this very important rate. The January rate reflected substantial improvement due to the clearing of several aircraft from the back line and some improvement in the number of fuel leaks. The November and December rates were affected by aircraft undergoing modification for Collins radio and conversion of K-systems from Blue Square to Cycle One equipment. It was determined that the wing's rate be moved to an acceptable 70 per cent in-commission as rapidly as possible. Good results were noted in the wings attempt to reach that goal during January. ^{4/}

It was announced by the Director of Materiel at the 4 January Staff Meeting that arrangements had been made for Maintenance Control to assign a refueling pit to each squadron on a daily basis throughout the flying day. All three pits will be off the same pump hose. The Air Refueling Squadron, under the new plan, will have their own pits. ^{5/}

LOGISTICS:

Major Robert W. Kerstetter, 310th Mobility Officer, attended the Logistics Conference at March Air Force Base from 10 to 13 January 1955. The entire logistics section supplied support for all

^{4/} R & R, 3100M, "Low In-Commission Rate," 20 Jan 55. Exh 43

^{5/} 310th Bomb Wing Staff Meeting Minutes, 4 Jan 55. See Exh 1

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missions of the wing. Mobility numbers were prepared and sent to all squadrons. Mobility cards were prepared by the squadrons and sent to this section where a master file of mobility cards is kept. Inspections were made of several squadrons to determine how well they were prepared for a mobility move. In addition meetings were held each Friday by the Logistics section. All phases of mobility and mobility training were discussed.

A meeting was held on 7 January 1955 at the 310th Conference Room. All 310th Bombardment Wing and 310th Air Base Group squadron mobility officers were present. Various phases of the coming mobility were discussed. Each mobility officer was required to prepare a list giving the number of personnel by AFSC who were unable to deploy with the wing due to ineligibility. Personnel with a DCS prior to 15 June 1955 were automatically declared ineligible unless they intend (airmen) to extend or sign an indefinite statement (officers). ^{6/}

This section completed change two to the 310th Bombardment Wing Mobility Plan and forwarded it to all sections having the basic document. ^{7/} Numerous revisions were noted in this change.

With reference to the most recent 10-53 alert, a new procedure has been established where more individuals will be involved in the pyramid notification system. The maximum of five people will be

^{6/} R & R, 310DML, "Mobility Meeting," 5 Jan 55. Exh 44

^{7/} Change two to 310th Bomb Wing Mobility Plan. Exh 45

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notified by any one individual and it is preferable the caller have but three. A critique on the January alert will be covered in the February report. Maintenance Control has been made responsible at the end of each normal duty day to have three B-47's ready for immediate loading. Each day Maintenance Control will inform the 310th Control Room of aircraft status by tail number and also indicate whether they are ready for 10-53 loading. The crew chief of the aircraft will be the one responsible for getting the aircraft out. He must be trained to take a fire extinguisher. Three power units will be set aside for 10-53. Wing out teams must be ready for immediate call. ^{B/}

SUPPLY:

During the month the Supply section received the new UAL (Unit Allowance List) listings and were given to the units. The UAL listings were in most instances incorrect, due to the outdated EOL's and other authorization changes. A dead line was set for 15 February 1955 to have the UAL listings screened for mistakes and shortages.

The shortage of the accessory parts of the K-38 camera will critically affect the training while on the projected TNY. Unless these cameras are installed and operative, no visual work can be completed due to no triangulation facilities available at the projected sites.

Shortages of HQ-249 tables are critically hindering the wing.

^{B/} 310th Bomb Wing Staff Meeting Minutes, 25 Jan 55. See Exh 14.

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Unless this organization receives these tables, they will have to be reproduced locally. This is a very difficult job and there is a great possibility for serious errors.

The outstanding problem area in Materiel is the unavailability of spare parts for electrical support systems, stock #8710-250000. At the present time there is no current stock list available to requisition the spare parts required to keep the Greco units in operation. Presently, the only way spares can be ordered is by using manufacture part numbers which, in most cases, are not stock listed. This causes quite a delay in requisitioning by the unit, base supply and the depot.

MAINTENANCE:

The Reports and Analysis section indicated that no manhour report (SAC-U22) was submitted during the month of January. This was authorized by higher headquarters due to implementation of mechanized manhour accounting. Much difficulty was encountered in implementing the new program.

Lack of proper and timely indoctrination from higher headquarters precluded effective implementation. Lack of trained personnel also contributed to the difficulties. As of the last day of January the greater problems were solved and overcome.

During the month the Quality Control section completed a total of

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13 periodic inspections. A total of 10 J-47 and one B-4360-593 engine changes were inspected by this unit. Four J-47 engines were inspected on the line for rotor blade damage in accordance with TC 2J-J47-355. Two main landing gears were inspected after installation. Three J-47 engines were inspected for oil leaks and three for oil leaks as requested by squadrons on the flight line. Sheet metal work on wing of aircraft 52-117 was inspected three times and rejected each time because of faulty workmanship. Two J-47 engines were inspected at engine minor repair for probable cause of damaged compressor blades. One 4360 engine was inspected for fire damage. Number three engine prop on KC-97G 53-108 was inspected for nick in the blade and was rejected. Only two 90 day activity inspections were completed during the month, however, 11 quality control inspections were completed on B-47 and KC-97 aircraft. A total of seven KC-97 aircraft were test flown with five being accepted and two rejected. A whopping total of 17 B-47's received test hops with all but three being accepted.

The Unsatisfactory Reports section processed a total of 30 reports during the month. Many man hours were expended in initiating the new TC 6035D-54 and the new UR Form AFMCO-29. A total of 18 replies were received from the various Air Materiel Areas on researches of the items made by them. One UR exhibit was shipped to Oklahoma City Air Materiel Area.

Maintenance activities in the three squadrons i.e. 310th Armament

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and Electronics, 310th Field and 310th Periodic, continued very heavy during the month of January. Most activities concerning maintenance and repair were of a routine nature. Preparation for the coming mobility was one of the most important items in these organizations. A total of nine B-47's were scheduled for periodic inspections during the month with eight actually being processed through the docks. There were five KC-97 type aircraft scheduled for periodic maintenance and four were processed through. A total of 12 B-47's were returned to their respective squadrons and three KC-97 aircraft were returned to the air refueling squadron. ^{9/}

FACILITIES:

Work was finally completed on the new 310th Bombardment Wing headquarters building. ^{10/} The exterior work was all completed with only a few minor jobs remaining to be done. Venetian blinds have already been installed which give the building a "lived in" look. Even though work has progressed very well officials of the wing indicate that personnel will not move into the new building until after their return from overseas.

Other construction affecting the 310th Bombardment Wing, including work on the new 310th Air Refueling Squadron Operations building, is nearing completion.

^{9/} Historical Reports from the wings maintenance squadrons.

^{10/} Phot of the new 310th Bomb Wing Headquarters Building. Exh 46

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310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 31 January 1955) *

Colonel John H de Russy	Commander
Colonel Murray A Eywater	Deputy Commander
Colonel Robert E Thacker	Director of Operations
Colonel Harry H Jones	Director of Materiel
Colonel Robert Corwin	310th Tactical Hospital
Major Melvin E Clark	Director of Personnel
Lieutenant Frank H Wagner	Adjutant
Major William L Lavagnino	Director of Comptroller
Major William H Crawford	Inspector
Major Carrol Hamant	Comdr, 310th Field Maint Sq
Lt Col James E Jordan Jr	Comdr, 310th Periodic Maint Sq
Major Allan C Hart	Comdr, 310th Arm & Elect Sq *
Lt Col Howard L McClatchy	Comdr, 379th Bomb Sq
Lt Col George W Call	Comdr, 380th Bomb Sq
Lt Col Harold G Fulmer	Comdr, 381st Bomb Sq
Major Jack N Fancher	Comdr, 310th Air Refueling Sq
Captain Donald J Rutan	310th Flying Safety Officer
Lieutenant Francis Hughes	310th Security Officer

* During January Major Allan C Hart replaced Major Arnold R Megenity as commander of the Armament & Electronics Squadron. Major Megenity returned to crew status.

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310th Armament & Electronics Squadron.

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Inspector.

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380th Bombardment.
381st Bombardment.
Armament & Electronics.
Periodic Maintenance.
Field Maintenance.
310th Air Refueling.
310th Tactical Hospital.
310th Headquarters Section.

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HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SMOXY HILL AIR FORCE BASE
SALINA, KANSAS

APPENDIX

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LIST OF EXHIBITS

Exhibit No.

1. 310th Bomb Wing Staff Meeting Minutes, 4 Jan 55.
2. 31st Bomb Wing Staff Meeting Minutes, 18 Jan 55.
3. 8024 ADiv, Reg 205-2, "Control of Classified Correspondence and Messages," 8 Jan 55.
4. 310th Bomb Wing Reg 10-14, "Preparation and Handling of Military Correspondence," 11 Jan 55.
5. R & R, 31000, "Disposition Form," 13 Jan 55.
6. SAC General Order #1, 4 Jan 55.
7. Ltr, Hq 310th Bomb Wing, "310th Bomb Wing, Medium, Unit History," 15 Jan 55.
8. 1st Ind, to Ltr, Hq 8024 ADiv, "310th Bomb Wing, Medium, Unit History," 21 Jan 55.
9. Photos of General Sutherland's reception.
10. TWT, Hq 15th Air Force, CR 13, 29 Jan 55.
11. TWT, Hq 15th Air Force, CR 13, 29 Jan 55.
12. R & R, IC, "TCO Inspection of Units and Crews," 13 Jan 55.
13. R & R, 31010, "Inspection of Squadron Administration," 7 Jan 55.
14. TWT, Hq 15th Air Force, CR 13, 28 Jan 55.
15. 310th Bomb Wing Staff Meeting Minutes, 25 Jan 55.
16. R & R, 31000, "Information Reflecting the Mission Accomplishment," 10 Feb 55.
17. R & R, 31000, "310th Ammunition & Electronics Shortages," 11 Jan 55.
18. 310th Bomb Wing Staff Meeting Minutes, 11 Jan 55.
19. Photo of Major Allen C. Hart.

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20. 310th Assault & Electronics Squadron Special Order 11, 28 Jan 55.
21. 310th Bomb Wing Management Control System, Jan 55.
22. 310th Bomb Wing Officer Information Master, Jan 55.
23. 310th Bomb Wing Manning Chart, 31 Jan 55.
24. 31st Bomb Wing Reg. 39-3, "Transition of Airman," 1 Feb 55.
25. Photo of Airman at one of the College Classes held at Rocky Hill.
26. Memorandum for the Record, 27 Jan 55.
27. Ltr, to 310th Bomb Wing, "Airman of Month," 15 Feb 55.
28. Ltr, to 310th Bomb Wing, "Crew of Month," 15 Feb 55.
29. 310th Bomb Wing Production and Statistical Summary, Jan 55.
30. Photo of Meeting Briefing.
31. 310th Bomb Wing Reg. 51-3, "Mission Reporting Procedures," 1 Feb 55.
32. 310th Bomb Wing Reg. 51-1, "Standard Procedure for Planning and Scheduling of Air Training Requirements," 20 Jan 55.
33. TTX, to 3024 ADiv, 31000 1-0025, Jan 55.
34. 310th Bomb Wing Operations Order, 401-55, "Temp Prov," 15 Jan 55.
35. 310th Bomb Wing Operations Order, 402-55, "Training for February 1955," 15 Jan 55.
36. Photo of Rocky Hill USA Unit.
37. 310th Bomb Wing Operations Memo 62-5, "310th Bomb Wing Aircraft Accident Prevention Campaign," 15 Jan 55.
38. TTX, to 3024 ADiv, AFOS 1-1029, 29 Jan 55.
39. 310th Bomb Wing Operations Memo 55-14, "GIF Release of Special Weapons," 20 Jan 55.
40. T & W, 310AAS, "15th Air Force Standardization Team," 17 Jan 55.
41. R & B, 3024, TTX, DWSAS 7512, 20 Jan 55.

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- 42. Ltr, Hq 2034 Div, "Low In-Commission Rate," 14 Jan 55.
- 43. R & R, 31008, "Low In-Commission Rate," 20 Jan 55.
- 44. R & R, 31071, "Mobility Meeting," 5 Jan 55.
- 45. Change two to 310th Bomb Wing Mobility Plan.
- 46. Photo of the new 310th Bomb Wing Headquarters Building.

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HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base
 Salina, Kansas

1100 hours

4 January 1954

STAFF MEETING

Personnel Present

Wing Commander	Colonel de Russy
Deputy Wing Commander	Colonel Bywater
Wing Operations Officer	Colonel Thacker
Wing Materiel Officer	Colonel Jones
	Lt Col Hart
Wing Personnel Officer	Lt Turner
Wing Comptroller	Major Lavagnino
Wing Adjutant	Lt Wagner
Wing Inspector	Major Crawford
310HS	Major Crawford
310FMS	Major Hament
310FMS	Lt Col Jordan
310A&E	Major Megenitty
310ARS	Major Fancher
379BS	Lt Col McClatchy
380BS	Lt Col Call
281BS	Lt Col Fulmer
310MG	Captain McDonald
310DOF	Captain Rutan
Chaplain	Captain Mignery

MINUTES

31000

Interesting news for bomb squadron commanders. Fifteenth Air Force is tentatively planning a bombing competition between Headquarters, division, wing and squadron commanders. Tentatively scheduled for May.

The compass swing must be checked, particularly before this mission.

3100M Action

A Flying Safety meeting will be held Friday, 7 JAN at 1500 hours in the Base Theater for all pilots. Those flying will be excused, but the Wing Flying Safety Officer will present the lecture to those who miss this meeting. This Flying Safety meeting will cover flight service plans. Kansas City has been complaining about frequent violations out of Smoky Hill - m nor things, like not extending VFR local clearance. CAA should be notified.

3100OF Action

0202

A change will have to be made in the TO to authorize position for duty officers in the Wing Control Room during the day and off duty hours. We might have to resort to extra duty until this is settled.

MODP Action

The latest information we have on the wearing of hoods in B-47 aircraft when making GCAs indicates we have conflicting directives.

310DO and 310DOF Action

The Officers' Open Mess is employing a civilian manager and chef, who should be well qualified and improve the food and service. Colonel Henschke requested that we encourage our personnel to use this service.

There has been a change in the Commander's Call concept. The Base ISO will disseminate further information on this. The new concept, which comes from Headquarters USAF is that the squadron commander will hold a monthly Commander's Call. At the present time Base ISO has a film and it is planned that films will be on hand for your use. We will have a January Wing Commander's Call for showing of a film that is available on the Base now.

WAC Action

Caution all personnel again about meeting suspense dates. We missed another one by about two months. The Wing Adjutant will set up a fanfold control system to insure that those items not suspended by Division, will be at Wing level.

310AG Action

The Flight Surgeon will be included on all future Flying Safety meetings.

310DOF Action

There will be no medical liquor, etc on this mission coming up.

The Hospital has recently inspected two meat markets in town and found them unsatisfactory, namely Young's Market and SRNA. These markets are not being placed off limits, but they have been given one week in order to pass the inspection.

Division's charts on progress of the two wings.

310AC Action

Last week it was announced the Base agreed to cease requiring a report of action taken on incident or offense reports. They now advise that according to para 2, AFR 125-12, requires a report of action taken be forwarded by the squadron commander to the Legal Officer through Wing Headquarters.

Arrangements must be made to get another leading edge, by either flying the aircraft to the depot and have it put on, or some other arrangement to repair this damaged aircraft. We cannot wait for Base to determine who is at fault.

310DM Action

Captain Popp and Major Zedler will be placed on special duty to the 40th effective Monday, 10 JAN 55.

310DP Action

IP will be used temporarily to test hop the aircraft. They will be put on orders.

310DO Action

Colonel Bywater is back with us and it is requested the staff and squadron commanders discuss their problems with him and if a decision cannot be reached it will be immediately brought to the attention of the Wing Commander.

310DO

Fifteenth Air Force Reg 55-1, 1 Dec 54, regarding tactical clearance forms states the squadron commander is no longer required to sign the clearance one hour before take-off, but must be cognizant of the weather and status of the flight.

New wing regulations will be prepared pertinent to the new Fifteenth Forms 204, 205 series on standardization checks.

310DM

Arrangements have been made for Maintenance Control to assign a refueling pit to each squadron on a daily basis throughout the flying day. All three pits will be off the same pump house. The 310ARS will have their own pits.

Received a TWX from Fifteenth stating that in view of the increasing number of vehicle accidents on the flight line that more emphasis must be placed on the operating of flight line vehicles.

All items required for mobility have been forwarded to Base Supply to be taken to the depot.

310DMC

The action agencies of Division and Base are submitting more than one request for the same information to be reported to higher headquarters. The Wing Commander reiterated again that nothing would be accomplished unless it was controlled through the Wing Adjutant's office. A record of messages received during off duty hours by the Control Room, Chief of Maintenance or the Wing Material Officer will be forwarded to the Wing Adjutant's office the following day.

310AG Action

TOC kits will arrive in great numbers and arrangements must be made to handle them.

310DP

The recommendations of the promotion board will be sent to the squadron commanders for their recommendations and comments after which time a Wing regulation will be prepared for all promotion boards in the Wing.

AFLtr 30-8 outlines procedures to be used to encourage reenlistments after personnel have been discharged. Squadron commanders will write letters to those they would like to reenlist, sending a copy to the Wing Commander for his file.

Word has been received from Division that the 310th Wing will be taken off the hook in so far as taking personnel already assigned to the Wing. If the 40th Wing and Air Base Group cannot fill the commitment, this Wing will be called upon to nominate, however Division will protest.

The report on the study of personnel who cannot move on a mobility due to health, pregnancies, etc. was forwarded 15 days after date received. Wing Commander requests a letter in which we attach a list of all personnel we expect to lose or shortages we expect to have, including those who will be here, but not eligible to go on deployment.

310DF Action

310DOF

Every precaution must be taken to insure all Flight Service clearances are met by all our pilots.

310GBS

Suggest a roster of squadron commanders be maintained at Weather for the squadron commander to initial upon checking the weather at least twice a day.

310DO Action

Lenses for K-sats for this mission. The installation is being delayed due to the fact the authority cannot be found.

310GBS

The squadron commanders have to go to Base or Wing operations several times daily. It is requested that we be permitted to drive our private vehicle through the flight line gate and park in front of Base Operations.

310CO Action

310BS

Again request weapons officer and ECM officer for the squadrons.

310DF Action

310FMS

The crew chief and assistant crew chief will be placed on special duty with the Periodic Maintenance Squadron while their aircraft is in the docks.

Chaplain

Character Guidance for 310th Wing will be held after Commander's Call.

310AC Action

BY ORDER OF THE COMMANDER:

Frank H. Wagner
FRANK H. WAGNER, 1ST LT, USAF
Adjutant

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1300 hours

18 January 1955

STAFF MEETING

Personnel Present

Wing Commander	Colonel de Russy
Director of Materiel.	Colonel Jones
	Lt Col Hart
Director of Operations	Colonel Thacker
Director of Personnel.	Major Clark
Director of Comptroller.	Major Lavagnino
Wing Adjutant.	Lt Wagner
Wing Inspector	Major Crawford
31OHS	Major Crawford
31OFMS	Major Hament
31OPMS	Lt Col Jordan
31OAGE	Major Megenity
31OARS	Major Fancher
379BS.	Lt Col McClatchy
380BS.	Lt Col Call
381BS.	Lt Col Fulmer
31OMG.	Major Hice
31ODOF	Captain Rutan
31OSEC	Lt Hughes
	Lt Nelson
Chaplain	Captain Mignery
Red Cross.	Mr Maston

MINUTES

Mr Maston, Field Director of the American Red Cross on the Base explained the assistance given the Wing by their organization.

31000

It is tentatively planned to have an aircraft commanders' dinner at the Officers Open Mess on 8 FEB 55. Col Call will make the plans. General Sweeney has stated he will be present if possible and will try to bring General Le May. This is planned for all aircraft commanders and squadron commanders, including the support squadrons. There will be a briefing on our accomplishments after the Graduation Exercises. The Director of Comptroller and Director of Operations will assist in the preparation of the briefing.

A Fifteenth Air Force Training Staff Team is due in and will brief the squadron commanders and Wing Operations staff.

The Fifteenth Air Force POM Inspection will, among other things, make a close inspection of personal equipment. Division has pointed out that the 44th Bomb Squadron and the 379th Bomb Squadron have a pretty good personal equipment set up. It is suggested the squadron commanders make arrangements to personally look into what they have.

A SAC priority TWX, DM3806 has been received on the Base pointing out TO compliance throughout the command.

310DM Action

In addition to the original SAC TWX on uniform regulations, SA49499, a more recent one has been received on the Base regarding the spirit and intent of SAC uniform regulations. The Division Commander has continued to become more and more disturbed about the lack of compliance with this regulation. Any Air Force personnel while on this Base will wear their uniform unless they are specifically going to a costume party and are in costume. A new Division regulation will be prepared pointing out the wearing of the uniform.

310AG Action

Recently two young lieutenants tried to kill themselves by driving recklessly. Squadron commanders will explain to all individuals immediately upon reporting to the squadron what will happen to them when a member of this command is found driving recklessly.

Any officer who has a pregnant wife might best volunteer for the mobility move unless the wife has complications.

The Director of Comptroller and Director of Personnel will make arrangements for the Finance personnel needed for our overseas movement. When we get these individuals, they will be given strict supervision to insure safeguarding of appropriated funds.

310AC & 310DP Action

Action taken on letter regarding base support of personnel for deployment to be sent to Fifteenth Air Force.

310DP Action

The Division Commander is personally monitoring this 65-2 school. Attendance is being taken daily. It has been found that personnel will attend the first and last class and no classes in between.

310DC

A 60-9 commanders' conference will be held the 24th day of every month to determine sorties and flying time for the next month's operation. The first meeting will be Monday, 24 January at 1330 hours in the Director of Operations Conference Room.

A briefing will be given after the Staff Meeting on Operation Mortarboard.

310DM

The Tulsa plant has our B-47 aircraft ready for pick up. It will be requested through Division that permission be obtained from Fifteenth Air Force to have the notification of our crew chief, who is with the aircraft being repaired, the plane is ready for pick-up, sufficient justification to go ahead and make arrangements to pick up the aircraft.

The in-commission rate has been discussed with the Chief of Maintenance and improvements will be noted immediately.

A proposed officers clothing list will be sent to the squadrons.

310DP

It is suggested that we urge personnel eligible for discharge between now and 1 July to extend their enlistment. The applicable regulation is AFR 39-9 and 15AF message DPTDR34764, 15 APR 54.

It behooves each squadron to select and start training an officer to be retained on the Base during the time of an overseas movement, to control and sign for plant account property.

310AC

The machine record system will be at the base to which we deploy.

310DOF

All Flying Safety incident reports are being closely monitored by SAC. To assist the squadrons in this program, it is requested one copy of the report be sent from the squadron. It will be reaccomplished in Wing Operations and assigned a number (they must be numbered consecutively so far as each wing is concerned).

A separate file will be maintained in the squadron on SAC Flying Safety messages received in this wing, which are also numbered consecutively.

310MG

The immunization program set up by the Hospital is disseminated at this time for your information and action. Portions of the International Shot Record will be completed by the Hospital.

310SEC

At the present time we are undergoing a USCM penetration test in conjunction with our Graduation Exercise. This team is probably in Salina or on the Base.

We were advised that agents would be escorted by the Provost Marshal to the Flight Line to penetrate the Wing Security. It has been determined the Air Police have sufficient security.

The moment we touch down at our mobility base we will be subject to a security penetration.

If a simulated bomb can be tossed on the aircraft, the ground rules now state this is sufficient evidence the aircraft has been destroyed. (SAC REG 205-4).

310PMS

The promotion board and squadron commanders will meet to make final plans for future promotion boards, Monday, 24 Jan at 0900 hours.

310HS

Every effort will be made to fill school quotas by the Headquarters Squadron Section.

It is suggested that we urge enlisted personnel to have their families remain in this area rather than go through the expense of sending them home and taking the risk of not finding a place to live upon their return. There is no travel allowance for this purpose.

It is requested that we insure barracks space is available for those who will reside on the Base before our overseas movement.

Request arrangements be made for parking facilities of automobiles of personnel who will go on a deployment.

310DM Action

310AG

Those reporting to the photo lab for pictures will wear the blouse, authorized ribbons and no service caps. All majors pictures will be taken by 1 Feb 55.

It is requested squadron commanders forward a list of all non-RCS recurring reports, other than AIP, citing the authority (regulation, letter, etc), for the purpose of having a RCS number assigned or possibly eliminating the report.

310PMS

It is believed a new law is in effect wherein those personnel who have been convicted for fraudulent claims against the government will not receive retirement benefits.

310IG Action

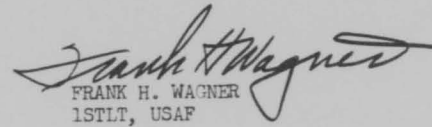
310DMC

We are extremely short of kilfroast and it will have to be used sparingly. Where there is snow, it must be swept off.

31000

So far as leaves are concerned, a very few, if any, will be given before our deployment:

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER
1STLT, USAF
Adjutant

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AIR DIVISION REGULATION)
NUMBER 205-2)

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas
8 January 1955

SECURITY

Control of Classified Correspondence and Messages

(This regulation supersedes 802d Air Division Regulation 205-2, 27 JUL 54)

SECTION

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SECTION I

GENERAL

1. PURPOSE: To further implement the provisions of Air Force Regulation 205-1 and Fifteenth Air Force Regulation 205-1, by establishing procedures for the preparation, handling, and transmission of classified correspondence and messages on this base.
2. SCOPE: This regulation is applicable to all units assigned or attached to this station.
3. RESPONSIBILITY: It is the responsibility of all commanders to insure compliance with the provisions of this regulation.

SECTION II

TOP SECRET

4. TOP SECRET CONTROL OFFICERS: a. Each staff agency will appoint one top secret control officer, by name, for his office. This staff top secret control officer will be responsible for all top secret documents received. The staff top secret control officer will be an appropriately experienced, qualified, officer, section chief, or the director. Assistant top secret control officers will be held to a minimum.

b. The wing and base top secret control officers will normally be the wing and base adjutants.

c. Appointment of top secret control officers will be made on administrative orders. Requests for appointment will be prepared by the interested staff agency on DD Form 96 and submitted to the wing or base top secret control officer for action. Officers not designated top secret control officers will not be permitted to receive top secret material.

d. In all instances, top secret control officers will be familiar with the provisions of AFR 205-1, 15AFR 205-1, and other directives outlining the classifying, security precautions, storage, and handling of top secret material.

5. INCOMING TOP SECRET, ADJUTANT ACTIVITIES: Upon receipt of an incoming top secret document, the classified files section of the base adjutant's office will prepare Fifteenth Air Force Forms 196, 196a, 196b, and 196c, simultaneously. The disposition of the forms will be as follows:

a. Register: Fifteenth Air Force Form 196, top secret control register is the log of top secret material on which is entered the control number, source, type of document, (i. e., letters, operation plans, or teletypes), date received, copy number, subject, number of pages,

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other command's control numbers, disposition of the document, and are filed in numerical sequence by control number. Indorsements to correspondence are added to the card, and when it is filled, a new card is attached by the use of scotch tape. Amendments to publications will receive a letter suffix to the basic control number.

b. Receipts: Fifteenth Air Force Form 196a, receipt for top secret material is filed in numerical sequence broken down by receiving agency. The classified files section of the base adjutant's office uses this file to prepare list of top secret material charged to each agency for quarterly inventories required by Fifteenth Air Force Regulation 205-1.

c. Locator: Fifteenth Air Force Form 196b, top secret control locator, is a geographic file according to the source from which received. This file consists of two parts:

- (1) Part one is for operation orders and plans filed by the numerical designation of the order or plan.
- (2) Once the locator is filed, no attempt is made to keep it posted to date, because it is used merely to secure the control number, then the proper log card is checked for location, distribution, et cetera.

d. Action Agency Registers: Fifteenth Air Force Form 196c, top secret control register accompanies the document to the action agency to become the top secret control log for that agency. This receipt is to be retained by the receiving agency to serve as a guide when preparing new receipts when changing accounts. It will be the responsibility of the top secret control officer being relieved to obtain the signature of the officer relieving him on all receipts when relinquishing his account.

6. Action Agencies Records: Each office will maintain a permanent record of all top secret material prepared, received, dispatched, reproduced, destroyed, and lost. This record will also include "Personal" working papers and draft material. Staff top secret control officers receiving top secret material from sources other than the base or wing top secret control officer will immediately present the material to the base top secret control officer for recording. If security precautions will not permit turning in the document to the base top secret control officer, the top secret control officer will be furnished a short subject, date, copy number, number of pages, and the source of the document. A receipt will be retained by the base top secret control officer even though actual possession of the document was not effected. This procedure will insure proper accountability and recording of the document. Each document will be recorded with the following information contained on the register maintained by each staff top secret control officer:

- (1) Individual having custody of the document, by name.

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- (2) Office of origin.
- (3) Date of receipt.
- (4) Number of copies received.
- (5) Number of copies reproduced.
- (6) Notation of downgrading action.
- (7) Date of destruction.
- (8) Date of last complete physical inventory.

b. Each top secret control officer will assure himself that a receipt for each top secret document is obtained within his office. The top secret register maintained by each office will show who currently has the document at any given time. When top secret material is routed from one individual to another in the same office, the material will be routed back through the staff top secret control officer so that exact, accurate, accountability for the document may be maintained at all times. Top Secret material routed to another staff agency will be routed through the base or wing top secret control officer to assure rigid accountability at all times.

7. CONTROL OF TOP SECRET RESTRICTED DATA: Due to the highly sensitive security information transmitted by top secret restricted data messages and correspondence, it is necessary that handling be limited to an absolute minimum number of persons. To insure complete protection and control of this material, the following procedures will be established:

a. The base staff munitions officer will be the control agency to coordinate and disseminate this material.

b. All top secret restricted data documents will be delivered directly from base communications to the base adjutant personally, or in the event the base adjutant cannot be contacted, directly to the base staff munitions officer.

c. When any agency, upon opening classified material, finds the words, "Top secret restricted data" stamped or otherwise marked on the inner envelope, the envelope will be delivered unopened directly to the base adjutant personally. In the event the base adjutant cannot be contacted, the unopened envelope will be turned over to the base staff munitions officer.

d. Top secret restricted data will be logged and controlled by the base classified document section by document receipt and register only. The documents will not be released to the classified document section. When it is necessary for the base staff munitions officer to receive top secret restricted data directly from the crypto center, or in unopened envelope, he

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will immediately advise the classified document section and provide sufficient information for that section to prepare the necessary control receipts and registers.

e. Upon receipt of top secret restricted data by the base staff munitions officer, the action and the coordinating agencies will be determined by him, and the base staff munitions officer will personally deliver the document to the appropriate authorized person for review and necessary action. Documents will not be released to action or coordinating agencies without the approval of the division commander.

f. In addition to procedures outlined above, action agencies will initially coordinate all top secret restricted data documents prepared by them with the base staff munitions officer for approval of any additional coordination deemed necessary. The following procedures will be followed if the material so prepared is to be dispatched:

- (1) Outgoing Top Secret Messages: All top secret restricted data will be presented to the base adjutant, who will obtain necessary information to establish accountability and proper recording by the classified document section. These documents will not be released to anyone except the base adjutant, who will contact the base cryptographic officer who will pick up the document and be responsible for proper safeguarding and transmitting. During the absence of the base adjutant, the originating office will furnish the base classified document section with the office symbol, address-see(s), copy number, and number of pages. The cite number and the date-time-group will be furnished by the classified document section who will prepare necessary receipts. The originator will carry the message to the communications center and have the base cryptographic officer sign the receipt which the originator will return to the classified document section. The message will not be released to anyone except the base cryptographic officer.
- (2) Top Secret Correspondence: Top secret restricted data will be released to the base adjutant, who will obtain sufficient information for the classified document section to prepare document receipts and recording. During the absence of the base adjutant, the originator will provide the base classified document section with sufficient information to establish proper recording and document receipts. When the document receipt is prepared (DD Form 646), the classified files section will give the receipt to the originator and the originator will attach the receipt to the document, checking the receipt for accuracy and completeness. The material will be placed in the inner and outer envelope, sealed, and presented to the classified document section,

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at which time a receipt will be acquired from the classified document section for the sealed envelope.

8. Origination of Top Secret Material: Top Secret material originated on this base will be prepared and processed in the following manner:

a. Under the provisions of paragraph 9, Fifteenth Air Force Regulation 205-1, authority to classify matter as top secret is delegated to the following:

- (1) Deputy commanders of 802d Air Division and 802d Air Base Group.
- (2) 802d Air Division Director of Operations, Intelligence, Material and their deputies, subject to the provisions of paragraph 9a(2), Fifteenth Air Force Regulation 205-1.

b. The originating agency will normally prepare an original and two copies of all outgoing correspondence, including the file copy. No additional file copies will be prepared. The file copy will be returned to the originating staff agency for file immediately after processing.

c. Top secret messages to be transmitted by electrical means will be prepared in one copy only.

d. The document receipt prepared by the originator will show: the control number, copy numbers, data short subject, number of pages, and other pertinent information. Under all circumstances, top secret material will be handled by top secret control officers, and a complete chain of receipts will be maintained.

e. Top secret control officers will receive and transmit all top secret documents, including the hand-carrying of the document to the base top secret control officer. In all cases where top secret material is removed from an office or building, the courier will be armed. Airmen will not be permitted to act as couriers for top secret material.

9. Destruction of Top Secret Material: Record, nonrecord, and duplicate copies of top secret material, including drafts and working material will be destroyed when directed by competent authority or when of no further value. A record of the destruction will be prepared in duplicate, using Fifteenth Air Force Form 41, certification for destruction and one copy forwarded to the classified files section of the base adjutant's office for posting. Top secret material will be destroyed by the top secret control officer of the air division, air base group, and each bombardment wing. Partial destruction of operations plans, operations orders or other top secret publications will be entered on separate certificates for destruction of material. One copy will be filed in the office making the destruction, and

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one copy will be filed with the basic document. Upon destruction of a complete document that has been partially destroyed previously, the copies of the certificate for destruction of material filed with the document will be removed and attached to the final certificate of destruction on the remaining portions of the complete document and forwarded to the classified files section of the base adjutant's office. Drafts, carbons, and other unaccountable top secret material will be destroyed in accordance with AFR 205-1.

10. Changes to Top Secret Publications: a. Prior to the publication of a change, amendment or revision to an operations plan, operations order, or other top secret publication, the issuing agency will contact the classified files section of the base adjutant's office for the assignment of a control number and to determine proper compliance with the provisions of this directive.

b. In addition to the preparation of the publication, the issuing agency will also prepare an entry and destruction certificate, containing three basic paragraphs as follows:

- (1) Description of change or amendment, with a certificate that it has been received and entered into the basic document, and space provided for copy number, signature and date of entry.
- (2) Certificate of destruction listing all replaced or rescinded pages and providing space for the signature of the officer accomplishing destruction, and the witnessing officer.
- (3) A statement as to the number of pages contained in the document upon the incorporation of the change.

c. Two copies of the entry and destruction certificate will be inserted in the change immediately following the letter of promulgation or instruction sheet and preceding the actual change or amendment.

d. In the letter of promulgation or instructions accompanying the document change, the receiving organization will be instructed to complete the entry and destruction certificate, retain one copy as a permanent part of the document and one copy to be filed with their top secret control officer.

11. Inventories of Top Secret Material: a. Each quarter, the top secret control officer of the 802d Air Division will furnish each staff agency a list by control number, of the top secret material charged to that agency. The top secret control officer of each agency will make a physical inventory of all top secret material upon receipt of this list and furnish the adjutant a certificate that the physical inventory has been completed and all top secret material is accounted for. The certificate will be signed by the commander or officer in charge of the

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office, and submitted prior to 28 December, 28 March, 28 June, and 28 September of each year. The certificate will consist of the statement in paragraph 12c(2), 15AFR 205-1.

b. In addition to periodic inventories as required above, each staff top secret control officer will make spot checks within his office and maintain a record of these checks and discrepancies noted during these checks. These records of spot checks will be available for inspection during inspections conducted by the base or wing top secret control officers.

12. Access to Top Secret Material: Each top secret control officer will maintain a current roster of personnel in his office or area that require access to top secret material and a record of their clearances.

13. Violations: Each individual will be responsible for reporting each violation of procedures established in this regulation to the chief of the office concerned who will take positive action immediately to prevent recurrences.

14. Routing of Top Secret: All top secret material will be routed through the base or wing top secret control officer except when authorized by the commander or as outlined in paragraph 7 above. All top secret material will be routed through top secret control officers in each staff section. Exceptions to these procedures will not be permitted.

15. Changing of Accounts: Each officer relieved of his responsibilities as a top secret control officer will accomplish the document receipts within 10 days prior to his departure if possible. Receipts will be accomplished by the responsible officer as outlined in paragraph 5d above.

SECTION III

SECRET AND CONFIDENTIAL

16. Processing: a. The base adjutant will be responsible for receiving and dispatching all secret and confidential material for this station, except when authorized by higher headquarters.

b. The classified document section of the base adjutant's office will assign a log number for identification purposes and prepare a DD Form 278a, (Classified document fanfold) for the receipt, logging, and suspense items.

c. Each office or record, (As defined by Air Force Manual 184-1) will designate one or more persons to receive classified material from the base adjutant. Personnel authorized to receive classified material will have Smoky Hill Air Force Base Form 338 accomplished prior to receiving classified material. The accountable officer will be the officer in charge of the office of record, and will be responsible for the actions of persons designated by him to receive classified material.

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ADIV REG 205-2

10 Pages
Page 9

17. Action Agency Records: Offices receiving classified material will maintain current logs or registers indicating the source, number of copies reproduced, date of the document, date of destruction, notation of automatic downgrading, and the office currently retaining the document at any given time.

18. Receipts: When authorized personnel are notified that classified material is ready for pick up, the courier will sign the original copy of the 278a, which will be a permanent receipt for the document. This receipt will be filed numerically. The responsible officer will be responsible for signing off base clearances of all personnel under his jurisdiction.

19. Preparation of Correspondence and Messages: a. Copies of secret and confidential correspondence will be held to the minimum to accomplish the assigned task. File and courtesy copies will not be made unless a definite requirement exists.

b. Secret and confidential messages will be held to an absolute minimum; however, all copies will be forwarded to the office of the base adjutant for processing prior to transmission, unless special authority has been granted for delivery direct to the communications center. File copies will be returned after the message has been transmitted.

c. All classified material leaving an office of record will have a definite suspense established. When the suspense is due, the document must be returned for file, or, if an extension of the suspense is desired, the document must be presented to the office of record prior to granting an extension. Normal suspense dates for classified correspondence will be construed to be ten days.

20. Authority to Classify and Downgrade: Each unit assigned this station will maintain current rosters of officers authorized to classify material secret, and a current roster of officers authorized to downgrade classified information.

21. Emergency Destruction, Fire Evacuation, and Evacuation: a. Each unit assigned this station will have a current fire evacuation plan posted in a conspicuous place within the office or area where classified material is stored. The plan will include the priority in which the safes will be evacuated, basic fire route, and the alternate route(s).

b. When authorization is received to evacuate classified material, all classified material will be placed in a field type safe or other suitable container available, and evacuated to destination directed by competent authority, under the direct surveillance of an armed guard.

c. Each office will have an emergency destruction plan posted in a conspicuous place within the office or area where classified material

0219

ADIV REG 205-2

10 Pages
page 10

is stored. When authority is received from the Commander, 802d Air Division, or his authorized representative to destroy classified material, an officer courier carrying written authority to make known the situation verbally, not by phone, will authorize the destruction of classified material. If imminent seizure or loss is apparent, commanders concerned will authorize the emergency destruction.

22. Reports: In addition to the report required by paragraph 11 above, a detailed report or a statement will be submitted quarterly to the base or wing adjutant, as appropriate, certifying all classified documents received from the base or wing adjutant are physically present or proper certificates of destruction are maintained. The first inventory will be submitted not later than 20 March 1955, and following with each quarter.

SECTION IV

REGISTERED DOCUMENTS

23. Custodians: Each unit or staff office receiving registered non-cryptographic documents will have a custodian of registered non-cryptographic documents, appointed on appropriate orders. The custodian will be responsible for the safe keeping and current posting of the documents. Each staff office or wing retaining registered non-cryptographic documents will submit to the base custodian, (Assistant Adjutant), an inventory by 25 June and 26 December of each year. When custodians transfer to another unit or station, a transfer report will be submitted to the base custodian at least 10 days prior to the departure of the custodian leaving the station.

24. Destruction of Registered Documents: All registered non-cryptographic documents and changes will be destroyed by the base custodian, even though another unit or office is actually making the change.

25. Changes: All changes to registered documents, particularly USAF CEI's will be made and the residue returned to the base custodian within 5 days after being received by the base custodian.

26. Report of Transfer: A report of transfer will be prepared for each transaction of a registered document. Air Force Forms 690, 690a, 691 and 692 will be used to assist in the preparation of the transfer report and inventory report.

BY ORDER OF THE COMMANDER:

OFFICIAL:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

JOHN M. THORNTON
Major, USAF
Adjutant

DISTRIBUTION

0220

WING REGULATION)

NUMBER 10-1A)

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

19 January 1955

CORRESPONDENCE

Preparation and Handling of Military Correspondence

1. 310th Bombardment Wing Regulation 10-1, 23 August 1954, is changed as follows:

*** ***

3. PROCEDURES:

*** ***

b.

(1)

*** ***

(b) The originators coordination or comeback copy will be attached to correspondence and unclassified messageforms as the last copy, and extended to the right in such a manner that each coordination agency can readily see the office symbol(s) and the name of the coordinating individuals.

(c) The last coordinating agency on all correspondence prepared in the Wing for off base dispatch will be that of the Division Adjutant.

(d) The last coordinating agency on all correspondence prepared in the Wing for signature by the Wing Commander or Staff will be that of the Wing Adjutant.

(e) It will be the responsibility of the initiating agency that proper coordination is indicated on the coordination copy.

(f) A reference copy of all correspondence will be retained by the originator to be used as a ready reference until the coordination copy is returned for file. Coordinations will be recorded on the file copy.

(g) A brief "Memo for Record" will be typed on the coordination and reference copy of correspondence where clarification of action is appropriate.

WG REG 10-1A

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant



FRANK H WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

COPY

SUBJECT: Disposition Forms

TO: SQ CCS & STAFF OFF

FROM: 310CC

13 JAN 55 COMMENT NR 1
310AG/LT Wagner/208

1. Information received from 802d Air Division indicates Disposition Forms (DD Form 96) have not been discounted as previously announced. Further information concerning supply action will be disseminated by Base Publications.

2. Prior to receiving a supply of these forms, the following format will be used on balnk paper. The subject will be placed five spaces from the top of the sheet beginning at the left margin, in the following manner:

SUBJECT:

TO:

FROM:

(date)

COMMENT NR

310AG/LT Wagner/vr/208

Office Dictator Typists Phone
Symbol Nr

3. The words "Disposition Form" will NOT be typed at the top of the page. The word "DATE" will not be used.

BY ORDER OF THE COMMANDER:

/t/s/FRANK H. WANGER
1STLT, USAF
Adjutant

COPY

0223

(General Orders 84 is the last of the series for 1954.)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, NebraskaGENERAL ORDERS)
NUMBER 1)

4 January 1955

BESTOWAL OF HISTORY, BATTLE HONORS AND COLORS. 1. The history, battle honors, and colors earned by the following inactivated United States Air Force groups, are hereby bestowed on the respective similarly numbered United States Air Force wings, effective 1 December 1954:

Inactive United States Air Force Group	Date of Inactivation	Active United States Air Force Wing
5TH Strategic Reconnaissance Group, Heavy	16 June 1952	5TH Strategic Reconnaissance Wing, Heavy
9TH Bombardment Group, Heavy	16 June 1952	9TH Bombardment Wing, Medium
22D Bombardment Group, Medium	16 June 1952	22D Bombardment Wing, Medium
43D Bombardment Group, Medium	16 June 1952	43D Bombardment Wing, Medium
55TH Strategic Reconnaissance Group, Medium	16 June 1952	55TH Strategic Reconnaissance Wing, Medium
90TH Bombardment Group, Medium	16 June 1952	90TH Strategic Reconnaissance Wing, Medium
92D Bombardment Group, Heavy	16 June 1952	92D Bombardment Wing, Heavy
93D Bombardment Group, Medium	16 June 1952	93D Bombardment Wing, Medium
40TH Bombardment Group, Very Heavy	1 October 1946	40TH Bombardment Wing, Medium
98TH Bombardment Group, Medium	16 June 1952	98TH Bombardment Wing, Medium
99TH Bombardment Group, Very Heavy	27 June 1949	99TH Strategic Reconnaissance Wing, Heavy
303D Bombardment Group, Medium	16 June 1952	303D Bombardment Wing, Medium
307TH Bombardment Group, Medium	16 June 1952	307TH Bombardment Wing, Medium

Air Force-SAC, ORAF 0-81781

0224

GO 1

Inactive United States Air Force Group	Date of Inactivation	Active United States Air Force Wing
310TH Bombardment Group, Light	27 June 1949	310TH Bombardment Wing, Medium
320TH Bombardment Group, Light	27 June 1949	320TH Bombardment Wing, Medium
407TH Fighter-Bomber Group, (disbanded)	1 April 1944	407TH Strategic Fighter Wing

2. Upon inactivation of the headquarters of any of the wings listed above, the above action in its application to such specific wing is rescinded.

3. Wing commanders will take immediate action to secure the unit history by direct correspondence to the United States Air Force Historical Division, Air University, Maxwell Air Force Base, Alabama. Battle honors and colors will be immediately secured by direct correspondence to the Director of Military Personnel, Personnel Services Division, Awards Branch, Washington 25, D. C.

4. Authority: Letter, Department of the Air Force, AFOMO 453j, subject: "(Unclassified) Bestowal of History, Battle Honors and Colors," 24 November 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GLENN P. NELL
Colonel, USAF
Adjutant



R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

DISTRIBUTION:

- B
plus
- 30 - HEDUSAF, AAG (ATTN: PUB DIV), WASHDC
 - 2 - ACOFS, G-3, GSUSA (ATTN: Chief, ORG & TNG DIV), WASHDC
 - 2 - ACOFS, G-4, GSUSA (ATTN: Chief, MOV BR, SERGRU), WASHDC
 - 2 - COMAMC (ATTN: MCMSX02), Wright-Patterson AFB, Ohio
 - 25 - each active WG listed
 - 2 - MIL Air DIV, HQ Sixth Army, Room 112, BLDG 38, Presidio of SFRAN
 - 2 - COMDR, Topeka AF Depot, Topeka, KANS
 - 5 - COMDR, 831ST SPEC Depot, Shelby, Ohio
 - 2 - AF Liaison REP, Kansas City REC CEN, 601 Hardesty Avenue, KSC

COPY

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

JAN 15, 1955

310CC

SUBJECT: 310th Bombardment Wing, Medium, Unit History

TO: United States Air Force Historical Division
Air University
Maxwell Air Force Base
Alabama

1. Request this headquarters be furnished the unit history of the 310th Bombardment Group, Light, inactivated 27 June 1949.
2. The history of that group was bestowed upon the 310th Bombardment Wing, Medium, effective 1 December 1954, by General Order Number 1, Headquarters Strategic Air Command, Offutt Air Force Base, Nebraska, 4 January 1955, authorization by letter, Department of the Air Force, AFOMO 453j, Subject: "(Unclassified) Bestowal of History, Battle Honors and Colors," 24 November 1954.

FOR THE COMMANDER:

/t/s/WILLIAM C JOHNSON
2NDLT, USAF
Assistant Adjutant

COPY

0226

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Hq 802d Air Division, 31000, Subj: 310th Bomb Wg, Medium, Unit History

HS (14 Jan 55)

1st Ind

21 Jan 1955

RESEARCH STUDIES INSTITUTE, Air University, Maxwell AF Base, Alabama

TO: Commander, 802d Air Division, Smoky Hill AF Base, Salina, Kansas

Documents pertaining to the 310th Bombardment Group are represented in the Archives of the USAF Historical Division in single copy and, consequently are not available for circulation. In view of this circumstance, an outline history of the unit, prepared several years ago at the request of the 310th Bombardment Wing, Medium, will be brought up-to-date. Because of the number of prior commitments, it is not expected that the material can be forwarded to your headquarters before mid-March 1955.

FOR THE DIRECTOR:

/t/s/HOBART R. STOCKDALE
Captain, USAF
Asst Chief, Pers & Admin

COPY

0 2 2 7

General Sutherland's New Year's Day Reception.



General Sutherland's New Year's Day Reception.



0229



0230



COPY

SW76
R 252111Z EFF

FM COMDRAP 15 MAROH AFB CALIF

JFFBY/COMDRADIV 802 SMOKY HILL AFB KANS

/UNCLASSIFIED/CS 12. TO ALL DIV AND WG COMDRS.

THIS IS TO NOTIFY YOU THAT A 15TH AIR FORCE COMMANDERS

CONFERENCE IS TENTATIVELY SCHEDULED FOR 23,24,25 FEB

1955. CONFERENCE IS TO BE HELD AT DAVIS-MONTHAN AFB.

IT IS ALSO TENTATIVELY PLANNED TO INCLUDE AIR BASE GROUP

COMMANDERS. FOR COMDRADIV 36 ONLY: YOUR AIR BASE

GROUP COMDR WILL BE CONTACTED AT AN EARLY DATE RELATIVE

TO DETAILS AND REQUIREMENTS OF CONFERENCE.

BT

25/2150Z JAN JFFBY

COPY

0232

COPY

ROUTINE

OI 485

292.022

JAN 55

COMDR 15 AF MARCH AFB

COMDR ADIV 802 SMOXY HILL AFB

/CONFIDENTIAL/ FOR ISO. THIS MSG IN 2 PARTS: PART 1. POL PR. FOR PRESS STATEMENT NOW BEING COORDINATED WITH SAFIS FOR RELEASE AFTER 1200Z HRS 4 FEB 55 AT WASHINGTON DC, ORLANDO FLA, SALINA KANS, AND HQ 7 ADIV: "SACS 310 BOMWG, BASED AT SMOXY HILL AFB AND EQUIPPED WITH BOEING B-47 STRATO JET ACFT, WILL DEPLOY AT ENG IN MAR FOR A 3 MONTH PERIOD OF MOBILITY TNG EXERCISES, FOR USAF ANNOUNCED LATER. AT THE SAME TIME, SACS 321 BOMWG WHICH IS NOW UNDERGOING A SIMILAR TNG CYCLE IN ENG, WILL RTN TO ITS HOME STA AT FINE CATTLE AFB FLA. ALONG WITH THE 321 ARG WHICH IS BASED AT MAXWELL AFB ALA. PARA. LEADING THE 310 DEPLOYMENT WILL BE COL JOHN H DERUSCY OF HUNTSVILLE TEX, 310 WG COMDR, WHILE COL MICHAEL N R V MCCOY OF PUENTE CALIF 321 COMDR WILL LEAD THE RTN MVT OF THE 321 WG. PARA. SOME OF THE ACFT OF BOTH WGS ARE EXPECTED TO FLY THEIR ROUTED NON*STOP, USING AIR REFLG BY KC-97 TANKERS. PARA. THE ROTATION OF THE 2 SAC BOM WGS IS A ROUTINE TNG EXERCISE IAW THE USAF PROGRAM FOR EXERCISING THE GLOBAL MOBILITY OF ALL SAC UNITS."

END OF MELS. PART 2. NO RELEASE WILL BE MADE OF THE PRECEDING INFO UNTIL RECEIPT APPR FR THIS HQ. RELEASE MAYBE SUPPLEMENTED WITH RELEASABLE BACKGROUND INFO ON UNITS AND EQUIP CONCERNED. COMDRS 2 AF AND 7 ADIV HAVE BEEN FORW CY OF PROPOSED RELEASE BY OIEL SAC. THIS MSG WILL BE DECIS UPON RELEASE....END..

JAN - 109

W/B

1 1

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0253

COPY

PCM Inspection of Units and Crews

IG

13 JAN 55

1. Headquarters 15th AF has recently advised that their headquarters will conduct an inspection (7-12 February) within the 310th Bombardment Wing in accordance with AFR 123-4 (Preparation for Oversea Movement, Inspection of Units and Crews).

2. Attached for your information and guidance is a copy of AFR 123-4, dtd 15 July 1953. The attachments to this regulation provide us with an excellent guide to the areas that will be inspected by the 15th AF Team and if properly applied should insure that the 310th Bomb Wing is ready for deployment.

/t/s/WILLIAM A. CRAWFORD
Major, USAF
Wing Inspector

12

COPY

0234

COPY

Inspection of Squadron Administration

310CO

310IG

7 JAN 55
Major Crawford/465

1. An inspection of Squadron Administration was conducted during the week of 3 January 1955. The purpose of this inspection was to follow-up on the discrepancies noted during the previous 15AF Annual Inspection. The following is a list of discrepancies that are still in existence.

a. 379BS

- (1) Organizational and Functional Charts are not up to date.
- (2) Routing of the Morning Report utilizing 15AF Form 146 was not up to date. (Reports had not been coordinated since 23 DEC 54.)
- (3) Duty Roster was not maintained in accordance with AFR 31-12.
- (4) Entries pertaining to previous military experience had not been summarized and entered in item 29 of reaccomplished Form 20's as required by PAR 32b(15), AFR 35-500, as amended and PAR 3d, 15AFR 30-1.

b. 380BS - Satisfactory.

c. 381BS

- (1) Numerous instances were noted where the commander was not indicating the line of duty status of personnel appearing on the Excused from Duty Report. (PAR 5a (2) AFR 35-10).

d. 310FMS - Satisfactory.

e. 310PMS - Satisfactory.

f. 310ASE

- (1) Procedure for routing the Morning Reports utilizing 15AF Forms 146 was not being maintained in a current status.
- (2) The wrong abbreviation was used to indicate the rank of NCO's in item 29 of the Form 20's.
- (3) All other areas were considered satisfactory.

g. 310AES

- (1) Compliance with 15AFR 31-3 pertaining to the routing of the Morning Reports through the various sections utilizing 15AF Forms 146 was inadequate.

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0235

COPY

Inspection of Squadron Administration

(2) Distribution of correspondence was handled by a chief clerk. It was recommended by the 15AF inspector that the duty be performed by the first sergeant.

(3) The Duty Roster was not maintained in accordance with AFR 31-12.

310 TAC HUSP - Satisfactory.

2. Further follow-up action is being initiated toward discrepancies noted within Operations, Unit Supply and Personnel.

/t/s/WILLIAM A. CRAWFORD, Major, USAF
Wing Inspector

COPY

0 2 5 6

COPY

FROM: COMDRAF 15 MARCH AFB CALIF

TO: COMRADIV 802 SMOKY HILL AFB KANS

/UNCLASSIFIED/CS 13. INSP VISITS BY INSP GEN, SAC, AND HQ 15TH AF ARE SOMETIMES HAMPERED BY COMMITMENTS AND OPR WHICH RESTRICT AVAL OF KEY PERS. THESE VISITS ARE NORMALLY SKED FROM 3 TO 6 MO IN ADV IN SUCH A MANNER AS TO AVOID ALL KNOWN MAJOR OPERATIONS AND TDY'S. IN ADDITION, THEY ARE COORDINATED WITH THIS HQ. EVERY EFFORT WILL BE MADE TO INSURE THAT ALL POSSIBLE NON-ROUTINE UNUSUAL ACTIVITIES AT BASES BE SO PLANNED AS TO ALLOW FULL AVAL OF BOTH UNITS AND KEY PERS DURING VISITS BY THE SAC AND HQ 15TH AF INSP.

28/2003Z JAN

COPY

0237

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1100 hours

25 January 1955

STAFF MEETING

Personnel Present

Wing Commander	Colonel de Russy
Director of Materiel	Colonel Jones
	Lt Col Hart
Director of Operations	Colonel Thacker
Director of Personnel	Major Clark
Director of Comptroller	Lt Taylor
Wing Adjutant	Lt Wagner
Wing Inspector	Major Crawford
310HS	Major Crawford
310FMS	Major Hamant
310PMS	Lt Col Jordan
310A&E	Major Megenity
310ARS	Major Fancher
379BS	Lt Col McClatchy
380BS	Lt Col Call
381BS	Lt Col Fulmer
310MG	Major Hice
310DCF	Captain Rutan
310SEC	Lt Nelson

MINUTES

310CO

An estimate is being made by the Wing Director of Materiel of the number of privately owned vehicles to remain on the Base in the event of deployment for the purpose of securing parking space.

A special weapons team is here for an inspection.

With reference to the most recent 10-53 alert, a new procedure will be established where more individuals will be involved in the pyramid notification system. The maximum of five people will be notified by any one individual and it is preferable the caller have but three. A critique will be held when all reports reach Division. Maintenance Control is responsible at the end of each normal duty day to have three B-47s ready for immediate loading. Daily, Maintenance Control will inform the 310th Control Room of aircraft status by tail number and the three aircraft that are ready for 10-53 loading. The crew chief of the aircraft will be the one responsible for getting the aircraft out. He must be trained to take a fire extinguisher. Three power units will be set aside for 10-53. Ring out teams must be ready and have to be listed and called immediately.

It was brought out by the Chaplain at Division, personnel of the Base are not considering the practice of these alerts seriously enough. Commanders will convince their personnel of the importance of this practice for it is never known when the Base might have to evacuate. Personnel will report to their place of duty immediately. Mess halls will be closed for a logical period of time after the alert is called. The report from the squadrons will show what percentage of personnel and what times they reported for duty.

Base is to set up a school on SAC Reg 66-12 for any of our people who haven't taken the test recently. It will be requested that 310th Wing personnel not be called upon to instruct this class.

310DM Action

The Aircraft Fueling and Defueling check lists have helped, but they are still coming through without specific reasons why the delay has been caused by the refueling officer.

A report of the flying evaluation board proceedings indicates several deficiencies which require immediate investigation and corrective action. Closer observation of the Operations Officer and Squadron Commander could avert recession of a crew. Our FMB proceedings indicate supervisory personnel within the Wing have not flown with the crew prior to requesting such action.

The mission accomplishment reports must be in 310th Operations on time and if certain portions of the mission were not accomplished, it must be noted on the report as to the reason why it was not accomplished. The squadron operations officer will sign these reports. The Director of Operations will keep a chart by squadron, keeping a record indicating late and incomplete reports.

310DO Action

There will be a POM Survey Team briefing in the Wing Conference Room at 1430 hours, Thursday, 27 Jan 55 for all staff and squadron commanders.

The Dependent Assistance group is asking for cards of dependents of all married personnel of the Wing, the address and phone number. Volunteer ladies of this group will be reporting to your squadron to type these cards and it is requested the typewriter be made available to them as well as the necessary information.

310DO

The tactical squadrons are 360 hours short of projected goal and the KC-97s are short 54 hours.

There will be a general crew briefing on 28 Jan 55 in the Ground Training Briefing Auditorium at 1400 hours for Operations Kid Glove.

It is again reiterated the importance of forwarding mission accomplishment forms on time. There is an indication of a lack of supervisory study of them and they are not being signed by the squadron commander or operations officer.

An examination on 35-36, EMP, for the Kc-97 aircraft commander, observer and flight engineer will be given before 1 Feb 56. Passing grade is 70. A TOP SECRET clearance is necessary to take the exam. Any crew member failing this exam will have to be reported on to the reasons why he failed to Fifteenth Air Force by the aircraft commander, squadron commander, wing commander and division commander.

310DM

It is again reiterated the necessity of getting reports in on time. It is requested that you phone this office if you see you cannot meet the suspense and we will in turn phone you of short suspense reports so that work can be commenced immediately.

The semi-monthly maintenance and supply meeting set up for the 2nd and 4th Tuesdays of every month at 1000 hours in the Base Director of Materiel Conference Room for the Wing Director of Materiel, Chief of Maintenance, supply officers, flight line engineering officers and supervisors of the maintenance shops had three squadrons not represented at the 17 Jan meeting. Due to conflicting meetings, it is being contemplated to change the meeting to the 2nd and 4th Wednesdays of each month at 0900 hours.

A procedure will be established whereby items that have to be obtained before deployment, the squadrons will send the L&S thru our office for processing and screening.

Long run requisitions.

The boot to be vulcanized on the exposure suit is not the correct type.

310AC

The travel fund budget for January is \$14,000, for February \$12,000 and for March \$1,000 for the entire division. This month \$11,158 has been spent for travel for the Division with the 310th Wing spending \$2,000. Squadron commanders and/or adjutants are going to have to screen TDY requests to try to minimize the expenditure of funds.

310DOF

Overall accident rate based on 100,000 flying hours. SAC had rating of 13, Fifteenth Air Force had rating of 11 and Smoky Hill was also 11. We placed fifth in Fifteenth Air Force of all its bases.

Some aircraft are not carrying approach chutes.

380BS

There is an indication that distribution of correspondence is not being handled properly, for a report was sent to Wing and returned to the squadron twice.

310AG Action

KODAK SAFETY FILM

Drag and approach chutes are being packed too loose.

310FMS Action

Our squadron would appreciate a phone call to the squadron commander of any deficiencies on the part of the squadron at the time the deficiency is noted so that immediate action can be taken to insure correction.

310FMS

The time when the aircraft is to be at the pit will be given to the refueling officer.

310ARS

Request requirements for aircraft be telephoned to either the squadron commander or squadron operations officer immediately so that arrangements can be made to provide aircraft.

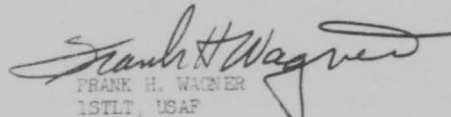
310AG

Your attention is invited to Division Reg 205-2, 8 JAN 55, Control of Classified Correspondence and Messages.

310FMS

The office machine shop will, upon request, send personnel to the staff sections and squadrons to assist in preparing typewriters for mobility shipment.

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER
1STLT, USAF
Adjutant

0241

COPY

Information Reflecting the Mission Accompl.

COMDR
ATTN: BAACS

31000

10 February 1955
310AC/Lt Taylor

1. In compliance with disposition form, 16 September 1954, same subject, the following information is forwarded for the month of January 1955:

a. The three officer and airmen shortages which most seriously impair the mission of the 310th Bombardment Wing are:

(1) OFFICER

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u> <u>PRIM</u> <u>AFSC</u>	<u>ASGD</u> <u>DY</u> <u>AFSC</u>
1435 Special Weapons Officers	3	0	0
1435 Survival Tng & Equ Officer	4	0	1
3024 ECM Officer	4	2	2

(2) AIRMAN

30131	2	8	2
30151 RADAR FIELD	21	9	7
30171	8	3	3

(a) Nine (9) airmen presently performing duty as K-series Sys Mech (AFSC 32130E) are being returned to duty in Radar Field.

92230			
92250 PERSONAL EQUIPMENT FIELD	2	0	7
92270	9	2	2
	4	0	0
20450 INTELLIGENCE FIELD	5	3	4
20470	6	2	2

b. Problems:

- (1) The lack of qualified personnel presents the primary personnel problem for the 310th Bombardment Wing. Out of one-hundred and twelve (112) officers performing duty in support positions, fifty-three (53) hold the entry lev 1 of their speciality. In the airmen's fields, six-hundred (600) hold the one and three levels of their AFSC. The wing is required to carry only 253 airmen at the lower level according to TO authorization; consequently we have 347 more unskilled airmen than good manning dictates.

COPY

0242

COPY

31000

DISFO FORM SUBJ: INFO Reflecting the Mission ACCOMP (cont'd) 10 FEB 55

- (2) The shortage of the accessory parts of the K-38 camera will critically affect the training while on the projected TDY. Unless these cameras are installed and operative no visual work can be completed due to no triangulation facilities available at the projected sites.
- (3) The shortage of MO-249 tables are critically hindering the wing. Unless this wing receives these tables, they will have to be reproduced locally. This is a very difficult job and there is a great possibility for serious errors.
- (4) The outstanding problem area in Materiel is the unavailability of spare parts for electrical support systems, stock #8210-250000. At the present time there is no current stock list available to requisition the spare parts required to keep the Gremco units in operation. Presently, the only way spares can be ordered is by using manufacture part numbers which, in most cases, are not stock listed. This causes quite a delay in requisitioning by the unit, Base Supply and the Depot.
- (5) The receipt of new UALs (Unit Allowance Lists) which requires screening and submission of changes is causing a problem due to the short period of time, prior to the wing deployment, in which this work must be accomplished.
- (6) The delay in receipt of key officers, specifically supply officers, is causing a situation of these officers trying to be familiarized at the same time inventories are being in preparation for deployment.

/t/s/JOHN E. de RUSSY, Colonel, USAF
Commander

COPY

0243

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310th A&E Shortages

Cmdr

310DP

11 JAN 55

For your information the following are shortages existing in the 310th Armament and Electronics Squadron, 5 & 7 level:

Radar Field

AFSC	Title	Auth	Asgd UAFSC	Short
30151	Acft Electronic Navigation Equip Repairman	21	8	13
30171	Acft Electronics Navigation Equip Tech	8	2	6
Total		29	10	19

Shortage of one 30181

K-System

32150B	Bomb Navigation Sys Mech (Stabilization)	5	0	5
32150C	" " " (Radar & Intercom)	5	0	5
32150D	" " " (Computer)	4	0	4
32170E	" " " (K-Systems)	25	10	25
Total		49	10	39

Overage of 13 32150E cannot LOT at 7 level due to rank.

Turrent Systems

32350C	Turrent System Mech	45	17	28
32370C	Turrent System Tech	12	1	11
Total		57	18	39

We have 47 in duty (32350C) do not hold UAFSC

Electronic Countermeasure Repair

32350	Electronic Countermeasure Repairman	9	0	9
30270	Electronic Countermeasure Repairman	3	0	3
Total		12	0	12

Shortage of 12 at the three level

	<u>Shortage</u>	<u>Recapulation</u>
Radar Field	19	
K-System	39	
Turrent System	39	
Countermeasure	39	
Total	109	

/t/s/WILLIAM L. TURNER
2NDLT, USAF
Personnel Officer

COPY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1100 hours

11 January 1954

STAFF MEETING

Personnel Present

Deputy Wing Commander	Colonel Bywater
Director of Operations.	Lt Col Mac Daniell
Director of Materiel.	Colonel Jones
Director of Personnel	Major Clark
Director of Comptroller	Major Lavagnino
Wing Adjutant.	Lt Wagner
Wing Inspector	Major Crawford
310HS	Major Crawford
310FMS.	Major Hament
310FMS.	Lt Col Jordan
310A&E.	Major Megenity
310ARS.	Major McHale
379BS	Lt Col McClatchy
380BS	Lt Col Call
381BS	Lt Col Fulmer
310MG	Captain McDonald
Chaplain.	Captain Mignery
802d Food Service Squadron.	Lt Baity

MINUTES

310CO

A new system of mess passes is being inaugurated. It was suggested that an officer be sent to our next Staff Meeting to explain this in detail. Lt Baity, Food Service Squadron, will explain it to us now. Effective 1 February 1955, all personnel eating in the Mess Halls will use the new permanent meal pass. The White Meal Pass is for enlisted personnel on separate rations. The Red Meal Pass is for enlisted personnel not on separate rations. Meal passes will be made out properly and signed by either the squadron commander or squadron adjutant. It is requested that passes be picked up before next pay period. The midnight meal pass system will be the same as before. Officers are not required to have a meal pass. Squadron commanders will insure that positive action is taken to insure the meal passes are properly filled out and signed by the proper individuals before issue to individual concerned.

Subject of hoods for GCA's came up in Division Staff meeting. The decision is that the individual will practice GCA's in the seat in which he is used to flying. He will wear helmets (type used for blind flying practice). As a matter of safety, if the individual in front will lower his seat a little, it will help.

0245

The Fifteenth Air Force Maintenance Assistance Team is here to help us until our Graduation Exercise. There will be a meeting of all commanders, staff officers, crews, operations officers and all airmen and officers in the maintenance and supply field in the Base Theater at 1330 hours, 11 JAN 57. It is imperative that all be present. This takes precedence over everything. It is requested by the Division Commander that this team receive full cooperation and support from our Wing for they are here to help us.

It is requested that we urge all officers to attend the meeting in the Base Theater on Saturday, 12 JAN, at 1030 hours. This meeting is held for the election of officers to the Officers' Open Mess.

Division Personnel has organized a Classification School. There will be two courses; one starting 17 Jan thru 21 Jan and the other starting 24 Jan thru 28 Jan from 1400 to 1600 hours on days indicated. A memo will be submitted to you outlining the course in detail. All personnel concerned will attend either one or the other course.

310DF Action

The bloodmobile is here and it is hoped the 310th Wing will support it.

Officers' Field Ration mess will close 14 Jan and funds will be transferred to the Officers' Open Mess.

The electrical accounting machines are being installed. There will be a meeting of all comptrollers in the Base Conference Room at 1600 hours, 11 Jan.

310AC Action

This Base has been authorized another \$100,000 for L58 funds.

310AC Action

It is requested that squadron commanders visit the dining halls more frequently in accordance with Base Reg 14-1.

There were 30 UAL change requests returned for correction which didn't comply with SAC Reg 400-8 and SAC Reg 14-1. An Equipment Review Board will be appointed this week.

310DM Action

Three luria dock stands have been received on this Base.

310DM Action

There were two recordaks broken as a result of falling from a truck. Nothing but gross negligence and carelessness could have caused this. Recordaks are very important to our forthcoming Graduation Exercises.

More emphasis will be placed on Ground Safety in the squadrons. The Base Ground Safety Office will help the squadrons upon request on any lecture or movie that is available.

It is requested that you screen matters brought up at Wing Staff meetings to insure that items concern a majority of those present.

310DO

All TOP SECRET pamphlets and materials pertaining to a specific mission will be made available to those concerned in the 310th Wing Intelligence office. Your people will be sent there to study the material.

310DM

In accordance with AFR 121-4 it is required that a showdown inspection will be made of clothing before making an overseas movement. Suggest we conduct this inspection as soon as possible so that any shortages may be purchased well in advance of an overseas movement.

The 380th Bomb Squadron commander requested a clothing and equipment inspection for the officers be initiated and a check list furnished each squadron.

310DM Action

Proper accounting of equipment is our responsibility. Personnel will be given special duty to insure our stocks and property are in good shape, but will have to be supervised closely.

The A&E Squadron and Maintenance Control will forward a dispo giving the name, company and justification for all tech reps to be sent on an overseas movement.

310A&E and 310DMC Action

Personnel have been observed riding on guns on aircraft which is causing damage to the turrets. Our people will not ride or hang on turrets.

310DP

One officer and three airmen have been requisitioned for 310HS to be used in the 310th Wing Control.

The 73270 personnel technicians who failed on the test given 1 Dec 54 will be retested in May of this year. Airmen failing this test will be demoted under the provisions of AFR 39-30.

A tentative policy will be sent to the squadron for approval and recommendations concerning the alerting of airmen and officers in the event of an alert.

310AC

The movie from ISO that was discussed in last week's staff meeting will not be shown at the Commander's Call on 15 Jan for it is 58 minutes long. Squadron commanders may use this movie between now and 19 Jan to show in the squadron.

Division charts on progress of the wings have been reanalyzed.

The attendance for the Commander's Call for Saturday, 15 January is as follows:

0810		0910	
310ARS	357	310A&E	315
310FMS	372	379BS	184
310PMS	144	380BS	172
310MG	105	381BS	187
		310HS	160

Personnel will not enter the theater after 0810 or 0910 hours, whichever is applicable. Colonel de Russy will speak and the Chaplain will have the Character Guidance.

379BS

An FBI officer was on the Base yesterday and was queried as to whether arrangements could be made through his office for a security indoctrination lecture. He advised that his office would be very willing to cooperate. Request this Wing be afforded this opportunity as soon as practicable.

310SEC Action

310MG

Squadron commanders will request the mobile inoculation group when needed in the squadron.

310FMS

The 310th Bomb Wing is sponsoring a dance at the Officers' Open Mess on Saturday, 22 JAN 55. The Committee would like 100 per cent attendance of the 310th Wing personnel.

310PMS

Request help from other squadrons to set up the luria stands. This will stop operation for at least three or four days.

310A&E

A test for observers will be prepared and coordinated with all concerned staff sections.

310IG

Positive checks must be made to insure that all discrepancies noted in the last two Fifteenth Air Force Inspections have been corrected. An inspection of the administration end of the squadrons reveals that these discrepancies still exist.

AFR 123-4 and the 4 annexes which cover the preparation for overseas movement will be sent to the squadrons this afternoon or tomorrow.

31000 (continued)

In an effort to insure the squadron commander is aware of any visitor or inspector in his squadron, indoctrinate your own personnel to notify you immediately of this inspector or visitor. It is the inspection personnel's responsibility that he clear thru your office, but to insure that you are aware of his presence in your squadron, have your own people keep you notified.

Chaplain

Personnel of the Wing have been making inquiry as to when we might expect an overseas movement. In each case they are advised that when the Wing makes a move, all personnel will be notified well in advance so they can make all personal arrangements.

310AG

In the minutes of the last Wing Character Guidance meeting, the last paragraph should read as follows: "Personnel on leave must sign in prior to midnight on the day following the last day of leave."

It is again reiterated the USAF Auditor General personnel who visit squadrons or staff sections do not have to be granted permission. Any identification problem may be referred to the Wing Adjutant's office.

Div Reg 34-1 concerning squadron parties has been rescinded. The Wing Commander would still like to know when a squadron is contemplating a party. Submission of a disposition form is sufficient.

Staff and squadron "action" on the Wing Staff minutes applies only to the paragraph immediately above office code symbol and the word "action."

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER, 1STLT, USAF
Adjutant

MAJOR ALLEN C. WART, Commander of 310th A&E Squadron.

0 2 5 0



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310TH AIRCRAFT AND ELECTRONICS SQUADRON
Smoky Hill Air Force Base
Salina, Kansas

SPECIAL ORDERS)
NUMBER 16)

28 January 1955

*****EXTRACT*****

5. FMOA REL from assignment with organization indicated and reassigned organization indicated 310th Bomb Wg, M, and upon arrival to comdr, NLT 0800 hrs. date indicated. PCA NTR. AFR 35-59. EDCSA 1 Feb. 55 Maj Allen C. Hart, 24418A. Hq reassigned 310th A&E Maint Sq., report 29 Jan 55.

COPY

0252

21

COPIES OF THE 310TH BOMBMENT WING MANAGEMENT CONTROL SYSTEM
NOT AVAILABLE BECAUSE OF NON-RECEIPT OF THE GIVING INSTRUCTIONS
ON PREPARATION.

0253

OFFICERS INFORMATION ROSTER							RCS: 8AD-F8									
HEADQUARTERS SQUADRON SECTION							TELEPHONE LOCATION CODE									
310TH BOMBARDMENT B, MEDIUM							Base-----B Salina ---S Cp Phillips--P Abilene-----A Lindsburg---L									
AERO RATING																
3r Pilot-----SP																
Pilot-----P																
3r OBSR-----SO																
ACFT OBSR-----AO																
Non Rated-----NR																
AUTHORIZED POSITIONS			ASSIGNED POSITIONS				PERSONNEL DATA				HOME					
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO	RATG	DOR	DOS	DT ASGD	SHAPE	FJSD	O. FICS	HOME
Dep Wing Comdr	COL	0066C	BYWATER, M A	COL	1582A	0066F	0066C	CF	21FEB54	INDEF	12AUG54	12MAY54			207	B-None
Wing Comdr	B/G	0002	DERUSSY, J H	COL	1882A	0066D	0066C	CI	22NOV43	INDEF	1JUN52	28FEB51			207	B-280
Dir of Material	COL	0046C	JONES, H H	COL	2381A	0046E	0046C	SP	19JA 51	INDEF	21OCT53	29MAY51			8112	S-None
Dir of OPS	COL	0036C	TRACER, R E	COL	4463A	0036C	0036C	SP	1JUN52	INDEF	16APR53	15MAR53			434	B-285
AG Chief of MAINT	LTCOL	4316	HART, B E	LTCOL	A0405294	1416	4311	SP	15APR53	INDEF	10JUL53	6MAY51			434	S-74766
Dep Dir of OPS	LTCOL	1416	MADANISSE, J R JR	LTCOL	4572A	1416	1411	SP	19MAR49	INDEF	17JUN53	9MAY51			433	S-74767
Wing Intel Off	LTCOL	3016	RIFKIN, R J	LTCOL	A0364140	3016	3016	NR	15APR53	INDEF	1MAY53	30JUN53			301	S-74768
WG Staff OPS Off	LTCOL	1416	WHEELER, F G	LTCOL	8555A	1416	1416	SO	1JUN52	INDEF	16JUN53	10JUN53			539	S-None
WG Staff Off	MAJ	1435	BROWN, F L JR	MAJ	14084A	1416	1416	SP	1JUN52	INDEF	16JUL53	8AUG53			434	S-None
WG Dir of Pers	LTCOL	0036C	CLARK, M E	MAJ	14422A	1521B	1521B	SO	1JUN52	INDEF	1JUN53	13OCT44			236	S-74129
Wing Inspector	LTCOL	0036C	CRAWFORD, W A	MAJ	A0794211	0031C	0031C	SP	8AUG49	INDEF	20JUN54	1JUL54			409	S-74808
Wing Gnd Trg Off	MAJ	1416	BRICKSON, H L	MAJ	A0669026	7516	1411	AO	24JAN51	INDEF	20AUG53	30JUL53			8198	S-74628
MAINT CONT Off	MAJ	4344	HUNT, A C	MAJ	24418A	1521B	1521B	AO	7JUL50	INDEF	1JUN52	29APR45			8180	S-5656
ACFT MAINT Off	MAJ	4344	KENT, R B	MAJ	A0429161	4344	4344	SP	1APR53	INDEF	13DEC54	26NOV54			407	S-None
WG LOG Off	MAJ	6416	KERSTETTER, R W	MAJ	A0425518	6411	6411	SP	1SEP51	INDEF	5JUL54	23DEC53			8112	S-73561
WG Comptroller	LTCOL	0056	*LAVAGHINO, W L	MAJ	8555A	1521B	1521B	SO	14DEC50	INDEF	1SEP52	18MAY51			300	S-9990
TDY Keesler AFB	MAJ	3016	MCDONALD, H J	MAJ	A0807017	3034	3016	F	1APR53	INDEF	14MAY53	19MAY53			404	S-47006
WG Staff OBSR	LTCOL	1416	STUBLAREC, M J	MAJ	7050A	1521B	1411	SO	14DEC50	INDEF	1JUL53	5AUG46			660	S-4876
HEADQUARTERS SQUADRON SECTION																

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATING	BOR	DOS	DT ASGD SHAFF	FSSD	E HOME
OPNS Staff Officer	MAJ	1416	VARGA, J A	MAJ	A0536793	1435	1435	SF	1JUN52	INDEF	24MAR52	7FEB51	642 S6428
OPNS Officer	MAJ	1435	YOUNG, D J	MAJ	16470A	1416	1435	SF	10APR54	INDEF	1AUG53	20JUL53	401 S74297
INTEL OFF	MAJ	2054	BEAULIEU, A A	CAPT	A0829451	2054	2054	F	13MAY54	INDEF	26JAN53	9JAN53	302 S-70865
INSTR OBSR	NOT AUTH		CANNON, E A	CAPT	A0752468	1525B	1525B	SO	13ET51	INDEF	1OCT54	2JAN46	408 S8354
ACFT OBSR	MAJ	1245	EBERHARDT, F	CAPT	A0708426	1521B	1521B	AO	28OCT50	INDEF	7APR54	11MAR52	539 S9539
FLT Test PLT	CAPT	4334	FAUCETT, H W	CAPT	A0735069	1231B	4334	SF	8MAR50	INDEF	21JUN53	12JUN53	585 S6500
FLT Test PLT	LT	4334	HORSKY, R M	CAPT	18043A	1241	4334	F	15APR54	INDEF	16NOV53	18AUG47	585 S70576
ACFT MAINT OFF	LT	4344	PARSONS, H JR	CAPT	A01696897	4344	4344	AO	13EF51	INDEF	22DEC54	12NOV53	407 S-None
WG FLY Safety OFF	MAJ	1444	RUTAN, D J	CAPT	A0672441	1444	1444	F	1APR53	INDEF	1MAY52	5JAN44	8086 S-4403
WG SPEC WMS OFF	MAJ	1416	THOMPSON, A L	CAPT	A0690871	3274	1411	AO	1JUN52	INDEF	16JUL54	19FEB45	8078 S-None
PHOTO RAD INTEL OFF	MAJ	2044	WADE, W B	CAPT	A0128514	2044	2044	NR	19DEC50	INDEF	23APR53	8MAY53	8084 S74266
CCM OFF	NOT AUTH		WILLARD, K R	CAPT	A0936179	3034	3011	F	1APR53	INDEF	3JUN54	19MAY54	404 S-681
WG Controller	NOT AUTH		BARR, A A	1STLT	A02217865	1231C	1431	F	11FEB53	APR46	7MAY53	7DEC41	400 S9331
INTEL OFF	LT	2054	*CILEK, J F JR	1STLT	A02217490	2051	2051	NR	9OCT53	APR55	9APR53	7DEC41	8084 B-None
INTEL OFF	MAJ	3016	CLARK, A L	1STLT	A02027660	1544	2051	AO	12NOV52	INDEF	12MAR53	3MAR53	8084 S8235
ASST OPNS OFF	NOT AUTH		DCVER, A J	1STLT	A0218164	1231C	1431	F	6MAR53	JUN55	16JUN53	10JUN53	8096 S74075
WG ECM OFF	MAJ	3024	GLEASON, T L III	1STLT	A02252809	3021	3021	ECM	19MAR54	MAR56	9DEC53	7DEC41	404 S-None
S4 ADJ	CAPT	7324	MAY R J	1STLT	A02234768	1521E	1521E	AO	5MAY53	SEP55	20SEP53	4SEP53	401 S-None
SUP OFF	CAPT	6424	MILLS, H N JR	1STLT	A01856322	6424	6424	NR	18DEC53	MAY55	15MAY53	7DEC41	8128 S74125
WG COMBAT CREW REPT OFF (NOT AUTH)			NELSON, C W	1STLT	A01863845	1521E	7021	AO	23DEC52	SEP55	20SEP53	13SEP53	8111 S7454
PHOTO RAD INTEL O	CAPT	2054	NELSON, M M	1STLT	A02082653	1554	2041	AO	2MAR53	INDEF	20MAR53	7DEC41	8084 F-None
WG REPTS OFF	NOT AUTH		REYNOL, F D	1STLT	A02093579	1234C	1234C	F	24FEB51	INDEF	26OCT52	12MAR42	401 S-None

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO	DATE	DOY	DT ASGD	FLSD	OFFICE	HOME
RAD TACTIC INTEL	1LT	1245	SAVINO, J	1LT	AO938309	1B	1521B	AO	1MAY51	11D	6FEB53	7DEC41	718	9438
ALP OPER OFF	NOT AUTH		SEFTON, R E	1STLT	AO2225412	1521E	1521E	SO	16JAN54	OCT55	20SEP53	18ZI53	401	372042
ALP OPER OFF	NOT AUTH		*STABLEIN, L R	1STLT	AO2222979	1435	1435	F	14SEP53	FEB55	22SEP52	7DEC41	401	35512
ACFT PERF ENGR	CAPT	4344	STAFFORD, E F	1STLT	AO940871	4324	4324	AO	11DEC52	INDEF	18MAY52	20OCT45	407	36435
ASST WG COMP	NOT AUTH		TAYLOR, J W	1STLT	AO2215176	1231C	6741	F	27MAY53	INDEF	10DEC53	7DEC41	300	B3040
WG ADJ	MAJ	7024	WAGNER, F H	1STLT	AO222855	7024	7024	F	12NOV53	INDEF	11FEB54	24FEB54	208	373766
WG Security OFF	CAPT	3244	ALDEN, J V	1STLT	AO3009212	3244	3244	AO	23MAY53	MAY56	10JUL53	7DEC41	407	35835
RAD OPER	(NOT AUTH)		*GALLO, P H	2NDLT	AO3024270	1551	1551	AO	22AUG53	SEP56	10DEC53	7DEC41	660	B-None
SA ADJ	CAPT	7344	HUGHES, F E	2NDLT	AO3011434	7021	7021	NR	22AUG53	AUG55	25NOV53	7DEC41	465	374137
TOT M-108 AF8			SCH IDT, E F	2NDLT	AO3022100	1551	1551	AO	3AUG53	AUG56	25DEC53	7DEC41	407	B-None
ALP AS PERK OFF	WO	7344	TURNER, W L	2NDLT	AO3008169	7344	7344	NR	11DEC53	DEC56	1JUN54	10JUL54	8111	373846
PROD CONT OFF	CAPT	4355	KUDRIKOFF, V	CWO	951511E	43100	4351	NR	19FEB52	IND.F	3JUN53	18JUN53	2186	35509
INTEL OFF	CAPT	4354	*CHAIRO, K	2NDLT	AO3019971	2051	2051	NR	14AUG54	APR56	24AUG54	7DEC41	302	B-None

* Indicates Officer is single

STRENGTH TOTALS OF OFFICERS INFORMATION POSTER AS OF 31 DEC 54

	MG	COL	LTCL	MAJ	CAPT	1STLT	2NDLT	WO	TOTAL
AUTH:	1	3	8	20	10	2	0	1	45
ASGD:	0	4	4	12	20	17	5	1	52

HEADQUARTERS SQUADRON SECTION

0256

AERO RATING
Sr Pilot-----SP
Pilot-----P
Sr Observer-----SO
ACFT OBSR-----AO
Non Rated-----NR

OFFICERS INFORMATION ROSTER
379TH BOMBARDMENT SQUADRON
310TH BOMBARDMENT WING, MEDIUM

HCS: SAD-PS
TELEPHONE LOCATION CODE
Base-----B Salina-----S
Cp Phillips-----P Abilene-----A
Lindsburg-----L

AUTHORIZED POSITIONS			ASSIGNED POSITIONS				PERSONNEL DATA				HOME	
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO	DATE DOB	DOB	DT ASGD	OFFICE HOME
Sq CDR	LTJG	0065A	McCLATCHY, H L	LTJG	0065A	0065A	0065A	SP	1DEC51	INDEF	1NOV53	640 57055
AG OUT OFF	CAIT	6424	ZWENZIG, J A	LTJG	3484A	0065B	6416	SP	19OCT50	INDEF	15NOV54	8112 5-None
Staff Observer	MAJ	1525B	PARLEY, J V	MAJ	7179A	1521B	1521B	SO	14DEC50	INDEF	5JUL54	642 89397
Offs Off	MAJ	1245	FRANKE, W M JR	MAJ	9095A	1241	1241	SP	14DEC50	INDEF	6MAY54	773 35966
PLT ACB, B-47	LT	1245	GIBBS, G E JR	MAJ	13081A	1241	1241	P	1JUN52	INDEF	20JUL53	642 36507
PLT B-47	LT	1245	GUNN, J D JR	MAJ	13929A	1231B	1231B	P	1JUN52	INDEF	1MAY54	773 372773
PLT ACB B-47	LT	1245	KI G, W L	MAJ	AC618438	1241	1241	SP	14JUN54	INDEF	6MAY54	647 3-71381
AG B-47	CAIT	1525B	LITCOCK, M JR	MAJ	AO572422	1521B	1521B	AO	1JUN52	INDEF	7AFR54	773 35450
AG B-47	CAIT	1525B	SPERLING, J A	MAJ	AO608122	1521B	1521B	AO	15DEC51	INDEF	20MAY54	647 373035
Sq KATY OFF	MAJ	6344	JTH OKLIN, K M	MAJ	AO4216A1	1246	4341	P	22JAN50	INDEF	5JUL54	8065 373852
INVA 1LT	NOT WITH		ZEDLER, D L	MAJ	12438A	1245	1245	SP	1SEP51	INDEF	30AFR54	647 371971
AG B-47	CAIT	1525B	ARMSTRONG, B E	CAIT	AO756946	1521B	1521B	AO	1AFR53	INDEF	16JUN54	773 373292
ACFT CDR, B-47	CAIT	1245	BENNETT, G F	CAIT	19854A	1241	1241	P	1AFR53	INDEF	13MAR54	773 36035
ACFT CDR, B-47	CAIT	1245	BLAKE, E G	CAIT	15303A	1245	1245	SP	19DEC50	INDEF	16AUG54	773 373386
A/C FLT CDR	CAIT	1245	BRUCE, J B	CAIT	14096A	1241	1241	SP	29JUL50	INDEF	19FEB54	773 371495
AO B-47	LT	1525B	CATHEY, J N	CAIT	AO676506	1521B	1521B	AO	1AFR53	INDEF	17JUN54	773 374289
A/C B-47	CAIT	1245	CHAVEZ, J D	CAIT	AO680180	1241	1241	P	1AFR54	INDEF	1AFR54	773 372255
A/C B-47	CAIT	1245	FOXY, C	CAIT	AO756212	134B	1234B	SP	15FEB51	INDEF	10JUL54	647 374059

379TH BOMBARDMENT SQUADRON

0257

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO	DATE	DOR	DOS	DT ASGD	DATE	DATE	OFFICE	HOME
AC B-47	1T	1525B	FIELDS, R	CAPT	AO68187	1B	1521B	AO	14APR53	IND		22JUN54	11JAN52	773	72716	
AC B-47	CAPT	1525B	GARVER, N C	CAPT	AO663252	1521B	1521B	AO	27MAY50	FEB56		18MAY54	9AUG43	773	572336	
A/C B-47	CAPT	1245	JOHNSON, F D	CAPT	AO833538	1241	1241	F	19DEC50	INDEF		13MAR54	5JAN46	773	38086	
PLT B-47	LT	1245	KING, T T	CAPT	AO740814	1231B	1231B	CF	12JAN53	INDEF		16AUG54	21MAR45	773	174694	
PLT B-47	LT	1245	MICKERSON, A G	CAPT	AO6490A	1241	1241	F	14APR53	INDEF		13MAY54	15OCT52	773	B623	
A/C B-47	CAPT	1245	NILMANN, A H	CAPT	AO674615	1241	1241	SP	31OCT50	INDEF		13MAR54	8MAR49	773	32058	
A/C B-47	CAPT	1245	RENFRO, F T JR	CAPT	AO665717	1241	1241	F	20JAN50	INDEF		15APR54	25MAR53	773	58419	
PLT B-47	LT	1245	ROLEFSO, W J	CAPT	AO724962	1241	1241	F	30AUG52	INDEF		14APR54	14APR46	773	374474	
AO B-47	CAPT	1521B	SCOTT, A L	CAPT	AO2060928	1521B	1521B	AO	10MAY51	INDEF		22JUL54	7MAR51	773	574467	
PLT B-47	LT	1245	SMITH, G E	CAPT	AO799483	1241	1241	F	10DEC50	MAR57		14APR54	27SEP44	647	574094	
A/C B-47	CAPT	1245	SMITH, R	CAPT	AO778982	1231B	1231B	F	10MAR51	INDEF		1AUG53	20JUN53	773	36844	
A/C B-47	CAPT	1525B	STEED, D W	CAPT	AO641714	1521B	1521B	AO	16JAN51	INDEF		11JUN54	8SEP44	773	574098	
A/C B-47	CAPT	1245	TRENKLE, T R	CAPT	AO647068	1231B	1231B	F	30OCT51	INDEF		25MAR54	7DEC41	773	373577	
A/C B-47	CAPT	1245	TRACY, W W	CAPT	AO660073	1241	1241	F	26MAY51	INDEF		6MAY54	15SEP52	773	37309	
A/C B-47	CAPT	1525B	TUMPKIN, J C	CAPT	AO671140	1521B	1521B	AO	14APR53	INDEF		9JUN54	20OCT54	773	34364	
AO B-47	CAPT	1525B	WARDELL, W	CAPT	AO754781	1521A	1521B	AO	20JAN53	INDEF		14OCT54	2AUG52	773	38737	
AO B-47	CAPT	1525B	WAHLBORG, R E	CAPT	AO440453	1521B	1521B	AO	18JUN52	INDEF		7APR54	29MAY52	773	374115	
AO B-47	CAPT	1525B	WESTERN, E E	CAPT	AO663682	1521B	1521B	AO	15FEB51	INDEF		7APR54	28JAN51	773	36977	
A/C B-47	CAPT	1245	WOLFE, V L	CAPT	AO675302	1241	1241	SP	19DEC50	INDEF		14APR54	29APR49	773	59164	
PLT B-47	LT	1245	BEFORD, A H	1STLT	AO715690	1231B	1231B	F	20OCT52	INDEF		18JUL53	2JUN45	773	573305	
PLT B-47	LT	1245	*GAIN, R W	1STLT	AO815070	1241	1241	F	20DEC51	INDEF		15APR54	9NOV44	773	B8148	
AO B-47	LT	1525B	*CALLAS, J	1STLT	AO2218855	1521B	1521B	AO	17APR53	SEP55		20AUG53	1AUG53	642	36294	

379TH BOMBARDMENT SQUADRON

0258

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATG	DOH	DOJ	DT ASG SHAFF	FSSD	OFFICE HOME
SA ECM OFF	LT	3024	GASS, R H	1STLT	AO944490	3024	3024	AO	21NOV52	AUG55	10SEP54	7DEC41	647 P3552
AO B-47	LT	1525B	HART, W G	1STLT	AO780262	1525B	1525B	AO	11AUG50	INDEF	16AUG54	3NOV45	773 S73967
A/C B-47	CAPT	1245	HOPKINS, H L	1STLT	AO544488	1241	1241	F	24JUN51	INDEF	1APR54	16MAR49	773 S70530
FLT B-47	LT	1245	KELLY, K F	1STLT	AO2221936	1231B	1231B	F	28JAN53	INDEF	1MAY52	7DEC41	773 S8616
FLT B-47	LT	1245	LUTHER, S R	1STLT	AO1911582	1241	1241	F	17MAY52	INDEF	6MAY54	12JUN46	773 S6499
SD AIO	NOT AUTH		RAFFERSPERGER, J	1STLT	AO1862417	1521F	1521F	AO	17SEP52	OCT55	12SEP53	27AUG53	642 S72675
FLT B-47	LT	1245	REINCOCH, H F	1STLT	AO332A	1241	1241	F	2JAN52	INDEF	15APR54	27OCT52	773 S9261
FLT B-47	LT	1245	ROLLINS, W F	1STLT	AO330A	1231B	1231B	F	17DEC51	INDEF	10DEC53	7DEC41	773 S71738
ASST OFFS OFF	NOT AUTH		ROLLER, A A	1STLT	AO1642820	1431C	1431	F	20APR51	INDEF	25JUN53	22MAY53	642 S9340
AO B-47	LT	1525B	*SHELLEN, D R	1STLT	AO772748	1521B	1521B	AO	15SEP50	INDEF	5JUL54	23APR54	642 None
SA LRS OFF	LT	7324	SPITLER, W T	1STLT	AO673333	7321		AO	13APR51	INDEF	12JUN54	22JUN45	773 B637
AO B-47	LT	1525B	*STINSON, J G	1STLT	24366A	1521B	1521B	AO	26JAN52	INDEF	24JUN53	22MAY55	773 S73175
AO B-47	LT	1525B	TI LMAN, W M	1STLT	AO1817474	1521B	1521B	AO	19AUG52	AUG55	20SEP53	6SEP53	773 B-None
FLT AOB B-47	LT	1245	WAGGONER, T H	1STLT	24451A	1241	1241	F	14SEP51	INDEF	13MAR54	6APR52	649 S73972
FLT AOB B-47	LT	1245	WOLTER, J E	1STLT	19804A	1241	1241	F	26APR51	INDEF	1APR54	17OCT52	773 S70829
SUP OFF	LT	6424	WORTHAN, R A	1STLT	AO1904748	1521F	1521F	AO	21MAR51	JUL55	20AUG53	2AUG53	8123 S9105
FLT B-47	LT	1245	YOUNG, L M	1STLT	AO2221946	1231B	1231B	F	13JUN52	INDEF	1OCT52	2SEP52	773 S70689
FLT	NOT AUTH		*ANDERSON, A T	2NDLT	AO3055413	11242	1231B	F	17AUG54	AUG57	14NOV54	7DEC41	773 B8162

* Indicates Officer is single

STRENGTH TOTALS OF OFFICERS INFORMATION ROSTER AS OF 31 DEC 54

BG	COL	LTCOL	MAJ	CAFT	1STLT	2NDLT	WO	TOTAL
0	0	1	7	32	37	0	0	77
0	0	2	10	26	20	1	0	59

379TH BOMBARDMENT SQUADRON

AERO RATING
 Sr Pilot-----SF
 Pilot-----P
 Sr OBSR-----SO
 ACFT OBSR-----AO
 Non Rated-----NR

OFFICERS INFORMATION ROSTER
 380TH BOMBARDMENT SQUADRON
 310TH BOMBARDMENT WG, MEDIUM

RCS: 8AD-P8
 TELEPHONE LOCATION CODE
 se-----B Salina-----S
 Op Phillips-----F Abilene-----A
 Lindsburg-----L

AUTHORIZED POSITIONS			ASSIGNED POSITIONS				PERSONNEL DATA					PHONE		
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATO	DOR	DOS	DT ASG SHAPE	FEED	OFFICE	HOME
Sq CONDR	LTCOL	0056A	CALL, G W	LTCOL	7463A	0056A	0056A	SP	1AUG51	INDEF	31MAR52	8JUN49	620	S71585
PLT B-47	LT	1245	BALCH, C L	MAJ	23734A	1241	1241	P	1JUN52	INDEF	16AUG54	6AUG49	613	S73453
ACFT MAINT OFF	MAJ	4344	ELLIS, H	MAJ	A0441639	4344	4344	NR	8MAY51	INDEF	10OCT52	20FEB50	710	S3381
A/C B-47	MAJ	1245	EVANS, D B	MAJ	16055A	1245	1245	SF	16AUG52	INDEF	13MAR54	17MAY45	613	S3979
Sq CPRO OFF	MAJ	1245	GOODLAD, H G	MAJ	14540A	1416	1435	SF	15FEB51	INDEF	29MAR52	24APR54	613	S7187
AO B-47	CAPT	1525B	LEVY, D L	MAJ	A0733062	1515B	1525B	AO	13MAY54	INDEF	7JUN54	18FEB45	613	S7146
AO B-47	MAJ	1525B	OPNER, D B	MAJ	6579A	1521B	1521B	AO	14DEC50	INDEF	9JUN54	15NOV45	613	S74396
A/C B-47	MAJ	1245	STEVENS, R F	MAJ	A0421643	1231B	1231B	SF	30JUN50	INDEF	1AFR54	29MAR53	613	B771
A/C B-47	MAJ	1245	WEIR, D J	MAJ	A0827844	1241	1241	SF	11JUN54	INDEF	1AFR54	29AUG51	613	S74135
AO B-47	CAPT	1525B	ALDERDICE, C L	CAPT	A02101735	1521B	1521B	AO	31MAR51	INDEF	10OCT54	22AUG42	613	S74592
A/C B-47	CAPT	1245	ANDERSON, E B	CAPT	A0683939	1234B	1234B	SF	29DEC50	INDEF	10DEC53	14MAR42	613	S74558
PLT B-47	LT	1245	BROWN, W C	CAPT	A0700226	1241	1241	P	1MAR53	INDEF	15AFR54	7DEC41	613	S70506
AO B-47	CAPT	1525B	DELL'ANDREA, F J	CAPT	A02079314	1525B	1525B	AO	15AFR54	INDEF	11JUN54	7DEC41	613	S7457
A/C B-47	CAPT	1245	GARBAGE, H M	CAPT	A0671920	1241	1241	P	23MAR52	INDEF	1AFR54	2JUN45	613	S72495
A/C B-47	CAPT	1245	HART, W H	CAPT	A0818536	1234B	1234B	SF	31OCT50	INDEF	10JUL54	19AFR48	613	S74143
AO B-47	CAPT	1525B	HARTSOCK, W W	CAPT	A0752750	1525B	1525B	AO	16JAN51	INDEF	18MAY54	25DEC51	613	B488
Sq INTEL OFF	LT	2054	*JENKINS, F	CAPT	A0717798	1554	2041	SO	9DEC50	INDEF	22SEP52	13AFR52	619	B8162
A/C B-47	CAPT	1245	KANTON, A J	CAPT	A0805485	1245	1245	SF	31OCT50	INDEF	13MAR54	12AFR52	613	S4560
380TH BOMBARDMENT SQUADRON														

380TH BOMBARDMENT SQUADRON

0260

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	DAFSC	AFSC DOR RATG	DCS	DT ASG SHAFB	PSSD	OFFICE HOME
AO B-47	CAPT	1525B	KEARNEY, E T JR	CAPT	AO759941	1521B 1521B	SO 30JUN50	INDEF	5AUG53	10CT43	613 59343
AO B-47	CAPT	1525B	KELLY, E M	CAPT	AO754912	1525B 1525B	AO 1AFR53	INDEF	16AUG54	11MAR42	613 52875
A/C B-47	CAPT	1245	LITTLEJOHN, D W	CAPT	AO783591	1231B 1231B	SP 19DEC50	INDEF	25MAR54	28OCT53	613 572507
A/C B-47	CAPT	1245	MACDONOUGH, R A	CAPT	AO2062249	1241 1241	F 15MAR54	INDEF	19FEB54	19NOV45	613 572958
A/C B-47	CAPT	1245	FIRINO, J J	CAPT	AO693232	1241 1241	SP 19DEC50	INDEF	1AFR54	1FEB51	613 54475
IF FLT B-47	NOT AUTH		FOIF, V B	CAPT	15462A	1245 1245	SP 13FEB51	INDEF	7MAY54	24FEB49	613 574788
A/C B-47	CAPT	1245	FRUSTON, W T	CAPT	16816A	1245 1245	SP 13FEB51	INDEF	16AUG54	23JEF48	613 55653
AO B-47	CAPT	1525B	SHAGHER, W A	CAPT	AO658757	1521B 1521B	SO 25DEC51	INDEF	15AFR53	4AFR53	613 574216
A/C B-47	CAPT	1245	SIGLIN, P F	CAPT	AO719374	1241 1241	F 10DEC51	INDEF	1AFR54	5MAY45	613 574304
A/C B-47	CAPT	1245	SMITH, E R	CAPT	AO613598	1234B 1234B	SP 31OCT50	INDEF	20MAR53	2MAY49	613 573816
A/C B-47	CAPT	1245	STEWART, C C	CAPT	17643A	1245 1245	F 13FEB51	INDEF	13MAR54	26JUN51	613 571851
AO B-47	LT	1525B	TOLLIVER, R O	CAPT	AO556047	1521B 1521B	AO 15FEB51	INDEF	7AFR54	4JAN46	613 54554
AO B-47	CAPT	1525B	VOGEL, D A	CAPT	AO942267	1525B 1525B	AO 15MAR54	INDEF	7JUN54	7DEC41	613 54693
AO B-47	CAPT	1521B	WAPLE, C G JR	CAPT	AO2101977	1525B 1525B	AO 23SEP51	INDEF	23JUL54	27AFR 1	613 571972
A/C B-47	CAPT	1245	WAYMAN, E C	CAPT	AO729391	1231B 1231B	SP 5OCT50	INDEF	21JUL53	26JUN53	613 574765
FLT B-47	LT	1245	WRIGHT, G L	CAPT	AO835581	1241 1241	F 19DEC50	INDEF	19AFR54	6DEC51	613 570091
AO B-47	LT	1525B	BEATTIE, J B	1STLT	AO696822	1521B 1521B	AO 25MAY51	INDEF	2AFR54	16MAR54	613 59154
SQ SGT OFF	LT	6424	BROOKS, R W	1STLT	AO2222369	6424 6424	F 16JUN53	INDEF	1MAY52	7DEC41	8122 573983
FLT B-47	LT	1245	FLETCHER, G W	1STLT	AO591133	1234B 1234B	F 3JUL51	INDEF	24AUG52	15AUG52	613 573078
FLT B-47	LT	1245	FORBES, C M JR	1STLT	AO1909287	1241 1241	F 19AFR51	INDEF	1AFR54	14SEP47	613 574104
AO B-47	LT	1525B	*HIGDON, R J	1STLT	AO1910606	1521B 1521B	AO 10AFR52	INDEF	7AFR54	7DEC41	613 573629

380TH BOMBARDMENT SQUADRON

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	FAFSC	DAFSC	AERO RATG	DOR	DOS	DT ASG SHAFF	SSSD	OFFICE	HOME
PLT B-47	LT	1245	JOEBS, E	1STLT	26495A	1241	1241	P	29FEB52	INI	13MAR54	15JUN52	613	70002
A/C B-47	CAIT	1245	KRUSE, F E	1STLT	A0842422	1231B	1231B	JP	15APR51	INDEF	25MAR54	6MAR52	613	373336
PLT B-47	LT	1245	KUYK, C F G JR	1STLT	20253A	1241	1241	P	2JAN52	INDEF	15APR54	24OCT52	613	374639
PLT B-47	LT	1245	MAXSON, W B	1STLT	23441A	1231B	1231B	P	21JAN54	INDEF	23OCT53	7DEC41	613	34720
PLT B-47	LT	1245	MCKINLEY, H C	1STLT	A02058847	1245	1245	P	1AUG51	INDEF	13MAR54	7DEC41	613	36948
AO B-47	LT	1525B	MEANS, D B	1STLT	A02224978	1525B	1525B	AO	13DEC53	SEP55	1AUG53	3AUG53	613	None
AO B-47	LT	1525B	NORDMEYER, M D	1STLT	A02234774	1521B	1521B	AO	30MAR53	AUG55	20AUG53	1AUG53	613	373170
PLT B-47	LT	1245	PECK, H J JR	1STLT	A0226490	1231B	1231B	P	19JUN54	INDEF	5OCT53	7DEC41	613	374266
PLT B-47	LT	1245	*FUTT, K A	1STLT	A0222401	1234B	1234B	P	25NOV52	INDEF	12FEB53	30JAN53	613	None
PLT B-47	LT	1245	QUANDT, T W	1STLT	A02221656	1245	1245	P	5FEB52	INDEF	1AFR54	14JUN52	613	374150
AO B-47	LT	1525B	RATZBURG, R B	1STLT	A02092947	1521B	1521B	AO	30DEC51	INDEF	15JUN54	28AFR52	613	373648
PLT B-47	LT	1245	SALMINER, W E	1STLT	A02057417	1241	1241	P	11JUN51	INDEF	13MAY54	11AFR53	613	372203
AO B-47	LT	1525B	SMITH, C O	1STLT	A02231242	1521B	1521B	AO	17MAR53	AUG55	1AUG53	2AUG53	613	B488
PLT B-47	LT	1245	THOMPSON, E E	1STLT	A01859135	1234B	1234B	P	23MAR53	INDEF	7JAN53	7DEC41	613	B6724
PLT B-47	LT	1245	WEBER, R E	1STLT	A0932278	1241	1241	P	7FEB52	INDEF	1AFR54	20DEC45	613	33872
PLT B-47	LT	1245	WISEMAN, L L	1STLT	A0782090	1241	1241	P	15MAY51	INDEF	15AFR54	7DEC41	613	374742
AO B-47	LT	1525B	*WONCIECHOWSKI, C	1STLT	A02091626	1521B	1521B	AO	13NOV51	INDEF	12JUN54	7DEC41	613	B8142
TDY Ellington			JOBIN, R A	2NDLT	A03022273	1551	1521P	AO	24AUG53	AUG56	10DEC53	7DEC41	613	374558
Sq ADJ	LT	7324	WAJDA, G F	2NDLT	A03012553	7321	7321	NR	28JUL54	JUL56	28JUL54	7DEC41	620	B488
PLT B-47	NOT AUTH		BENNETT, L M	2NDLT	A03036076	11242	1231B	P	17AUG54	AUG57	14NOV54	29MAY42	613	None

* Indicates Officer is single

STRENGTH TOTALS OF OFFICER INFORMATION ROSTER AS OF 31 DEC 54

BC	COL	LTCOL	MAJOR	CAPT	1STLT	2NDLT	WO	TOTAL
AUTH:	0	0	1	7	32	37	0	77
ASGD:	0	0	1	8	25	22	3	59

380TH BOMBARDMENT SQUADRON

AERO RATING
 SP Pilot-----SP
 Pilot-----P
 SP OBSR-----SO
 ACFT OBSR-----AO
 Non Rated-----NR

OFFICER INFORMATION ROSTER
 381ST BOMBARDMENT SQUADRON
 310TH BOMBARDMENT WING, MEDIAN

RCS: BAD-F8
 TELEPHONE LOCATION CODE
 Base-----B Salina-----S
 Sp Phillips-----P Abilene-----A
 Lindsburg-----L

ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT OPERATOR		ACFT	
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381ST BOMBARDMENT SQUADRON

0263

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATG	DOR	DOS	DT ASG SHAFB	FSSD	OFFICE	HOME
A/C B-47	CAPT	1245	EVANS, F	CAPT	AO775842	1	1241	P	28FEB51	INL	1AFR54	21SEP45	683	72643
PLT B-47	LT	1245	HARRIS, L R	CAPT	16594A	1231B	1231B	P	16JAN51	INDEF	6SEP53	2SEP51	683	S71505
AO B-47	CAPT	1525B	HILL, R G	CAPT	AO773380	1521B	1521B	AO	1AFR53	INDEF	3SEP54	10MAR45	683	B8148
PLT B-47	LT	1245	HINDS, J W	CAPT	AO778468	1231B	1231B	P	13MAY54	INDEF	5DEC53	30JAN46	683	S71441
AO B-47	CAPT	1525B	HOLMES, F N JR	CAPT	AO686430	1521B	1521B	AO	1AFR53	INDEF	17JUN54	10JUN44	8131	B8148
A/C B-47	CAPT	1245	HUBBES, R E	CAPT	AO2070651	1241	1241	SP	15DEC51	INDEF	13MAR54	18JUN51	683	S74628
PLT B-47	LT	1245	HUFFMAN, R S	CAPT	AO818681	1241	1241	P	19DEC50	INDEF	13OCT53	3OCT51	683	S4039
INSTR OBSR	NOT AUTH		JACOBY, C C JR	CAPT	AO2056800	1525B	1525B	AO	1AFR53	INDEF	19OCT54	23JUL45	683	S8644
A/C B-47	CAPT	1245	LIDDELL, M C	CAPT	AO753689	1241	1241	SP	21FEB51	INDEF	1AFR54	27MAR53	683	S74262
A/C B-47	CAPT	1245	MANN, JH	CAPT	AO217243	1241	1241	P	8FEB51	INDEF	6MAY54	26AUG51	683	S74591
A/C B-47	CAPT	1245	MAYS, R D	CAPT	AO2083755	1241	1241	SP	13JUN52	INDEF	6MAY54	14MAY51	683	SG-1728
AO B-47	CAPT	1525B	MOSES, B F	CAPT	AO673919	1525B	1525B	SO	19OCT50	INDEF	20AUG54	5JAN51	683	S71314
AO B-47	CAPT	1525B	MURPHREE, F S	CAPT	AO2089419	1521B	1521B	AO	5NOV51	INDEF	11JUN54	1FEB51	683	S74714
AO B-47	LT	1525B	PALMER, R W	CAPT	AO759877	1521B	1521B	AO	1AFR53	INDEF	1AUG54	15JUN45	683	S-3010
PLT B-47	LT	1245	PETERSON, C L	CAPT	AO767629	1241	1241	P	1AFR53	INDEF	6MAY54	1NOV45	683	S70554
A/C B-47	CAPT	1245	PORTER, C L	CAPT	AO781043	1234B	1234B	SP	13MAY54	INDEF	10JUL54	7DEC41	683	S2620
AO B-47	LT	1525B	PUTZEK, P	CAPT	AO755480	1521B	1521B	AO	21DEC50	INDEF	1MAR54	25FEB54	683	S74100
A/C B-47	CAPT	1245	ROWLEY, R U	CAPT	AO768689	1241	1241	SP	5NOV51	INDEF	1AFR54	11JUN47	603	S3015
A/C B-47	CAPT	1245	SIMMONS, H E	CAPT	AO556895	1241	1241	SP	30JUN50	INDEF	1AFR54	23MAR53	683	S72379
PLT B-47	LT	1245	TRIPP, H G	CAPT	AO591076	1231B	1231B	P	13MAR54	INDEF	17SEP52	23SEP52	683	S3532
AO B-47	CAPT	1525B	URBAN, K W JR	CAPT	AO788992	1521B	1521B	AO	1JUN52	INDEF	12JUN54	11OCT51	683	S2243
A/C B-47	CAPT	1245	VANLEEUWEN, H	CAPT	AO686515	1241	1241	P	1AFR53	INDEF	15APR54	26SEP52	683	S71848

0264

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAR.C	DAFSC	AERO RATG	DOR	DOB	DT ASG SHAPE	FOLD	OFFICE	HOME
A/O B-47	CAPT	1245	WILKE, R A	CAPT	21445A	1231B	1231B	F	14MAY54	INDEF	21DEC52	17OCT54	683	572276
ENSTR FLT	NOT AUTH		WILLIAMS, J B JR	CAPT	AO73849	1245	1245	BP	30JUN50	INDEF	20AFR54	21MAY51	683	571484
AO B-47	CAPT	1525B	WOLTER, C T	CAPT	AO783310	1521B	1521B	AO	15MAR54	INDEF	24JUN54	3JAN46	683	570971
PLT B-47	LT	1245	ARENDSE, J E	1STLT	AO823228	1231B	1231B	F	25OCT52	INDEF	23JUN53	7DEC41	683	574354
PLT B-47	LT	1245	*BLANTIC, J L	1STLT	25570A	1241	1241	F	6FEB51	INDEF	1AFR54	18MAY42	683	573036
AO B-47	LT	1525B	BREMENSTUHL, R	1STLT	AO2289356	1521B	1521B	AO	27JUL53	INDEF	1AUG54	7DEC41	683	572756
AO B-47	LT	1525B	BYERS, L C	1STLT	AO2284201	1521B	1521B	AO	9JUL52	INDEF	11JUN54	17NOV45	683	573982
SUP OFF	LT	6424	FENDLASON, R I	1STLT	AO2246663	6421	6421	AO	11MAR54	AUG55	23JAN53	7DEC41	8121	55039
PLT B-47	LT	1245	HODGES, B E	1STLT	AO75856	1241	1241	F	8MAR52	INDEF	15AFR54	16MAY45	683	S-None
AO B-47	LT	1525B	HOYE, KE	1STLT	AO3222959	1521B	1521B	AO	20MAY51	INDEF	11JUN54	9MAY46	683	56884
PLT B-47	LT	1245	MCCOWEN, W I	1STLT	AO2221622	1231B	1231B	F	20MAR52	INDEF	21AUG52	13AUG52	683	54905
PAR. OFF	LT	1435	MCDONALD, J B	1STLT	AO2227228	1244F	1231	F	2AUG54	JAN56	1OCT53	7DEC41	235	53674
INSTR OFF	CAPT	2054	MELITO, A J	1STLT	AO754765	1544	2051	AO	19JAN52	INDEF	21NOV53	7NOV53	683	S-None
AO B-47	LT	1525B	MILLIKEN, F M	1STLT	AO2224979	1521B	1521B	AO	13DEC53	DEF55	1AUG53	28JUL53	683	B637
PLT B-47	LT	1245	MIRCH, G L	1STLT	AO2026711	1231B	1231B	F	13MAR53	INDEF	25MAR54	16AFR53	683	573142
Sq ADJ	LT	7324	NEEL, J T	1STLT	AO1865503	7321	7321	NR	15AUG54	FEB56	16AFR54	7DEC41	600	573259
PLT B-47	LT	1245	ANDEL, R A	1STLT	AO829312	1241	1241	F	18JUN52	INDEF	15AFR54	12JUN45	683	59102
PLT B-47	LT	1245	STROMBERG, W C	1STLT	AO1911949	1241	1241	F	17DEC51	INDEF	13MAR54	17MAR52	683	574064
PLT B-47	LT	1245	TIPPING, H A	1STLT	AO782408	1241	1241	F	29JUL52	INDEF	13MAY54	31AUG45	683	573723
PLT B-47	LT	1245	TOURTELLOT, B F	1STLT	24775A	1241	1241	F	18FEB52	INDEF	6MAY54	3DEC42	683	53307
AO B-47	LT	1525B	WALTER, P S	1STLT	AO782906	1521B	1521B	AO	31MAR51	INDEF	21AUG52	8JUL52	683	573738

381ST BOMBARDMENT SQUADRON

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	P-FSC	DAFSC	AERO RATG DOR	DOS	DT ASG SHAPE	F33D	OFFICE PHONE	
AC B-47	LT	1245B	WASHINGTON, M S	1STLT	AO2222418	1231B	1231B	AC	26MAR52	IND.	15SEP53	7DEC41	683 71815
PLT B-47	LT	1245	YOUNG, A L	1STLT	AO2222418	1231B	1231B	P	16JUN53	INDEF	1MAY52	7DEC41	603 571826
Sq COM OFF	NOT AUTH		*WELLMAN, W F	2NDLT	AO3036090	1231B	1231B	P	17AUG54	AUG57	14NOV54	7DEC41	606 88148

* Indicates Officer is single

STRENGTH TOTALS OF OFFICERS INFORMATION ROSTER AS OF 31 DEC 54

	BG	COL	LTCOL	MAJ	CAPT	1STLT	2NDLT	WO	TOTAL
AUTH:	0	0	1	7	32	37	0	0	77
ASGD:	0	0	1	10	32	20	1	0	64

381ST BOMBARDMENT SQUADRON

0266

AERO RATING
 SF Pilot-----SF
 Pilot-----P
 SF OBSR-----SO
 Not Rated-----NR
 ACFT OBSR-----AC

OFFICERS INFORMATION ROSTER
 310TH FIELD MAINTENANCE SQUADRON
 310TH BOMBARDMENT WING, MEDIUM

RCS: 8AD-F8
 TELEPHONE LOCATION CODE
 Base-----B Salina-----S
 Cp Phillips--P Abilene-----A
 Lindsayburg---L

AUTHORIZED POSITIONS			ASSIGNED POSITIONS				PERSONNEL DATA					PHONE		
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATG	DOR	DOS	DT ASG SHAPE	PCSD	OFFICE	HOME
Sq CONDR	LTCOL	4218	HARMANT, C	MAJOR	20045A	1475	4311	SP	15DEC51	INDEF	25MAR53	19JUL45	676	573592
ACFT MAINT OFF	MAJ	4344	SHELHOUSE, R F	MAJOR	AO421337	4344	4344	SP	18EP51	INDEF	5JAN54	4DEC53	671	59067
ACFT MAINT OFF	CAIT	4344	HURN, V W	CAIT	AO575058	4344	4344	NR	31OCT50	INDEF	16MAY52	1DEC48	671	SNONE
ACFT MAINT OFF	CAIT	4344	HOUDSHELDT, R H	1STLT	AO1908332	12340	4341	P	19MAY50	INDEF	2OCT53	27SEP51	594	570085
Sq SUP OFF	CAIT	6424	RISDON, W F	1STLT	AO2062115	6424	6424	P	30JUL52	INDEF	5MAY53	13JUN45	429	SNONE
MATERIAL COORDINATOR TOT AUTH			*MILLS, J R	2NDLT	AO3003768	5321	4341	NR	12MAR54	MAR56	12MAR54	7DEC41	671	B488
Sq ADJ	CAIT	7324	*NOTHMAN, R R	2NDLT	AO3022224	7321	7321	AO	10AUG53	AUG56	9DEC53	7DEC41	674	B8162
ACFT MAINT OFF	WO	43100	CARTER, W A	CWO	AW2125552	43100	4341	NR	1MAY51	INDEF	25MAR52	5JUN49	227	573888

*Indicates Officer is single

STRENGTH TOTALS OF OFFICERS INFORMATION ROSTER AS OF 31 DEC 54
 BG COL LTCOL MAJOR CAIT 1STLT 2NDLT WO TOTAL

AUTH:	0	0	1	1	4	0	0	1	7
ASGD:	0	0	0	2	1	2	2	1	8

310TH FIELD MAINTENANCE SQUADRON

0267

AERO RATING
 Sr Pilot-----SP
 Pilot-----P
 Sr OCSR-----SO
 ACFT OCSR-----AO
 Non Rated-----NR

OFFICERS INFORMATION ROSTER
 310TH PERIODIC MAINTENANCE SQUADRON
 310TH BOMBARDMENT WING, MEDIUM

RCS: 8AD-18
 TELEPHONE LOCATION CODE
 Use-----B Salina-----S
 Cp Phillips---P Abilene-----A
 Lindsburg-----L

AUTHORIZED POSITIONS			ASSIGNED POSITIONS				PERSONNEL DATA				PHONE			
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATING	DOR	DOS	DT ASG	SHAFB	FSSD	OFFICE HOME
Sr COORDR	LTCOL	4316	JORDAN, J E JR	LTCOL	8244A	1416	4311	SP	15APR53	INDEF	10DEC53	4JUN49		8049 370371
NAV, ADJ, SUI OFF	NOT AUTH		*BATASTINI, R C	1STLT	AO2225404	1525G	1521P	AO	15NOV53	OCT55	20JEF53	1JEF53		657 B70178
ACFT MAINT OFF	CAIT	4344	*DALY, F L	2NDLT	(NO RECS AVAILABLE)									
PNDC REASGMT			*PADDEN, J F	2NDLT	AO3008.58	4341	4341	NR	11DEC53	DEC56	2DEC54	29JUN54		None B8162
ACFT MAINT OFF	MAJ	4344	ANDREWS, J C	CWO	AW2120516	43100	4341	NR	3MAY54	INDEF	23MAY52	8MAY51		8107 37011

*Indicates Officer is married

STRENGTH TOTALS OF OFFICER INFORMATION ROSTER AS OF 31 DEC 54
 BG COL LTCOL MAJOR CAIT 1STLT 2NDLT WO TOTAL

AUTH: 0 0 1 1 2 1 0 0 5
 ASGD: 0 0 1 0 0 1 2 1 5

310TH PERIODIC MAINTENANCE SQUADRON

0268

AERO RATING
 Sr Pilot-----SF
 Pilot-----P
 Sr OBOB-----SO
 ACFT OBOB-----AO
 Non Rated-----NR

OFFICERS INFORMATION ROSTER
 310TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON
 310TH BOMBARDMENT WING, MEDIUM

RCS: 8AD-P8
 TELEPHONE LOCATION CODE
 Base-----B Salina-----S
 Cp Phillips-----P Abilene-----A
 Lindsburg-----L

AUTHORIZED POSITIONS			ASSIGNED POSITIONS				PERSONNEL DATA					HOME		
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	FAFSC	DAFSC	AERC RATG	DOR	DOB	DT ASG SHAFF	FSSD	OFFICE	HOME
Sr COMDR	LTCOL	3216	MEGELITY, A R	MAJOR	A0741049	1241	3211	SF	15FEB51	INDEF	13MAR54	31OCT50	424	S70293
AIR ELECT OFF	MAJ	3054	EGLOFF, E P	MAJOR	A0864421	3234	3051	NR	15FAR54	INDEF	21MAY54	11FEB53	8079	S72535
OPRS OFF	CAPT	3274	HILTON, H O	CAPT	A01646252	3054	3271	NR	30JUN50	INDEF	22FEB54	27JAN53	8097	S2832
ARMT SYS OFF	CAPT	3234	HANDMAN, H A	CAPT	A0688528	3234	3234	P	31OCT50	INDEF	17NOV54	13JAN45	8079	S8558
AIR ELECTS OFF	NOT AUTH		REAB, H A	CAPT	A0821356	1234C	3054	P	15APR54	INDEF	8DEC54	22MAY52	8079	SNone
ARMT SYS OFF	CAPT	3234	KENNEDY, R F	2NDLT	A03006973	2521	3231	NR	19JUN53	JUN56	5MAY54	7DEC41	8079	SNone
TDY Lowry AFB	NOT AUTH		*SCOGGINS, D E	2NDLT	A03009344	3241	3241	AO	19DEC53	DEC56	5MAR54	7DEC41	8079	B623
TDY Ellington AFB	NOT AUTH		*SILVER, D S	2NDLT	A03022101	1554	1521P	AO	3AUG53	AUG56	16AUG53	7DEC41	8079	B623
ASST MECH SUFV	NOT AUTH		*MARSHALL, A G	CWO	AW2118927	30100	3271	NR	28APR53	INDEF	22FEB54	1FEB53	8097	SNone
ARMT SYS SUPT	WO	32000	*RENPRO, DS	WOJG	AW2201800	32000	32000	NR	15APR52	INDEF	5MAY54	17MAY44	8079	SNone
ARMT SYS OFF	CAPT	3234	*MEEKER, E W	CWO	950932E	32000	3231	NR	19FEB52	INDEF	1AUG54	13APR51	8097	B623

*Indicates Officer is single

STRENGTH TOTALS OF OFFICERS INFORMATION ROSTER AS OF 31 DEC 54
 BG COL LTCOL MAJOR CAPT 1STLT 2NDLT WO TOTAL

AUTH: 0 0 1 3 9 0 0 1 14
 ASGD: 0 0 0 2 3 1 3 3 12

310TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

AERO RATING
 Sr Pilot-----SB
 Pilot-----F
 JR OBSR-----SO
 ACFT OBSR-----AO
 Non Rated-----NR

OFFICERS INFORMATION ROSTER
 310TH AIR REFUELING SQUADRON
 310TH BOMBARDMENT WING MEDIUM

RCS: 8AD-P8
 TELEPHONE LOCATION CODE
 Base-----B Salina-----S
 Cp Phillips---P Abilene-----A
 Lindsburg-----L

AUTHORIZED POSITIONS			ASSIGNED POSITIONS				PERSONNEL DATA					PHONE		
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSN	PAFSC	DAFSC	AERO RATG	DOR	DOS	DT ASG SHAFB	FSSD	OFFICE	HOME
A/C KC-97	MAJ	1234C	BRALY, O K JR	MAJ	AO706655	1435	1234C	SP	1JUN52	INDEF	17NOV54	27AUG49	494	SNone
A/C KC-97	MAJ	1234C	DARLINGTON, H J	MAJ	AO713359	1234C	1234C	SP	1JUN52	INDEF	26OCT52	11FEB49	246	S5121
SQ COMDR	LTCOL	0066A	FANCHER, J N	MAJ	AO724914	0061A	0061A	SP	15FEB51	INDEF	8OCT52	28AUG49	561	S8520
A/C KC-97	MAJ	1234C	HAUCK, W O	MAJ	AO442688	1234C	1234C	P	25NOV51	INDEF	4FEB54	17FEB45	494	L2430
A/C KC-97	MAJ	1234C	KINDLESPARGER, J L	MAJ	AO666954	1234C	1234C	SP	1SEP51	INDEF	20MAR53	25FEB49	494	S4084
A/C KC-97, OPNS O	MAJ	1234C	MCHALE, J M	MAJ	AO532295	1435	1234C	P	4MAR51	INDEF	5OCT52	25SEP44	494	S6589
MAINT OFF	MAJ	4344	PITTS, L J	MAJ	AO524302	4341	4341	SP	1APR53	INDEF	1MAY52	23JAN50	418	S72646
A/C KC-97	MAJ	1234C	SCHOLZ, W G	MAJ	AO665126	123 C	1234C	SP	15MAR54	INDEF	22JUN53	25MAY44	494	S74672
ADMIN OFF	NOT AUTH		SULLIVAN, J T	MAJ	AO761792	1234C	7021	SP	5NOV51	INDEF	21AUG54	2DEC50	494	S7029
A/C KC-97	CAPT	1234C	WELLS, H B	MAJ	AO800980	1234C	1234C	SP	15APR54	INDEF	26OCT52	24JUL45	494	S4305
TDY West Palm Beach	CAPT	1234C	BURKE, T C	CAPT	AO761700	1234C	1234C	SP	16JAN51	INDEF	10DEC53	12JUL47	494	SNone
A/C KC-97	CAPT	1234C	CANNON, C A	CAPT	AO730858	1234C	1234C	P	12JAN53	INDEF	23FEB53	7DEC41	494	S73167
A/C KC-97	CAPT	1234C	CHAPMAN, L L	CAPT	AO1692877	1234C	1231C	SP	1APR53	INDEF	18NOV52	25JAN45	494	S6370
AO B-47	CAPT	1525P	DAVIS, L R	CAPT	AO800643	1534A	1534A	SO	1APR53	DEC54	7NOV53	26SEP53	8198	S73968
A/C KC-97	CAPT	1234C	DEAM, W P	CAPT	AO463801	1231C	231C	P	10NOV51	INDEF	5MAY53	11NOV45	494	S8162
A/C KC-97	CAPT	1234C	DUNSTAN, A J	CAPT	AO747772	1234C	1234C	SP	15FEB51	INDEF	18NOV52	8OCT45	494	S9351
A/C KC-97	CAPT	1234C	GILES, N L	CAPT	AO842405	1234C	1234C	SP	15DEC51	INDEF	2JUL53	18APR49	494	S74327
A/C KC-97	CAPT	1234C	GRIMMETT, C R	CAPT	AO806436	1234C	1234C	SP	26DEC49	INDEF	21JAN53	17JAN45	494	S71205

310TH AIR REFUELING SQUADRON

310TH AIR REFUELING SQUADRON

0270

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RAIG DOR	DOS	DT ASG SHAPE	FOOD	OFFICE HOME	
ACFT PLTFF CFF	LT	4324	JOHN TON, D R	CAPT	AO2100444	4324	4324	AO	1JUN52	INDEF	13NOV54	2FEB48	418 SNone
A/C KC-97	CAPT	1234C	LOVELL, M H	CAPT	AO794961	1234C	1234C	F	31JUL53	INDEF	31JUL53	8MAY42	494 S70200
PLT KC-97	LT	1234C	MCCRACKEN, D L	CAPT	23740A	1234C	1234C	SP	15MAR54	INDEF	23NOV54	26MAY51	494 SNone
A/C KC-97	CAPT	1234C	MILLER, H B	CAPT	AO696857	1234C	1234C	P	1JUN53	INDEF	27JUL53	19DEC44	494 S6149
A/C KC-97	CAPT	1234C	NEWMAN, W A	CAPT	AO790026	1234C	1234C	SP	9MAY53	INDEF	24JUN53	7DEC43	494 S74134
AO KC-97	CAPT	1525F	PAPWORTH, B R	CAPT	AO465266	1534F	1534A	AO	3FEB51	INDEF	1DEC53	10NOV53	8198 B8162
AO KC-97	CAPT	1525F	PATTON, K	CAPT	AO717690	1534A	1534A	AO	1AFR53	INDEF	24SEP52	9SEP52	8198 S2808
PLT KC-97, SQ ADJ	LT	1234C	PINKERTON, D W	CAPT	AO2065418	1234C	1234C	P	1JUN52	INDEF	25MAR53	5JUL45	8044 S73072
A/C KC-97	CAPT	1234C	PORRITT, O R	CAPT	AO824868	1234C	1234C	P	15AFR54	INDEF	26OCT52	21MAY45	494 S70600
A/C KC-97	CAPT	1234C	ROSE, B JR	CAPT	AO731667	1234C	1234C	SP	1JUN52	INDEF	26OCT52	18AFR44	494 S72358
PLT KC-97	LT	1234C	SAUER, C O	CAPT	AO757093	1234C	1234C	P	15MAR54	INDEF	20MAR53	17MAR45	494 S4809
TBY SQ OFF CRSE	CAPT	1525F	STALEY, R M	CAPT	AO733484	1534A	1534A	SO	4NOV50	INDEF	17OCT53	29SEP53	8198 S70485
A/C KC-97	CAPT	1234C	SWAFFORD, R W JR	CAPT	AO664474	1234C	1234C	SP	6MAY51	INDEF	9MAR53	7FLB53	494 S71367
AO KC-97, SQ CBR	MAJ	1525F	WILSON, W W	CAPT	AO885141	1534A	1534A	AO	15FEB51	INDEF	23OCT53	25JUL45	8198 S74509
AO KC-97	LT	1525F	ANABLE, R C	1STLT	AO2229001	1534A	1534A	AO	19JUN53	INDEF	1OCT52	15MAY46	8198 S6497
A/C KC-97	CAPT	1234C	BAKER, B N	1STLT	22424A	1234C	1234C	P	19FEB53	INDEF	26OCT52	3AFR42	494 S8064
PLT KC-97	LT	1234C	*BAUER, W J	1STLT	AO2224040	1234C	1234C	P	2FEB54	AUG55	18NOV52	7DEC41	494 S4474
PLT KC-97	LT	1234C	BIRCH, F R	1STLT	22114A	1234C	1234C	P	19FEB53	INDEF	26OCT52	7DEC41	494 S8798
AO KC-97	LT	1525F	BRIGGS, M F	1STLT	AO2216724	1534A	1534A	AO	24SEP52	MAR55	6JAN53	23DEC52	8198 S4192
PLT KC-97	LT	1234C	*BROTEMANKLE, D C	1STLT	24634A	1234C	1234C	P	18FEB54	INDEF	23FEB54	7DEC41	8044 B8162
AO KC-97	LT	1525F	CALLAHAN, K R	1STLT	AO2224631	1534A	1534A	AO	2DEC53	JUL55	17SEP53	12AUG53	8198 S8350
PLT KC-97	LT	1234C	*CARR, J	1STLT	AO2228284	1234C	1234C	P	16SEP54	MAR55	2JUL53	7DEC41	8198 S162

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JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO	RATG	DOR	POS	DT ASG	SHAPE	FSSD	OFF	HOME
PLT KC-97	LT	1234C	*COON, P E	1STLT	22142A	1234C	1234C	P	19FEB53		DEF	26OCT52	7DEC41		494	B8162
AO KC-97	LT	1525P	COOPER, K D	1STLT	AO1858226	1534A	1534A	AO	30OCT52	AFR56		14JUL53	15SEP45		8198	SNone
PLT KC-97	LT	1234C	CROWTHER, H L	1STLT	AO2224513	1234C	1234C	P	11MAR54	AUG55		26OCT52	7DEC41		494	S72693
AO KC-97	LT	1525P	CUMMINS, ER	1STLT	AO2219476	1534A	1534A	AO	25NOV53	MAR56		50OCT53	7DEC41		8198	S70318
PLT KC-97	LT	1234C	GEORGE, H E	1STLT	AO2224517	1234C	1234C	P	9MAR54	AUG55		18NOV52	1AUG46		494	S73919
RENDG REASGMT			GROSSE, A E	1STLT	NO RECS AVAILABLE											
PLT KC-97	LT	1234C	HARDY, A D	1STLT	AO2226674	1234C	1234C	P	19JUN54	DEC55		22JUN53	7DEC41		494	S74049
AO KC-97	CAPT	1525P	*HARRIS, R E	1STLT	AO2224637	1534A	1534A	AO	26JAN54	JUL55		17SEP53	25AUG53		8198	B8162
A/C KC-97	CAPT	1234C	HARRIS, W G	1STLT	AO1910323	1234C	1234C	P	27FEB52	INDEF		18NOV52	3NOV50		494	S72691
AO KC-97	LT	1525P	*JAFEE, N	1STLT	AO2227858	1534A	1534A	AO	25AUG54	FEB56		22JUN53	7DEC41		8198	S73444
PLT KC-97	LT	1234C	*JEDD, R C	1STLT	AO2228396	1234C	1234C	P	16SEP54	MAR56		2JUL53	7DEC41		494	S5772
TDY W Palm Beach	LT	1234C	*LARSON, R A	1STLT	AO225788	1234C	1234C	P	25APR54	OCT55		1JUL54	20MAY54		8125	B623
PLT KC-97	LT	1234C	*LEE, H K L	1STLT	AO2230330	1224F	1231C	P	15FEB54	NOV56		11DEC53	7DEC41		494	B8148
AO KC-97	LT	1525P	MCENTIRE, W C	1STLT	AO1851411	1534A	1534A	AO	15OCT51	INDEF		20FEB53	9FEB53		8198	S2435
AO KC-97	LT	1525P	*MCHEA, R A III	1STLT	AO2227080	1534A	1534A	AO	14JUL54	JAN56		2JUN53	7DEC41		8198	S188
PLT KC-97	LT	1234C	MILSTEAD, AW	1STLT	AO2221912	1234C	1234C	P	10APR52	INDEF		24SEP52	9SEP52		494	S70377
PLT KC-97	LT	1234C	FARKHILL, G W JR	1STLT	AO2222849	1234C	1234C	P	29SEP53	FEB55		26OCT52	7DEC41		494	S6861
NAVIGATOR	LT	1534A	*PATTON, M H	1STLT	AO2222889	1534P	1534A	AO	14OCT53	FEB55		1JUL53	30JUN53		8198	S73444
PLT KC-97	LT	1234C	PICHE, G E	1STLT	AO2224655	1234C	1234C	P	11MAR54	AUG55		26OCT52	7DEC41		494	S73444
AO KC-97	LT	1525P	PEMBERTON, H M JR	1STLT	AO3006447	1534C	1534A	AO	6DEC54	JUN56		5OCT53	7DEC41		8198	S74509
AO KC-97	CAPT	1525P	RAMOS, R W	1STLT	AO1852095	1525E	1531A	AO	23DEC52	INDEF		27AUG53	28JUL53		8198	S73074
PLT KC-97	LT	1234C	REED, R A	1STLT	AO687210	1234C	1234C	P	24AUG52	INDEF		9JUL53	14NOV51		404	S71860

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSN	PAFSC	DAFSC	AERO RATG	DOR	DOB	DT ASG SHAFF	FSSD	OFFICE	HOME
PLT KC-97	LT	1234C	SIMMONS, J L	1STLT	AO2224658	1234C	1234C	P	10MAR54	AUG55	18NOV52	7DEC41	494	S573
AO KC-97	CAPT	1525P	SMITH, W S	1STLT	AO956013	1534A	1534A	AO	13FEB53	FEB55	1AUG53	10JUN53	8198	P720
PLT KC-97	LT	1234C	STREETT, J K	1STLT	23539A	1231C	1231C	P	6JAN54	INDEF	4FEB54	7DEC41	494	S732
PLT KC-97	LT	1234C	WADE, K	1STLT	AO2226737	1231C	1231C	P	19JUN54	DEC55	22JUN53	7DEC41	494	SNon
A/C KC-97	CAPT	1234C	WEAVER, L J MR	1STLT	AO1909431	1234C	1234C	P	6APR51	INDEF	22JUN53	20JAN46	494	S747
PLT KC-97	LT	1234C	WILES, H O JR	1STLT	22381A	1234C	1234C	P	11FEB53	INDEF	26OCT52	7DEC41	494	S394
AO KC-97	LT	1525P	WILLIAMS, W T	1STLT	AO2060866	1534A	1534A	AO	11JAN53	I DEF	2JUL54	19JUN54	494	S745
A/C KC-97	CAPT	1234C	WILLIS, V C	1STLT	AO819236	1234C	1234C	P	3DEC51	INDEF	21JAN53	23MAR45	494	S289
PLT KC-97	LT	1234C	WORLE, F J	1STLT	AO2224272	1234C	1234C	P	15FEB54	JUN55	26OCT52	7DEC41	494	S376
PLT KC-97	NOT AUTH		*ANDERSON, A K	2NDLT	AO3010582	1224P	1231C	P	16SEP53	SEP56	2DEC54	7DEC41	494	B816
AO KC-97	CAPT	1534A	*BAKER, D E	2NDLT	AO3025831	1521F	1521P	AO	7APR54	APR57	8SEP54	7DEC41	8198	B816
PLT KC-97	LT	1234C	*BEHMAN, E S	2NDLT	AO3025570	1224P	1231C	P	17AUG54	AUG57	26OCT54	7DEC41	494	B816
AO KC-97	NOT AUTH		*BIRD, D A	2NDLT	AO3035092	1521F	1521P	AO	30JUN54	JUN57	16DEC54	7DEC41	8198	B816
PLT KC-97	NOT AUTH		*BIGBEE, G C	2NDLT	AO3010812	1224P	1231C	P	23AUG53	AUG56	16NOV54	7DEC41	494	B816
PLT KC-97	NOT AUTH		*BURLESON, F H	2NDLT	AO3018100	1224P	1231C	P	25AUG53	AUG56	15DEC54	7DEC41	494	B816
PLT KC-97	LT	1234C	*CAMPBELL, E J	2NDLT	AO3035209	1224P	1231C	P	8JUL54	JUL57	14SEP54	8MAR53	494	B816
AO KC-97	NOT AUTH		*CARLSON, D C	2NDLT	AO3035094	1521F	1521P	AO	30JUN54	JUN57	16DEC54	7DEC41	8198	B816
AO KC-97	LT	1534A	*CATALDO, V A	2NDLT	AO3026233	1521F	1521P	AO	21APR54	APR57	23SEP54	7DEC41	8198	B816
AO KC-97	CAPT	1534A	*CARR, E G	2NDLT	AO3006462	1534A	1534A	AO	3AUG53	AUG56	10DEC53	7DEC41	8198	S669
AO KC-97	NOT AUTH		*CIRCE, R J	2NDLT	AO3035129	1521A	1521P	AO	30JUN54	JUN57	23NOV54	7DEC41	8198	B816
PLT KC-97	LT	1234C	*DAVIS, H W	2NDLT	25048A	1224P	1231C	P	2JUN53	INDEF	2NOV54	7DEC41	494	B816
AO KC-97	LT	1534A	*DELA, G L	2NDLT	AO3026218	1521A	1521P	AO	21APR54	DEF	8SEP54	7DEC41	81	B816

0273

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO	RATG	DOR	POS	DT ASG	SHAPE	PSBD	OFF	SE HOME
CCAF OFF	LT	3034	*DUGAN, T W	2NDLT	AO301022	3031	3031	NR	28NOV53	V55	13MAY54	7DEC41			494	B816
PLT KC-97	NOT AUTH		*DUGAN, T W	2NDLT	AO3036721	1224P	1231C	P	29SEP54	SEP57	15DEC54	7DEC41			494	B816
AO KC-97	CAPT	1534A	*EVERLY, M J	2NDLT	AO3026219	1224A	1521P	AO	21APR54	APR57	8SEP51	7DEC41			8198	B816
PLT KC-97	LT	1234C	*FRANKLIN, M L	2NDLT	AO3013931	1224P	1230C	P	11AUG53	AUG55	26OCT54	7DEC41			494	B816
AO KC-97	NOT AUTH		*FRASURE, V M	2NDLT	AO3036555	1531P	1531A	AO	10CT54	SEP57	17DEC54	7DEC41			8198	B816
PLT KC-97	LT	1234C	*HIGHTMAN, R J	2NDLT	AO3035563	1224P	1231C	P	17AUG54	AUG57	26OCT54	7DEC41			494	B816
NO RECS AVAILABLE	NOT AUTH		*LICKWAR, A	2NDLT	AO3036051											
AO KC-97	NOT AUTH		*MAYOVICK, J P	2NDLT	AO3036578	1531P	1531A	AO	10CT54	SEP57	17DEC54	7DEC41			8198	B816
AO KC-97	CAPT	1534A	*MEYERS, T H	2NDLT	AO3034077	1531P	1531A	AO	19MAY54	MAY57	2AUG54	7DEC41			8198	B816
AO KC-97	CAPT	1534A	*MOCKLER, J A	2NDLT	AO3022184	1534A	1534A	AO	3AUG53	AUG56	10DEC53	7DEC41			8198	B816
PLT KC-97	LT	1234C	*MOORE, P	2NDLT	AO3036120	1224P	1231C	P	31AUG54	AUG57	2NOV54	7DEC41			8198	B816
AO KC-97	LT	1234P	*NORMAN, G L	2NDLT	AO3026183	1531P	1531A	AO	21APR54	APR57	16JUL54	7DEC41			8198	B816
PLT KC-97	LT	1234C	*PLATT, J J	2NDLT	AO3007605	1224P	1231C	P	11OCT53	SEP56	16NOV54	7DEC41			494	B816
AO KC-97	LT	1534A	*FOWELL, J W	2NDLT	AO3036060	1531P	1531A	AO	27AUG54	AUG57	8NOV54	7DEC41			8198	B816
NO RECS AVAILABLE	NOT AUTH		*REID, L E	2NDLT	AO3036063											
AO KC-97	NOT AUTH		*RUSSELL, D C	2NDLT	AO3034971	1521P	1531A	AO	16JUN54	JUN57	23NOV54	7DEC41			8198	B816
NAVIGATOR	LT	1525P	*SZOBSKI, D A	2NDLT	AO3034306	1521P	1521P	AO	19MAY54	MAY57	22OCT54	7DEC41			8198	B816
AO KC-97	CAPT	1534A	*SOLIS, G JR	2NDLT	AO3033829	1531P	1531A	AO	5MAY54	MAY57	16JUL54	28JUN46			8198	B816
AO KC-97	LT	1534A	*SULLIVAN, E F	2NDLT	AO3036069	1531P	1531A	AO	27AUG54	AUG57	8NOV54	7DEC41			8198	B816
AO KC-97	LT	1534A	*TATE, G H	2NDLT	AO3026253	1521P	1521P	AO	21APR54	APR57	23SEP54	7DEC41			8198	B816
PLT KC-97	NOT AUTH		*TOWART, J S	2NDLT	AO3019447	1224P	1231C	P	26AUG53	AUG56	15DEC54	7DEC41			494	B816
PLT KC-97	LT	1234C	TURNER, C M JR	2NDLT	AO2228437	1224P	1231C	P	16MAR53	APR56	2JUL53	29JUN45			494	S747

310TH AIR REFUELING SQUADRON

AUTHORIZED POSITIONS			ASSIGNED POSITIONS					PERSONNEL DATA					PHONE	
TITLE	GRADE	AFSC	NAME	GRADE	AFSN	PAFSC	DAPSC	AERO RTG	DOR	DOS	DT ASG SHAFB	FSSD	OFFICE	HOME
tal O, Gen	CAPT	9826	LOTSSELLE, R J	1STLT	A0733207	9826	9826	NR	12Oct53	11Oct55	12Oct53	7Dec41	382	S-71946
			*MOLCHAN, A E	1STLT	A03000341	9326	9326	NR	5Aug54	4Aug56	5Aug54	7Dec41	531	B-8148
O, Avn Med	CAPT	9356	*SCHUSTER, D S	1STLT	A02260694	9356	9356	NR	18Apr53	17Apr56	22Aug53	7Dec41	239	S-5176
tal O, Gen	CAPT	9826	*SIMPSON, W L	1STLT	A03001640	9826	9826	NR	27Nov54	26Nov56	27Nov54	7Dec41	382	None
erinary O, Gen	MAJ	9926	STRYFFELER, R F	1STLT	A02255778	9926	9926	NR	18Sep54	17Sep56	18Sep54	7Dec41	444	S-7424
ee, Gen	1STLT	9754	*DEGROAT, G Y	2NDLT	AN2242910	9754	9754	NR	23Nov54	22Nov56	23Nov54	7Dec41	745	S-73737
ee, Gen	1STLT	9754	*HUTTON, S M	2NDLT	AN2242886	9754	9754	NR	25Oct54	24Oct56	25Oct54	7Dec41	745	S-74013
ee, Gen	1STLT	9754	*PENA, E	2NDLT	AN2242542	9754	9754	NR	3Jan54	2Jan56	3Jan54	13Dec45	745	S-74013
Supply C	1STLT	9034	REAVIS, R D	2NDLT	A02262031	9031	9031	NR	10Feb54	9Feb57	11Jun54	28May49	379	S-9142
istrar	1STLT	9025												
of Prof Sv	LTCOL	9356												
eral Surgeon	LTCOL	9416												
ernist	MAJ	9386												
laryngologist	CAPT	9446												
O, Avn Med	CAPT	9356												

310TH TACTICAL HOSPITAL

indicates Officer is single.

0276

OFFICERS INFORMATION ROSTER
310TH TACTICAL HOSPITAL
310TH BOMBARDMENT WING, MEDIUM

RCS: SAD-EP
AS OF: 31 December 1954
TELEPHONE LOCATION CODE
Base: B
Selina: S
Cp Phillips: P
Abilene: A
Lindsborg: L

AERO RATINGS
Pilot: SP AOB Radar: VO
ot: P Flt Engr: FE
Nav Bmbdr: NB Flex Gunner: FG
Bmbdr: B AOB Med: M
Nav: N No Aero Rating: NR

AUTHORIZED POSITIONS			ASSIGNED POSITIONS					PERSONNEL DATA					PHONE	
TITLE	GRADE	AFSC	NAME	GRADE	AFSN	PAFSC	DAFSC	AERO RTG	DOB	LOS	DT ASG SHAFB	FSSD	OFFICE	HOME
Commander	COL	9316	CORWIN, R F	COL	19160A	9356B	9316	M	1Jun52	Indef	1Jul52	18Jan49	372	S-74369
Asst O, Gen	MAJ	9826	JONES, T K	LTCOL	19744A	9856C	9816	NR	1Jun52	Indef	1Jul52	30Jul45	382	S-71065
Executive O	CAPT	9025	HICE, J W	MAJ	A01543585	9025	9025	NR	1Jun52	Indef	1Jul52	10Sep51	372	S-7445
Asst, Administrative	CAPT	9716	*GONDEK, L B	CAPT	21050M	9716	9716	NR	14Mar48	Indef	2Aug52	23Nov50	745	S-4707
Asst, Gen	1STLT	9754	*LEVESQUE, J L	CAPT	AN804107	9754	9754	NR	1Apr53	1Dec55	6Aug52	23Jul52	745	S-71263
Asst, Gen	1STLT	9754	*MAHONEY, M L	CAPT	AN804117	9754	9754	NR	1Apr53	1Nov55	6Aug52	23Jul52	745	S-71263
Asst, Gen	1STLT	9754	SANUEL, E J	CAPT	AN728178	9754	9754	NR	16Jan51	Indef	10Oct52	7Jun48	745	S-9102
Asst, Opr Rm	CAPT	9734	*BACHMAN, E L	1STLT	AN2242961	9734	9734	NR	27Nov54	26Nov56	27Nov54	7Dec41	745	None
			*BEATTY, M	1STLT	AE2213791	9054	9054	NR	27Oct52	15Apr57	2Mar53	7Dec41	378	S-9240
& Indus Hyg Engr	1STLT	9124	CHASE, W J	1STLT	A02240204	9124	9124	NR	23Sep53	10Mar55	8Sep52	7Dec41	444	S-5395
			FREEMAN, A A	1STLT	A03001163	9326	9326	NR	9Oct54	8Oct56	9Oct54	7Dec41	448	S-74704
			HOOD, F R, JR	1STLT	A03001269	9326	9326	NR	9Oct54	8Oct56	9Oct54	7Dec41	531	None

indicates Officer is single.

310TH TACTICAL HOSPITAL

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AUTHORIZED POSITIONS			ASSIGNED POSITIONS					PERSONNEL DATA					PHONE	
TITLE	GRADE	AFSC	NAME	GRADE	AFSN	PAFSC	DAFSC	AERO RTG	DOR	DCS	DT ASG SHAPE	FSSD	OFFICE	HOME
1 O, Avn Med	CAPT	9356												
1 O, Avn Med	CAPT	9356												
se, Anesthetist	1STLT	9744												
se, Gen	1STLT	9754												

SUMMARY

	B/G	COL	LTCOL	MAJOR	CAPT	1STLT	2NDLT	WO	TOTAL
AUTH:	0	1	2	3	10	11	0	0	27
ASGD:	0	1	1	1	4	10	4	0	21

ndicates Officer is single.

310TH TACTICAL HOSPITAL

0 2 7 8

DAILY STRENGTH REPORT
310TH BOMBARDMENT WING, MEDIUM

As of 31 January 1953

SQUADRONS	OFFICERS						AIRMEN					
	AUTH	ASGD	TDY	SCH	WOSP	LV	AUTH	ASGD	TDY	SCH	WOSP	LV
HQ 31 SEC	53 46	53	3		1	2	107 44	105	2			8
379TH BOMB SQ	77 41	58	2				100 42	120	3		1	3
380TH BOMB SQ	77 41	60	1			2	100 49	111	4			4
381ST BOMB SQ	77 41	63	4			2	100 49	122	5			2
310TH FIELD MAINT	7 4	8	1				377 48	359	18			15
310TH PAR MAINT	5	4					138 41	139	8			1
310TH A & E	13 4	13					331 49	289	12		1	4
310TH MED GP	27	23	3				95 42	81			1	6
310TH AIR RFLG	100 46	109	13			10	250 26	243	13			19
TOTAL	436 45	391	27		1	16	1598 44	1569	65		3	62

0279

WING REGULATION)

NUMBER 39-3)

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1 February 1955

ENLISTED PERSONNEL

Promotion of Airmen

1. PURPOSE: To establish procedures for promotion of airmen within the 310TH Bombardment Wing.
2. RESPONSIBILITY: The Wing Director of Personnel and the Squadron Commanders are responsible for compliance with the provisions of this regulation.
3. GENERAL: Promotions to the top three airman grades will be accomplished at wing level. Squadrons will promote airmen to the lower three grades.
4. PROCEDURES:
 - a. The allocation of promotions to all grades will be accomplished by Wing Personnel upon receipt of quotas from higher headquarters. Promotions will be awarded to the squadrons having the greatest number of promotion points. Promotion points are computed as follows:
 - (1) Number eligible in squadron divided by number eligible in wing = Percent eligible.
 - (2) Percent eligible times total wing quota = Basic promotion points.
 - (3) Basic promotion points plus or minus carry-over points = Total promotion points.
 - b. Squadrons must have one promotion point for each quota received. If a quota is awarded to a squadron not having one point, the deficit will be deducted from the following month's credit. If a squadron, after receiving its allocation, has points remaining, these points will be added to the following month's promotion points.
 - c. Squadrons are responsible for submitting a roster listing the rank, name, date of rank and PRIM AFSC or ADD AFSC (if applicable) of airmen eligible for promotion to each grade. Roster will be submitted as directed by the Wing Director of Personnel.

WG REG 39-3

d. The Director of Personnel is responsible for maintaining accurate records of squadron promotion points and for transcribing positive or negative points to the following month's points. Points will be recorded in the format listed as attachment number 1.

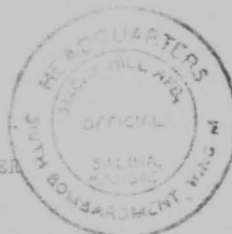
e. Squadrons receiving allocations for promotion to the top three grades will send their recommendations to the Wing Commander for final approval. All approved promotions to the top three grades will be published on wing orders.

f. Promotions to the lower three grades will be published on squadron orders.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant



FRANK H. WAGNER
1STLT, USAF
Adjutant

1 ATCH
AMN PROM Worksheet

DISTRIBUTION: "A"

AIRMAN PROMOTION WORKSHEET

Sq	NR Eligible in Sq ÷	NR Eligible in WG =	ICT Eligible Eligible X	WG Quota =	Basic FROM PTS +	Carry Over =	Total FROM PTS	NR of FROM AND	Carry Over
310HS									
379BS									
380BS									
381BS									
310ARS									
310FAS									
310FAS									
310ARS									

ATCH NR 1 to 310th BOMWG REG 39-3, 1 FEB 55

0282

310th Bomb Wing Airmen at College Classes on Base.

25

0283



0284

COPY

MEMO FOR RECORD

Crew to go to Ramey AFB, Puerto Rico, Midnight 27 Jan 55.

KC-97 Crew and passengers.

Crew - 310ARS

Captain Boone Rose, Jr
1STLT Paul R Birch
2DLT Robert J. Mahan
2DLT GEORGE H TATE
2DLT John A. Nocker
A/2C Henry McConnell
T/SGT Michael J. Yarina
A/1C James D. Melton
S/SGT Robert McElroy
S/SGT Phil A. Coleman
Crew Chief - A/1C Robert E. Doelker
Asst Cr Ch - A/2C William Sewell

November Airman of the Month - A/2C Frank C. Garza - 310HS
December Airman of the Month - A/2C Walter F. Hager - 310A&E

Outstanding Airman for 6 months - A/2C William W. Gingles - 310HS

November Maintenance Man of the Month - A/1C Eugene T. Scouler - 310FMS
December Maintenance Man of the Month - A/1C Donald L. Liggett - 310A&E

2d Lt William L. Turner, Assistance Director of Personnel

1st Lt Raymond J. Ray, Adjutant Headquarters Squadron Section

Crew of the Month for December - 379BS

1st Lt Harold L. Hopkins
Capt David R. Shelly
1st Lt John E. Holter

COPY

0285

COPY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Geary Hill Air Force Base
Salina, Kansas

15 February 1955

MEMORANDUM FOR: COMMANDER, 380TH BOMBARDMENT SQUADRON

SUBJECT: Airman of the Month

1. A/2C Michael Sullivan, of your organization, has been selected as "Airman of the Month" for the 310th Bombardment Wing for the month of January 1955.

2. At your discretion you may award such other privileges as you deem appropriate as a reward for his selection. Airman Sullivan will be permitted to accompany the next flight from this Wing on a week end cross country flight if he so desires. It is suggested you contact the 310th Air Refueling Squadron to make arrangements for the flight.

3. It is recommended that you contact your Squadron "Impact" representative for appropriate publicity and photographs.

BY ORDER OF THE COMMANDER:

/s/FRANK H. WAGNER
1STLT, USAF
Asst. Adjutant

COPY

0286

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

15 February 1955

MEMORANDUM FOR: COMMANDER, 381ST BOMBARDMENT SQUADRON

SUBJECT: Crew of the Month

1. Crew No 126 of your organization, Major Willie R. Wise, aircraft commander, has been selected as "Crew of the Month" for the 310th Bombardment Wing for the month of January 1955.
2. The Wing Commander has written to each member of your crew to advise them of their selection as "Crew of the Month."
3. At your discretion, you may award each other additional privileges as you deem fit as a reward to your crew. This crew will, as an additional reward, be permitted to make a week end cross country flight in the event that a flight is approved by higher headquarters.
4. It is recommended that you contact your squadron "Impact" representative for appropriate publicity and photographs.

BY ORDER OF THE COMMANDER:

/t/s/FRANK H. WAGNER
1STLT, USAF
Asst. Adjutant

COPY

0287

REPORT ON OPERATIONAL DATA
FOR B-47 STRATOJET WING, 1955

Date Month of Jan 55

a. Flying Time Per Squadron and Wing:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average Flight Hours per Possessed Aircraft)
300FS	357:15	16	22:20
300BS	277:00	16	17:19
300PS	376:40	17	22:09
310th BOMB Total	1010:55	49	20:38
310th AWPB Total	571:45	19	30:06
Combined Total	1582:40	68	23:16

c. Number of Aircraft Assigned:	B-47	49	KC-97	22
d. Average number of Aircraft possessed:	B-47	49	KC-97	19
e. Number of Periodic Inspections Scheduled:	B-47	9	KC-97	5
Number of Periodic Inspections Completed:	B-47	12	KC-97	3
f. Number of Engine Changes:	B-47	10	KC-97	1
Average Time at Engine Changes:	B-47	135:36	KC-97	740:45
g. Number of Cylinder Changes:			KC-97	2
h. Number of Turbo Changes:			KC-97	0

h. In Commission - Rates and Figures:

(1) Wing Percentage In Commission:	B-47	63.8%	KC-97	64.8%
(2) Number Hours Aircraft In Commission:	B-47	22997	KC-97	9139
(3) Average Hours In Commission per Possessed Aircraft:	B-47	469	KC-97	481

i. AOCN - Rates and Figures:

(1) Wing Percentage AOCN:	B-47	34.1%	KC-97	32.4%
(2) Number Hours Aircraft AOCN:	B-47	12283	KC-97	4572
(3) Average Hours AOCN per Possessed Aircraft:	B-47	251	KC-97	241

Production and Statistical Summary - Continued

AOCF Rates and Figures:

(1) Wing Percentage AOCF:	8-47	2.1%	80-97	2.8%
(2) Number Hours Aircraft AOCF:	8-47	765	80-97	397
(3) Average Hours AOCF per Processed Ref:	8-47	16	80-97	21
(4) Hours AOCF at present:	8-47	4	80-97	3
(5) Number items AOCF this month:	8-47	17	80-97	9
(6) Number items received this month:	8-47	6	80-97	6

AMFR Rates and Figures:

(1) Total items AMFR requisitioned this month:	8-47	121	80-97	21
(2) Number items AMFR received this month:	8-47	101	80-97	19
(3) Total items AMFR at present:	8-47	44	80-97	12
(4) Number Aircraft AMFR on this date:	8-47	29	80-97	12

Number Aircraft items cannibalized this month:

8-47	35	80-97	10
------	----	-------	----

Technical Order Compliance Status Data:

(1) TOC Percentage Rate:	8-47	2.14	80-97	1.4
(2) TOC Total Man-hours Backlog:	8-47	419	80-97	65

Number of Field Maintenance Work-Orders Requested:

1393

Number of Armament & Electronics Work-Orders Requested:

1120

VALENTINE S. KUDRIKOFF
CWO, USAF
Reports & Analysis Officer

310th Weather Briefing.

30

0290



0291

WING REGULATION)
NUMBER 51-5)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1 February 1955

TRAINING

Mission Reporting Procedures
(Supersedes WG REG 51-5, 2 July 1954)

1. Purpose: To establish procedures for reporting flying training accomplishments.
2. Scope: This directive is applicable to the Tactical Squadrons of this Command.
3. Responsibility: Squadron Commanders are responsible for compliance with the provisions of this directive.
4. General: a. This regulation outlines the procedures for reporting flying training accomplishments and prescribes the forms and documents to accompany the mission accomplishment form. This will insure complete reporting and accurate records.

b. The delay in forwarding records from the squadron to Wing Operations shall not exceed 1600 hours of the first working day following the day of the flight. The only exception to this is in the case of a crew landing at another station. The form will then be forwarded to Wing Operations by 1600 hours the first working day following the return of the crew to this station.

c. All squadrons will pencil the accomplishments on appropriate 50-8 and 50-43 charts and records prior to submission of report to Wing Operations. The mission accomplishment form and the supporting documents in duplicate as required by this regulation will be forwarded to Wing Operations. At such time as Wing Operations has all navigation and bombing scored on the mission, the accomplishments will be credited on the mission accomplishment report and Wing Operations will return one copy of the mission accomplishment form and one copy of the supporting documents to the Squadron concerned. The squadron can then make the accomplishments permanent to their chart.
5. Procedures: The following procedures will be followed in recording, validating and evaluating flying training accomplishments.

RBG 51-5

a. B-47:

(1) Aircraft Commander: Following each flight, the aircraft commander will complete the mission accomplishment form. Only training completed in accordance with current directives will be entered. Logs and records kept by crew members will be collected and attached to the accomplishment form.

(a) The following items will be turned in to Squadron Operations:

- 1 Completed mission accomplishment form in duplicate.
- 2 SAC Form 1 - Pilot's part.
- 3 SAC Form 1 - Observer's part.
- 4 Observer's AF Form 21.
- 5 SAC Form 31 - Bombing flight record in duplicate.
- 6 SAC Form 289 or 289A.
- 7 SAC Form 157 in duplicate.
- 8 AF Form 1 (Part I.)

(b) The following items will be turned over to maintenance personnel at the aircraft or stowed in the aircraft:

- 1 Aircraft Form 1 (Part II).
- 2 Radar scope photo log (SAC Form 284).
- 3 O-15 Camera magazine.
- 4 Visual camera log.
- 5 O-23 camera magazine.
- 6 Radar Operator's report on "K" System (SAC Form 252).

REG 51-5

- 7 B/RB gunnery and/or gunlaying radar in-flight and post mission report (SAC Form 255).

(2) Squadron Operations:

- (a) Not later than 1600 hours the first working day following the day of the flight, the squadron staff will process, validate and forward to Wing Operations and Training Section the following records:

- 1 Mission accomplishment form in duplicate.
- 2 SAC Form 1 - Observer's part.
- 2 SAC Form 1 - Pilot's part.
- 4 Bombing flight record (SAC Form 31) on visual and radar bombing.
- 5 Gross error form if applicable. (SAC Form 161)

- (3) The Armament and Electronics Squadron will forward the following items to Wing Intelligence by way of Photo Lab.

- (a) Radar scope photo log (SAC Form 284).
- (b) C-15 camera film.
- (c) Visual camera log.
- (d) C-23 camera film.

- (4) The Squadron Operations will forward to Wing Intelligence by 1000 the first working day following the day of the flight the following records:

- (a) SAC Form 157 in duplicate on each navigation leg.
- (b) SAC Form 31 in duplicate on camera runs.

- (5) The Wing Intelligence will forward the following items to sections indicated by 1000 the first working day following the day of arrival of the film.

REG 51-5

(a) Wing Operations and Training:

- 1 SAC Form 157 - 1 copy.
- 2 SAC Form 31 - 1 copy.

(b) Squadron concerned:

- 1 O-15 camera film.
- 2 O-23 camera film.
- 3 Vertical camera film.
- 4 SAC Form 157 - 1 copy.
- 5 SAC Form 31 - copy.

b. KC-97:

- (1) Aircraft Commander: Following each flight the aircraft commander will complete the Mission Accomplishment Form, (802ABG Form 146). Only training accomplished in accordance with current directives will be entered. Logs and records kept by crew members will be collected and attached to the accomplishment form.

(a) The following items will be turned into Squadron Operations:

- 1 Completed Mission Accomplishment Form (802ABG Form 146).
- 2 Navigator's AF Form 21.
- 3 SAC Form 289 or 289A.
- 4 SAC Form 157 in duplicate.
- 5 Engineer's Flight Log (SAC Form 27).
- 6 Radio Operator's Log. (AF Form 35).
- 7 AF Form I, Part 1.

REG 51-5

- (b) The following items will be turned over to maintenance personnel at the aircraft or stowed in the aircraft.

- 1 Aircraft Form 1.
- 2 Radar Operator's Report (SAC Form 251).

(2) Squadron Operations:

- (a) Not later than 1600 hours the next working day following the mission flown, the squadron staff will process, validate and forward to Wing Operations and Training Section the following records:

- 1 Mission Accomplishment Form (802ABG Form 145), 1 copy.
- 2 SAC Form 157, 1 copy.
- 2 Radio Operator's Log (AF Form 35), 1 copy.

c. The Wing Operations and Training Section will check all accomplishments for compliance with directives and maintain cumulative records. The following items will be returned to the squadron within 10 days or as soon as all scores are received from Wing Intelligence Section, Bombing Ranges, and RBS Detachments.

(1) B-47:

- (a) Accomplishment Form (802ABG Form 136), 1 copy.
- (b) SAC Form 1 - Pilot's Part, 1 copy.
- (c) SAC Form 1 - Observer's Report, 1 copy.
- (d) SAC Form 157, 1 copy.
- (e) SAC Form 31, 1 copy.

(2) KC-97:

- (a) Radio Operator's Log (AF Form 35), 1 copy.

REG 51-5

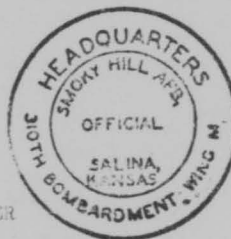
d. Each B-47 tactical squadron will place one officer on orders with additional duty as Flying Training Officer. He will be responsible to maintain flying training records of his squadron. On Wednesday of each week he will bring his SAC REG 50-8 chart to Wing Operations to check SAC REG 50-8 requirements accomplished.

e. Each Wednesday the Air Refueling Squadron will post the status of training chart and will post the SAC REG 50-8 chart at Wing Operations.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant



FRANK H WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

WING REGULATION)

NUMBER 51-1)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

20 January 1955

FLYING TRAINING

Standard Procedure for Planning and Scheduling
of Air Training Requirements

1. PURPOSE: To establish a procedure for planning and scheduling monthly air training requirements.
2. GENERAL: The provisions of this regulation are applicable to all units and activities of this wing.
3. RESPONSIBILITY: All squadron commanders are responsible for insuring compliance with the provisions of this regulation.
4. PROCEDURES: The procedure as outlined in the following attachment will be implemented upon publication of this regulation.

BY ORDER OF THE COMMANDER:

OFFICIAL:



FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: A

1 Attachment: Standard Procedure for Planning and Scheduling
of Air Training Requirements

0298

STANDARD PROCEDURE FOR PLANNING AND SCHEDULING
OF
AIR TRAINING REQUIREMENTS

1. PLANNING AND SCHEDULING

a. Wing (Monthly):

- (1) For normal monthly operations: On the first of each month, Wing DO reviews commitments from higher headquarters.
 - (a) Ordered missions.
 - (b) Wing unit type missions planned by Wing and requirements.
 - (c) Flyovers.
 - (d) Off-base school quotas.
 - (e) SES quotas.
 - (f) Flying time required.
 - (g) Wing DO divides commitments and flying time among Squadrons.
 - (h) Above information is sent to squadrons by the third of each month.
- (2) By the 9th of each month (12th for AREFS) Wing DO requires squadrons to furnish the following.
 - (a) Listing of crews by category (L, S, CR OR NCR) with notation of availability of each crew, i.e. TDY, leaves, schools, etc. and duration.
 - (b) Projected flying time required, number of sorties, type of sorties and tanker requirements of each crew.
 - (c) Duration of sorties planned for the following month showing percentage of total sorties that each sortie length constitutes, for example:

20% - 6 hours
20% - 10 hours
60% - 8 hours
 - (d) By the 10th of each month, Wing DO gives the Air Refueling Squadron the bomb squadrons tanker requirements.

- (3) By the 15th of each month, Wing DO compiles sortie information on a wing-wide basis and gives this to maintenance. With this information, Maintenance computes total numbers of sorties that can be delivered. 310A&E will submit to Maintenance the number of sorties per day which can be delivered.
 - (4) On the 15th of each month:
 - (a) Wing gives RBS Schedule to squadrons, if available.
 - (b) Wing gives squadrons trainer and ground training commitments.
 - (5) By the 20th of each month, Wing compiles and determines adequacy of squadron planning and computes the Wing's flying requirements for the following month by type aircraft, number and type of sorties (air refueling, transition, etc) and duration and presents these requirements to Maintenance.
 - (6) Not later than the 25th of each month, Wing DO attends the monthly 60-9 scheduling meeting. Differences between Operations and Maintenance are ironed out and final schedule is resolved. (Date and time to be announced monthly).
 - (7) Not later than the 28th of each month, Wing DO receives from Maintenance the Monthly Aircraft Flying Schedule by tail number.
 - (8) Not later than the 30th of each month, Wing DO publishes and distributes to the squadrons the Wing's Operations plan, which includes all training to be accomplished by the Wing.
- b. Squadron (Monthly)
- (1) By the 3rd of each month, squadrons receive from Wing, flying time requirements, quotas for off-base schools, flyovers, wing missions, etc.
 - (2) Not later than the 9th of each month (12th for AREFS), squadrons will submit to Wing the following information:
 - (a) Listing of crews by category (L, S, OR OR NCR) with notation of availability of each crew, i.e. TDY, leaves, schools, etc and duration.
 - (b) Projected flying time required, number of sorties, type of sorties and tanker requirements of each crew.

- (c) Duration of sorties planned showing the percentage of total sorties that each sortie length constitutes, for example:

20% - 6 hours.
20% - 10 hours.
60% - 8 hours.

- (d) Not later than the 10th of each month, the AREFS will receive from Wing the bomb squadron's tanker requirements.
- (3) By the 15th of each month, receive from Wing the RBS schedule, if available, together with ground training and trainer commitments.
- (4) By the 20th of each month, Squadron Operations Officer and staff will study flying time requirements, training requirements, tanker requirements, school quotas, leaves, etc and plan the squadron's flying and ground training program for the month.
- (5) The Squadron Commander and Operations Officer will attend the monthly 60-9 schedule meeting held not later than the 25th of each month. (Date and time to be announced monthly), with information listed in PARA 1b (4) above.

c. Wing (Weekly)

- (1) Each Thursday hold commander's 60-9 weekly scheduling meeting.
- (a) Attended by: Wing CO and DCO, DM, DO, DCO, DOTF, tactical and AREFS Commander, A&E, PM, FM Commanders, Chief of Maintenance, Maintenance Control Officer, tactical and AREFS Operations Officer and Comptroller.
- (b) Purpose: Confirm coming week's portion of monthly flying training program. Analyze past week's accomplishments and discuss any changes necessitated by aborts, etc.
- (2) After weekly scheduling meeting, Wing DO provides Maintenance with the following:
- (a) Mission requirements for each sortie for coming week.
- (b) Fuel load for each sortie.
- (c) Duration of each sortie.

- (d) Tanker requirements.
- (e) Equipment (Aircraft) requirements I.E., K, Cameras, Bombs, Ammo.
- (3) Each Friday hold Operations 60-9 weekly scheduling meeting.
 - (a) Attended by: Maintenance Control Officer, tactical and AREPS Operations Officer, DOO and DOTF.
 - (b) Purpose: to finalize coming week's flying schedule by aircraft tail number. Wing DO to compile, publish and distribute weekly 60-9 flying schedule.
- d. Squadron (weekly)
 - (1) Each Tuesday, Squadron Operations and staff review monthly schedule and make any changes necessitated by aborts, etc.
 - (2) Squadron Commanders and Operations Officers attend each Thursday the Commander's weekly 60-9 scheduling meeting and present revised schedule.
 - (3) Squadron Operations Officer attend, each Friday, Operations 60-9 meeting to finalize coming week's flying schedule and receive aircraft tail numbers.
 - (4) By 1200 Saturday, post coming week's ground and flying schedule in each Operations Section.
- 2. BRIEFING
 - a. To be conducted at squadron level except for wing type unit missions.
 - b. Briefing to be conducted by squadron operations officer, flight commander or designated briefing teams. Flight commanders or briefing teams will not brief their own mission.
- 3. CRITIQUES
 - a. To be conducted at squadron level except for wing type unit missions.
 - b. All crew members are required to attend critique for their own mission.

COPY

COMADIV 802 SMOKY HILL AFB KANS

UNCLASSIFIED

PRIORITY

COMDR WADC, WPAFB, OHIO

X

X

COMSAC OFFUTT AFB NEBR

COMAF 15 MARCH AFB CALIF

COMADIV 21 FORBES AFB KANS

/UNCLASSIFIED/31000 1-0235 . ATTN: CAPT WEBB, AUX WEA BR. REF 15AF MEG DOTS
22083, 11 DEC 54. THIS MEG IN TEN PARTS: PART 1: 310 BOMG WILL PARTICIPATE IN
EXERCISE OF RAPCON, WADC, WPAFB, OHIO 12 JAN 55. PART 2: CAPT KENNETH R WILLARD
A0936739, 310 BOMG IS DSG AS OFFICER REF 802 ADIV TO BE IN PLACE AT WADC CON CEN
DURING EXERCISE. PART 3: 310 BOMG WILL FURNISH THREE FLTS EACH CONS OF FIVE
B-47 TYPE ACFT FOR PARTICIPATION IN THIS EXERCISE. OF EACH FLT ONLY FOUR ACFT
WILL PARTICIPATE IN WADC, INST LET DOWN. FIFTH ACFT OF EACH FLT WILL ENTER
AND HOLDING PATTERN AT CHARLESTON W.VA. VOR, AT ALT INS 1000 ON TOP OR VFR CORD
WITH INBOUND RADIAL OF 320 DEG. PART 4: ROUTE IS AL FOL: SMOKY HILL AFB KANS;
EMPORIA KANS; VOR; BUTLER MO VOR; FARMINGTON MO VOR; COLUMBUS OHIO VOR; ELKINS
W. VA VOR; EXEC ARC INTER AND INST LET DOWN UNDER CON OF WADC; CHARLESTON W. VA
VOR; HUNTINGTON RAD BEACON, W. VA; FARMINGTON MO VOR; BUTLER MO VOR; EMPORIA KANS
VOR; SALINA KANS BOR. PART 5: ENROUTE FORMATION TACTICS AND PRO W/B IAW SAC

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MANUAL 55-5, OCT 54. INST LET DOWN ENROUTE FORMATION TACTICS AND PRO W/B
CONDUCTED IAW INSTR ISSUED AT PLANNING CONF AND AS AMPLIFIED BY INSTR AT WADC
CON CEN. PART 6: ENROUTE ALT W/B SUCH AT TO INSURE 1000 FT ON TOP OR VFR FLT
COND. PART 7: FIRST ACFT WILL REPT AT REPT ARC AT 1700Z WITH SUCCEEDING ACFT
AT TWO MIN INTERVALS. PART 8: AIR CREWS W/B SPEC BRIEFED ON POL PT: FLY SAFETY
COORD ADHERENCE TO INSTR OF WADC CON CEN DURING INST LETDOWN, ACFT : L.F. ACFT
W/N DESCEND LOWER THAN PUB GCA MIN REGARDLESS OF PREVAILING MSA COND. PART 9:
NICKNAMES FOR PARTICIPATING ACFT ARE AS FOL: JUPITER RED LEAD, JUPITER RED 2
THRU 5; JUPITER BLUE LEAD, JUPITER BLUE 2 THRU 5; JUPITER YELLOW LEAD, JUPITER
YELLOW 2 THRU 5. PART 10: NICKNAME JUPITER W/B UTILIZED FOR ARTC TFC CLAC
PURPOSES.

JOHN H. de RUSSY, COL, USAF

UNCLASSIFIED

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 January 1955, 0001CST

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR 401-55

(NICKNAME "LEAP FROG")

HQ 310BOMWG
OPORD 401-55
15 JAN 55

0305

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 January 1955, 0001CST

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATION

379BOMRON

LTCOL Howard L. McClatchy

380BOMRON

LTCOL George W. Call

381BOMRON

LTCOL Harold G. Fulmer

310AREFS

MAJ Jack N. Fancher

310A&E

MAJ Arnold R. Megenity

310FMS

MAJ Carrol Hament

310HEDRON

MAJ William A. Crawford

1. GENERAL SITUATION: The requirement exists within the 310BOMWG to train combat crew personnel on bomber stream type operations and to indoctrinate combat crew personnel in cell tactics and mass air refueling techniques.

a. Intelligence: Omitted.

b. Friendly Forces:

(1) Radar Bomb Scoring Detachments at Omaha, NEBR, Kansas City, MO and Little Rock, ARK will provide radar bomb scoring at respective sites on 19 JAN 55.

(2) 802D ABGP will provide:

(a) Flight and Briefing-interrogation Room Security.

(b) Necessary ground transportation.

(c) Necessary ground refueling support.

HQ 310BOMWG
OPORD 401-55
15 JAN 55

0306

(d) Necessary flight lunches and messing facilities as required.

(e) Processing of radar film.

2. MISSION: The 310th BOMWG will launch 24 B-47 aircraft and 24 combat ready aircrews on 19 JAN 55 to conduct simulated bombing missions against RBS targets in Omaha, NEBR; Kansas City, MO. and Little Rock, ARK.

3. TASKS FOR SUBORDINATE UNITS:

a. the 379BOMRON will provide:

(1) Eight B-47 aircraft and eight combat ready aircrews to perform this mission.

(2) Interrogations team composed of squadron observer, squadron intelligence officer and squadron operations officer or designated assistants.

b. The 380BOMRON will provide: Same as 3a above.

c. The 381BOMRON will provide: Same as 3a above.

d. The 310AREFS will provide:

(1) Six KC-97 aircraft and six KC-97 aircrews for off load of 50,000 pounds of fuel to each of six B-47 aircraft and to complete dry hookups of 5 minutes duration for each of 18 B-47 aircraft.

e. The 310A&E Squadron will provide support for this mission as outlined in Annex "C" this OPORD.

f. The 310FMS will provide support for this mission as outlined in Annex "C" this OPORD.

HQ 310BOMWG
OPORD 401-55
15 JAN 55

g. 310HEDRON will provide:

- (1) Briefing and critique teams.
- (2) Supervisor of Interrogation teams.
- (3) Qualified tower officer to be in place during take off and landing of all aircraft on this mission.

3. X. GENERAL INSTRUCTIONS:

- (1) This OPORD is effective upon receipt.
- (2) Non-combat ready, 5X and staff crews will not participate in this exercise.
- (3) Routes: See Annex A.
- (4) Time Schedules, control point data and altitude assignments: See Annex A.
- (5) Bombardment phase:
 - (a) Bomb Load (for scoring purposes only): One simulated 1000 pound GP bomb utilizing SHACK tables for ballistic information.
 - (b) Targets and method of aiming.
 - 1 Omaha, NEBR - Radar Direct. (Target "M")
 - 2 Kansas City, MO - Radar Direct. (Target "F")
 - 2 Little Rock, ARK - Radar Direct. (Target "F")
 - (c) Observers will make record radar runs using method of aiming specified in PARA 3X (5) (b) above. In the event of failure of equipment observers will complete runs in the order of priority established below, commensurate

HQ 310BOMWG
OPORD 401-55
15 JAN 55

with the 50-8 requirements of the individual crew concerned:

1 Malfunction or JPL Practice runs are not authorized.

- (d) Observers will not use optical assistance on any bomb run.
- (e) Detailed information on targets will be contained in target folders and crew flimsis.
- (f) Observers completing runs in any manner except the primary method designated will be considered an air abort for missions analysis only.

(6) Navigation phase:

- (a) Individual aircrews are responsible for navigation from take off until point of cell join up.
- (b) During cell and formation phase of the mission the lead aircraft will be responsible for navigation of all aircraft in the assigned cell or formation.
- (c) Aircrews assigned celestial navigation legs and simulated grid navigation legs upon completion of cell tactics and air refueling will be individually responsible for navigation.
- (d) Lead aircraft of each cell will complete an electronic rendezvous with its assigned tanker force prior to refueling.
- (e) All navigation legs will be scored by radar scope photography.

HQ 310BOMWG
OPORD 401-55
15 JAN 55

- (7) Air Refueling phase.
 - (a) Air refueling will be conducted using tactics required for day mass refueling.
 - (b) Only the lead aircraft of each cell will claim credit for radar rendezvous.
 - (c) The first six B-47 aircraft of the stream will on-load 50,000 pounds of fuel. Succeeding B-47 aircraft of the stream will complete dry hookups with refueling position being maintained for five minutes.
- (8) Participating crews will complete SAC Form 284, "Radar Scope Photo Log" as specified in SAC REG 95-11, 30 MAR 54.
- (9) Flying Safety consideration are of paramount importance.
 - (a) No airspace restricted areas will be over flown.
 - (b) Block altitude and route reservation will be coordinated by Wing Operations Officer NLT 15 JAN 55. Nickname for purposes of obtaining ARTC clearance is LEAP-FROG.
 - (c) Control tower officer will be in place for this mission as required by SAC REGS 62-8 and 62-17.
 - (d) Aircraft will maintain altitude and time separation between aircraft as indicated in Annex A.
 - (e) Aircraft will fly briefed true airspeeds for all en-route cruise legs.
 - (f) All aircraft will use altimeter setting 29.92 during entire mission except for take off and landing operations.

HQ 310BOMWG
OPORD 401-55
15 JAN 55

(g) Squadron commanders will monitor all phases of mission preparation to insure that all crew members are afforded adequate rest period prior to departure on mission.

4. ADMINISTRATION AND LOGISTICAL MATTERS: See Annex C.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications: See Annex B.

ANNEXES:

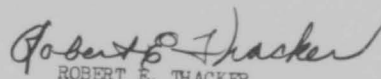
- A. Operations
- B. Communications
- C. Logistics

JOHN H. de RUSSY
Colonel, USAF
Commander

DISTRIBUTION:

379BOMRON, 10 CYS
380BOMRON, 10 CYS
381BOMRON, 10 CYS
310AREFS, 10 CYS
310A&E, 5 CYS
310FMS, 5 CYS
310HEDRON, 2 CYS
310DOI, 2 CYS
310DO, 5 CYS
310AG, 2 CYS
310DM, 2 CYS
802ADIV, 5 CYS
802ABGP, 5 CYS

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

HQ 310BOMWG
OPORD 401-55
15 JAN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 January 1955, 0001CST

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 401-55

OPERATIONS

HQ 310BOMWG
Annex "A"
OPORD 401-55
15 JAN 55

0312

ANNEX "A"TOOPERATIONS ORDERSERIAL NR 401-55OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 January 1955, 0001CST

1. TACTICS: (B-47)

a. Twenty four aircraft and crews will be scheduled for this mission with cell composition as follows:

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>SQUADRON</u>
Red	1	Stevens	380
"	2	Stewart	"
"	3	Anderson	"
Blue	1	Holder	381
"	2	Mann	"
"	3	Austin	"
Green	1	Blake	379
"	2	Wolfe	"
"	3	Smith, S.R.	"
Yellow	1	Eversole	380
"	2	Kantor	"
"	3	Garbade	"

HQ 310BOMWG
Annex "A"
OPORD 401-55
15 JAN 55

0513

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>SQUADRON</u>
White	1	Rowley	381
"	2	Colladay	"
"	3	Hubbes	"
Amber	1	Bruce	379
"	2	Thomas	"
"	3	Hopkins	"
Orange	1	Smith, N.R.	380
"	2	Kruse	"
"	3	Barnard	379
Black	1	Maronde	381
"	2	Field	"
"	3	Bennett	379

b. Routes will be flown as briefed (See Appendix 4)

c. Aircraft will take off at ten minute intervals according to time schedule outlined in appendix 2 of this annex.

d. Following the simulated bomb run at Little Rock, ARK cells will be formed at Texarkana, Texas by the dog leg method.

- (1) NR 1 aircraft will dog leg to the left to lose 20 minutes upon arrival over Texarkana.
- (2) NR 2 aircraft will dog leg to the left to lose 10 minutes upon arrival over Texarkana.
- (3) NR 3 aircraft will continue on course to arrive over Texarkana at assigned control time.

HQ 310BOMWG
Annex "A"
OPORD 401-55
15 JAN 55

(4) Upon making visual and/or radar contact wing men will so notify the cell leader.

(5) Upon completion of cell formation join-up the leader will assume navigation responsibility and will order wingmen to descend to formation altitudes. NR 2 man will be at formation altitude prior to descent of NR 3 man.

e. Cell Tactics will be in accordance with SAC Manual 55-5A (TOP SECRET). Aircrews will be thoroughly briefed on cell tactics at general briefing.

f. Mass Air Refueling Tactics will be in accordance with SAC Manual 55-5 as modified verbally by HQ 15AF, pending written approval. Aircrews will be thoroughly briefed on mass air refueling tactics at general briefing.

2. TACTICS: (KC-97)

a. Six KC-97 aircraft and crews will be scheduled for this mission with cell composition as follows:

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>
Alpha	1	Chapman
"	2	Forritt
"	3	Cannon
Bravo	1	Dunstan
"	2	Baker
"	3	Newman

b. KC-97 aircraft will fly route as briefed.

HQ 310BOMWG
Annex "A"
OPORD 401-55
15 JAN 55

c. Aircraft will take off in flights with individual aircraft spaced one minute apart. Flights will be spaced 30 minutes apart. (See Appendix 2, this Annex).

d. Enroute to orbit areas tanker aircraft will fly cell tactics as briefed.

e. Orbit area and mass air refueling procedures will be in accordance with SAC Manual 55-10 as verbally modified by HQ 15AF, pending written approval.

3. SCHEDULED ACCOMPLISHMENTS: (B-47)

a. All aircraft:

- (1) Three record radar RBS runs utilizing the direct method of aiming.
- (2) Cell tactics for one and one half hours.
- (3) Mass air refueling tactics.

b. Additional requirements for all aircraft of Red and Blue flights only:

- (1) One day celestial navigation leg.
- (2) One day simulated grid leg utilizing K-System.
- (3) On load of 50,000 pounds of fuel (Not creditable under 50-8 due to ending gross weights).
- (4) One long range cruise control mission.
- (5) One instrument let down and low approach using airborne radar if VFR conditions prevail at time of landing or-
- (6) One instrument letdown and GCA (Monitored by the observer), if IFR conditions prevail at time of landing.

HQ 310BOMWG
Annex "A"
OPORD 401-55
15 JAN 55

c. Additional requirement for all lead aircraft only:

(1) Radar Rendezvous.

d. Additional requirements for all aircraft except Red and Blue flight aircraft:

(1) Formation letdown and low approach using tactics IAW Tactical Doctrine.

4. SCHEDULED ACCOMPLISHMENTS: (KC-97)

a. All aircraft:

- (1) One refueling with off-load of 50,000 pounds of fuel.
- (2) Instrument letdown and low approach utilizing airborne radar if VFR conditions prevail at time of landing or-
- (3) Instrument letdown and low approach (Monitored by the observer) if IFR conditions prevail at time of landing.
- (4) Maximum additional 50-8 requirements as determined by Commander 310AREFS.
- (5) Four radar rendezvous for leader of each cell only.

5. AIRCRAFT LOADING AND EQUIPMENT REQUIRED: (B-47)

- a. Fuel: 82,675 pounds (Fuel Load NR 6)
- b. Bombs: None.
- c. Ammunition: None.
- d. Cameras: O-15 and O-23.
- e. Survival Equipment: Standard.
- f. Radar capability:
 - (1) Navigation.

HQ 310BOMWG
Annex "A"
OPORD 401-55
15 JAN 55

(2) Bombing (With eye piece of optics covered to insure optical assistance inoperative).

(3) Rendezvous: APN-76.

6. AIRCRAFT LOADING AND EQUIPMENT REQUIRED: (KC-97)

a. Fuel:

(1) 115/140. (As briefed)

(2) JP-4. (As briefed)

b. Survival Equipment: Standard.

c. Radar Capability:

(1) Navigation.

(2) Rendezvous: APN-12.

7. BRIEFING, MISSION PLANNING AND INTERROGATION: See Appendix NR 1.

8. ROUTE: See Appendix NR 4.

9. MISSION TIME SCHEDULE AND CONTROL POINT DATA: See Appendix NR 2.

10. ALTITUDE SCHEDULE: See Appendix NR 3.

11. AIRCRAFT CELL SIGNS: See Annex "B".

12. AIRCRAFT PERFORMANCE: As Briefed.

13. FLIGHT CLEARANCES:

a. Commanders, 379TH, 380TH and 381ST Bombardment Squadrons will:

(1) Prepare following forms for each assigned schedule aircrew and/or aircraft.

(a) 802ABGP Form 47.

(b) Flight Orders.

(c) Form F.

(d) Loading List.

HQ 310BOMWG
Annex "A"
OPORD 401-55
15 JAN 55

(e) 802ABGP Form 136.

(f) AF Form 175.

1 Route will be indicated as Leap Frog Alpha or Bravo, dependent upon cell assignment.

2 Leaders of each cell will certify compliance with AFR 60-11, PARA 47, in remarks section.

b. Flight clearance packages will be turned into Wing Operations Officer and Wing Commander for approval at pre-take-off briefing for file with Base Operations.

c. Commander, 310AREFS will prepare forms as indicated in PARA 11a(1) above except that route will be indicated as 'Leap Frog Coco'.

d. KC-97 clearance package will be handled IAW normal procedures.

14. TOWER OFFICER:

a. Tower Officer will be in place during this mission.

b. Major Joseph A. Varga is designated as Tower Officer.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES:

1. Briefing, FLT Plan SKED
2. Time SKED and Control Point Data
3. Altitude SKED.
4. Route

DISTRIBUTION:

379BOMRON, 10 CYS
380BOMRON, 10 CYS
381BOMRON, 10 CYS
310AREFS, 10 CYS

HO 310BOMRON
Annex "A"
OPORD 401-55
15 JAN 55

DISTRIBUTION: (CONTD)

310A&E, 5 CYS
310FMS, 5 CYS
310HEDRON, 2 CYS
310DOI, 2 CYS
310DO, 5 CYS
310AG, 2 CYS
310DM, 2 CYS
802ADIV, 5 CYS
802ABGP, 5 CYS

OFFICIAL:

Robert E. Thacker
ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

HQ 310BOMWG
Annex "A"
OPORD 401-55
15 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
15 January 1955, 0001 CST

APPENDIX 1

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 401-55

FLIGHT PLANNING, BRIEFING SCHEDULE

HQ 310BOMBW
APP 1, Annex "A"
OPORD 401-55
15 JAN 55

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APPENDIX 1TOANNEX "A"TOOPERATIONS ORDERSERIAL NR 401-55FLIGHT PLANNING, BRIEFING SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
15 January 1955, 0001 CST

All times are local (CST).

<u>WHAT</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Target Study	379th OBSR	379th INTEL	As RQR by 379
Target Study	380th OBSR	380th INTEL	As RQR by 380
Target Study	381st OBSR	381st INTEL	As RQR by 381
Flight Planning	All B-47 crews	380th Briefing room	0900, 17 JAN
Flight Planning	All KC-97 crews	310th Briefing room	As RQR 310AREFS
General Briefing	All B-47 crews	380th Briefing room	1330, 17 JAN
General Briefing	AC & OBSR KC-97	380th Briefing room	1330, 17 JAN
Specialized Briefing	All B-47 crews	380th Briefing room	1430, 17 JAN
Specialized Briefing	All KC-97 crews	310th Briefing room	As RQR 310AREFS
Pre take off Briefing	crews 1-9	380th Briefing room	19 JAN, 0325
Pre take off Briefing	Crews 10-18	380th Briefing room	19 JAN, 0455
Pre take off Briefing	Crews 19-24	380th Briefing room	19 JAN, 0625
Interrogation	All B-47 crews	380th Briefing room	19 JAN
Interrogation	All KC-97 crews	310th Briefing room	19 JAN
Critique	All crews	To be announced at later date.	

HQ 310BOMWG
APP 1, Annex "A"
OPORD 401-55
15 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
15 January 1955, 0001 CST

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 401-55

TIME SCHEDULE AND CONTROL POINT DATA

HQ 310BOMBW
APP 2, Annex "A"
OPORD 401-55
15 JAN 55

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APPENDIX "2"
TO
ANNEX "A"

TO
OPERATIONS ORDER
SERIAL NR 401-55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 January 1955, 0001GCT

TIME SCHEDULE AND CONTROL POINT DATA

ACFT COMDR	CELL & PSN	ACFT NR	STA TIME	START ENG	TAXI	TAKE OFF	WATERLOO	CONCORDIA	CAPE GIRARDEAU	TEX- ARKANA	RTN SHAFB
Stevens	Red 1	299	0455	0725	0735	0755	0902	0947	1050	1156	1815
Stewart	Red 2	120	0505	0735	0745	0805	0912	0957	1100	1156	1815
Anderson	Red 3	279	0515	0745	0755	0815	0922	1007	1110	1156	1815
Holder	Blue 1	108	0525	0755	0805	0825	0932	1017	1120	1226	1845
Mann	Blue 2	114	0535	0805	0815	0835	0942	1027	1130	1226	1845
Austin	Blue 3	304	0545	0815	0825	0845	0952	1037	1140	1226	1845
Blake	Green 1	118	0555	0825	0835	0855	1002	1047	1150	1256	1530
Wolfe	Green 2	113	0605	0835	0845	0905	1012	1057	1200	1256	1530
Smith, S.R.	Green 3	302	0615	0845	0855	0915	1022	1107	1210	1256	1530
Eversole	Yellow 1	237	0625	0855	0905	0925	1032	1117	1220	1326	1550
Kantor	Yellow 2	106	0635	0905	0915	0935	1042	1127	1230	1326	1550
Garbade	Yellow 3	283	0645	0915	0925	0945	1052	1137	1240	1326	1550

HQ 310BOMWG
APP 2, Annex "A"
OPORD 401-55
15 JAN 55

ACFT COMDR	CELL & PSN	ACFT NR	STA TIME	START ENG	TAXI	TAKE OFF	WATERLOO	CONCORDIA	CAPE GIRARDEAU	TEX- ARKANA	RTN SHAPE
Rowley	White 1	295	0655	0925	0935	0955	1102	1147	1250	1356	1630
Colladay	White 2	096	0705	0935	0945	1005	1112	1157	1300	1356	1630
Hubbes	White 3	305	0715	0945	0955	1015	1122	1207	1310	1356	1630

Bruce	Amber 1	102	0725	0955	1005	1025	1132	1217	1320	1426	1650
Thomas	Amber 2	107	0735	1005	1015	1035	1142	1227	1330	1426	1650
Hopkins	Amber 3	297	0745	1015	1025	1045	1152	1237	1340	1426	1650

Smith, N.R.	Orange 1	301	0755	1025	1035	1055	1202	1247	1350	1456	1730
Kruse	Orange 2	116	0805	1035	1045	1105	1212	1257	1400	1456	1730
Barnard	Orange 3	281	0815	1045	1055	1115	1222	1307	1410	1456	1730

Maronde	Black 1	146	0825	1055	1105	1125	1232	1317	1420	1526	1750
Field	Black 2	287	0835	1105	1115	1135	1242	1327	1430	1526	1750
Bennett	Black 3	284	0845	1115	1125	1145	1252	1337	1440	1526	1750

HQ 310BOMG
APP 2, Annex
OFORD 401-55
15 JAN 55

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0325

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Snaky Hill Air Force Base
Salina, Kansas
15 January 1955, 0001CST

APPENDIX "3"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 401-55

ALTITUDE SCHEDULE

HQ 310BCMWG
APP 3, Annex "A"
OPORD 401-55
15 JAN 55

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APPENDIX "3"TOANNEX "A"TOOPERATIONS ORDERSERIAL NR 401-55ALTITUDE SCHEDULE

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base
 Salina, Kansas
 15 January 1955

<u>ACFT CMDR</u>	<u>CELL & PCS</u>	<u>1ST ALT</u>	<u>2ND ALT</u>	<u>3RD ALT</u>	<u>RNDZ 4TH ALT</u>	<u>5TH ALT</u>
Stevens	RED 1	33M	35M	35M	13.5M	31M
Stewart	RED 2	34M	36M	35.5M	14	33M
Anderson	RED 3	35M	37M	36M	14.5M	35M
Holder	BLUE 1	33M	35M	35M	13.5M	31M
Mann	BLUE 2	34M	36M	35.5M	14M	33M
Austin	BLUE 3	35M	37M	36M	14.5M	35M
Blake	GREEN 1	33M	35M	35M	13.5M	25M
Wolfe	GREEN 2	34M	36M	35.5M	14M	25M
Smith, S.R.	GREEN 3	35M	37M	36M	14.5M	25M
Eversole	YELLOW 1	33M	35M	35M	13.5M	25M
Kantor	YELLOW 2	34M	36M	35.5M	14M	25M
Garbade	YELLOW 3	35M	37M	36M	14.5M	25M

HQ 310BOMWG
 AFF 3, Annex "A"
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 15 JAN 55

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<u>ACFT COMDR</u>	<u>CELL & PGS</u>	<u>1ST ALT</u>	<u>2ND ALT</u>	<u>3RD ALT</u>	<u>RNDZ 4TH ALT</u>	<u>5TH ALT</u>
Rowley	WHITE 1	33M	35M	35M	13.5M	25M
Colladay	WHITE 2	34M	36M	35.5M	14M	25M
Hubbes	WHITE 3	35M	37M	36M	14.5M	25M
Bruce	AMBER 1	33M	35M	35M	13.5M	25M
Thomas	AMBER 2	34M	36M	35.5M	14M	25M
Hopkins	AMBER 3	35M	37M	36M	14.5M	25M
Smith, N.R.	ORANGE 1	33M	35M	35M	13.5M	25M
Kruse	ORANGE 2	34M	36M	35.5M	14M	25M
Barnard	ORANGE 3	35M	37M	36M	14.5M	25M
Morande	BLACK 1	33M	35M	35M	13.5M	25M
Field	BLACK 2	34M	36M	35.5M	14M	25M
Bennett	BLACK 3	35M	37M	36M	14.5M	25M

HQ 310BOMWG
 APP 3, Annex "A"
 OPORD 401-55
 15 JAN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
15 January 1955, 0001 CST

APPENDIX 4

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 401-55

ROUTE INFORMATION

8
HQ 310BOMB
APP 4, Annex "A"
OPORD 401-55
15 JAN 55

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APPENDIX 4TOANNEX "A"TOOPERATIONS ORDERSERIAL NR 401-55ROUTE INFORMATION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
15 January 1955, 0001 CST

ROUTE TO:	T.C.	VAR	TAS	DIST	NO WIND TIME	TOTAL TIME
SHAFB - ACC					:03	
Level off						
GRAND ISLAND	346	-10½	375	124	:18	:21
SIOUX CITY	042	-10	425	127	:18	:39
MASON CITY	074	-8	425	146	:20½	:59½
WATERLOO (CP)	135	-6½	425	54	:07½	1:07
NEWTON (PIP)	211	-6½	425	57	:08	1:15
STUART (IP)	260	-8	425	59	:08½	1:23½
OMAHA (TGT)	260	-8	425	75	:10½	1:34
CONCORDIA (CP)	217	-10	425	127	:18	1:52
HERRINGTON (PIP)	150	-10	425	63	:09	2:01
FORBES AFB (IP)	076	-9	425	60	:08½	2:09½
KANSAS CITY (TGT)	076	-8½	425	54	:07½	2:17
COLUMBIA	097	-7	425	107	:15	2:32
CAPT GIRARDEAU (CP)	127	-5½	425	164	:23	2:55
POPLAR BLUFF (PIP)	233	-5½	425	53	:07½	3:02½

HQ 310BOMWG
APP 4, Annex "A"
OPORD 401-55
15 JAN 55

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ROUTE TO:	T.C.	VAR	TAS	DIST	NO WIND TIME	TOTAL TIME
BATESVILLE (IP)	225	-6½	425	85	:12	3:14½
LITTLE ROCK (TGT)	206	-7	425	69	:10	3:24½

AIRCRAFT NR 1*-4-7-10-13-16-19-22

	DOG LEG					
LITTLE ROCK						3:24½
32°40'N 91°41'W	168	-7	425	129	:18	3:42½
TEXARKANA (CP)	292	-7½	425	129	:18	4:00½
CHILDRESS	281	-9½	425	315	:44½	4:45
DODGE CITY	003	-11½	425	200	:28	5:13

AIRCRAFT NR 2*-5-8-11-14-17-20-23

	DOG LEG					
LITTLE ROCK						3:24½
33°10'N 92°12'W	178	-7	425	94	:13½	3:38
TEXARKANA (CP)	279	-7½	425	94	:13½	3:51½
CHILDRESS	281	-9½	425	315	:44½	4:36
DODGE CITY	003	-11½	425	200	:28	5:04

AIRCRAFT NR 3*-6-9-12-15-18-21-24

	DOG LEG					
LITTLE ROCK						3:24½
TEXARKANA (CP)	228	-7½	425	118	:16½	3:41
CHILDRESS	281	-9½	425	315	:44½	4:25½
DODGE CITY	003	-11½	425	200	:28	4:53½

NOTE: AIRCRAFT NR 1 - 2 - 3 will perform dog leg indicated, to Texarkana.

Route from Texarkana follows:

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ROUTE TO:	T.C.	VAR	TAS	DIST	NO WIND TIME	REMARKS
<u>AIRCRAFT 1, 2, 3</u>						
<u>RED FLIGHT</u>						
TEXARKANA (CP)						
CHILDRESS	281	-9½	425	315	:44½	
GARDEN CITY	355	-11½	425	212	:30	
38°45'N 100°51'W START DESCENT	001	-12	425	45	:06½	RENDEZVOUS
39°23'N 100°49'W AIR REFUEL	001	-12	440	40	:05½	and
NORTH PLATTE	001	-12	250	100	:24	REFUELING
LEVEL OFF	004	-12	400	21	:03	CLIMB
PIERRE	004	-12	425	118	:16½	START CEL LEG
NAMFA	267	-16	425	706	1:40	END CEL LEG
MT HOME AFB	106	-19	425	40	:09½	Includes 04 min 180° turn
BURLEY	110	-18	425	97	:13½	START GRID
N. TIP BOYSEN RSVR	078	-17	425	254	:36	T.P.
McPHERSON	120	-13	425	568	1:20	END GRID
SHAFB	350	-10	425	24	:03½	

AIRCRAFT 4, 5, 6BLUE FLIGHT

DODGE CITY						
HILL CITY	004	-11½	440	95	:13	RENDEZVOUS
LEXINGTON	004	-11½	250	85	:20	& REFUELING
42°01'N 99°53'W	352	-11½	400	75	:11	CLIMB

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ROUTE TO:	T.C.	VAR	TAS	DIST	NO WIND TIME	REMARKS
PIERRE	352	-12	425	141	:20	START CEL LEG
NAMPA	267	-16	425	706	1:40	END CEL LEG
MT HOME AFB	106	-19	425	40	:09½	Includes 04 min 180° turn
BURLEY	110	-18	425	97	:13½	START GRID
N. TIP BOYSON RSVR	078	-17	425	254	:36	T.P.
McPHERSON	120	-13	425	568	1:20	END GRID
SHAFB	350	-10	425	24	:03½	

AIRCRAFT NR 7-8-9-13-14-15-19-20-21

DODGE CITY

START DESCENT	352	-11½	425	160	:22½
N. PLATTE	352	-11½	440	40	:05½
BREAK CONTACT 42°19'N 100°35'W	004	-12	250	75	:18
LEVEL OFF	137	-12	400	21	:03
GRAND ISLAND	137	-11	425	110	:15½
SHAFB	166	-10½	425	118	:16½

AIRCRAFT NR 10-11-12-16-17-18-22-23-24

DODGE CITY

HILL CITY	004	-11½	425	95	:13½
START DESCENT	004	-11½	425	45	:06½
LEXINGTON	004	-11½	440	40	:05½
BREAK CONTACT 42°00'N 99°28'W	004	-11½	250	75	:18
LEVEL OFF	004	-11½	400	21	:03

HQ 310BOMWG
Arr 4, Annex "A"
OPORD 401-55
15 JAN 55

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ROUTE TO:	T.C.	VAR	TAS	DIST	NO WIND TIME	REMARKS
GRAND ISLAND	143	-11	425	59	:08 $\frac{1}{2}$	
SHAFB	166	-10 $\frac{1}{2}$	425	118	:16 $\frac{1}{2}$	

HQ 310BOMWG
APP 4, Annex "A"
OPORD 401-55
15 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 January 1955, 0001CST

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 401-55

COMMUNICATIONS

HQ 310BOMWG
Annex "B"
OFORD 401-55
15 JAN 55

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ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 401-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1. ENROUTE COMMUNICATIONS: Will be in accordance with applicable JANAP's, AFSAL 5104, SACCEI and Current Radio Facility Charts.

2. CALL SIGNS:

- a. CAA Reporting: Last five true serial numbers will be used.
- b. Inter-plane:

- (1) KC-97:

JUGULAR	ALFA	1	JUGULAR	BRAVO	1
"	"	2	"	"	2
"	"	3	"	"	3

- (2) B-47:

FLIGHT "1"	LEAFFROG	RED	LEADER
	"	"	2
	"	"	3
FLIGHT "2"	"	BLUE	LEADER
	"	"	2
	"	"	3

HQ 310BOMWG
Annex "B"
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FLIGHT "3"	LEAP FROG	GREEN	LEADER
	"	"	2
	"	"	3
FLIGHT "4"	"	YELLOW	LEADER
	"	"	2
	"	"	3
FLIGHT "5"	"	WHITE	LEADER
	"	"	2
	"	"	3
FLIGHT "6"	"	AMBER	LEADER
	"	"	2
	"	"	3
FLIGHT "7"	"	ORANGE	LEADER
	"	"	2
	"	"	3
FLIGHT "8"	"	BLACK	LEADER
	"	"	2
	"	"	3

3. IFF: Flight leaders will show MODE III while in formation and wingmen will use MODE I. Upon break-up of formation, all aircraft will use MODE I. In the event of fighter intercept, wingmen will switch to standby and leader will remain on MODE III. At conclusion of intercept, wingmen will switch back to MODE I.

HQ 310BOMWG
Annex "B"
OPORD 401-55
15 JAN 55

4. AUTHENTICATION AND IDENTIFICATION: Will be accomplished by means of AFSAL 5104 and PARA 2407.3 of SACCEL.
5. EMERGENCY PROCEDURES: In accordance with applicable ACF's, JANAPS, SAC Manuals and the last page of Radio Facility Chart.
6. POSITION REPORTS: While in bomber stream formation, the first and last aircraft will report. The flight leader will report while in formation. During air refueling operations, the tanker leader will report for all aircraft actually refueling. See PARA 8 for HF Position Reporting.
7. UHF CHANNELIZATION: Channels 1-6 and 13-18 in accordance with Radio Facility Chart. Channels 7-12 will be channelized as follows:

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
7	356.8 MCS	Omaha RBS Primary
8	258.2 MCS	Kansas City RBS Primary
9	356.8 MCS	Little Rock RBS Primary
10	311.0 MCS	Interplane
11	266.2 MCS	Primary contact for flights 1, 3, 5 and 7.
12	256.0	Primary contact for flights 2, 4, 6 and 8.

NOTE: Additional refueling and RBS secondary frequencies are listed below and it will be the responsibility of the aircraft commander to set up frequencies while airborne as required:

384.6 MCS	Omaha RBS Secondary
384.6 MCS	Kansas City RBS Secondary

HQ 310BOMWG
Annex "B"
OPORD 401-55
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384.6 MCS	Little Rock RBS Secondary
256.0 MCS	Air Refueling
303.2 MCS	Primary Refueling Freq for 1, 3, 5, 7
318.0 MCS	Primary Refueling Freq for 2, 4, 6, 8
324.2 MCS	Secondary Refueling Freq for 2, 4, 6, 8
279.8 MCS	Secondary Refueling for 1, 3, 5, 7

Tanker will direct receiver to refueling frequency after contact is established on primary contact frequency.

8. HF REPORTS AND CONTROL STATIONS:

- | | |
|------------|-----------|
| a. MacDill | Primary |
| b. March | Secondary |
| c. Andrews | Alternate |

d. Flight leaders will report for other 2 aircraft in his formation, but upon break-up of flight, individual aircraft will make hourly reports. These reports will contain the following information: Operational immediate; Reporting for 2 aircraft (Give tail NR if in formation) for "OGOI"; Time, Latitude, Longitude and Ground Speed. Reporting times will be determined by the last number of aircraft tail number and are as follows:

<u>LAST TAIL NUMBER</u>	<u>REPORTING PERIOD</u>
1 or 6	:00 to :12
2 or 7	:12 to :24
3 or 8	:24 to :36
4 or 9	:36 to :48
5 or 0	:48 to :00

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Annex "B"
OPORD 401-55
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9. HF CHANNELIZATION:

a. CHANNEL	FREQUENCY	USE
1	3023.5 KCS	Tower HF Back-up
4	4270.0 KCS	RBS and Air/Air
7	4724.5 KCS	USAF Air/Ground
14	6738.0 KCS	USAF Air/Ground
18	11228.0 KCS	USAF Air/Ground
19	15016 KCS	USAF Air/Ground

NOTE: HF Operator will monitor frequency for a least 30 seconds prior to making his call. If, after calling twice, no reply is received, switch frequencies and call again. Andrews, March and MacDill guard all four Air/Ground frequencies listed above.

10. APN 11, 12 AND 76 SETTINGS:

a. Flights 1, 3, 5 and 7.

(1) APN 11 - - - - 1 - 2 - 1

(2) APN 76/12 - - 7 - 7

b. Flights 2, 4, 6 and 8.

(1) APN 11 - - - - 2 - 1

(2) APN 76/12 - - 8 - 8

11. ARTC REPORTING POINTS:

LOCATION	IDENTIFICATION	FREQUENCY
Sioux City, Iowa	SUX	115.5
Omaha, NEBR	OMA	116.3
Kansas City, KANS	MKC	112.1
Mauldin, MO	MAW	116.5

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Annex "B"
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<u>LOCATION</u>	<u>IDENTIFICATION</u>	<u>FREQUENCY</u>
Little Rock, ARK	LIT	113.9
Childress, TEX	CDS	113.9
Dodge City, KANS	DDC	116.4
Peirre, S. D. (*)	PIR	117.7
Sheridan, WYO (*)	SHR	113.3
Boise, Idaho (*)	BOI	113.3
Burley, Idaho (*)	BYI	114.1
Casper, WYO (*)	CPR	116.4
Imperial, KANS (*)	IML	117.9
Grand Island (*)	GRI	117.0
Salina, Kansas	SIN	115.3

NOTE: Asterik (*) indicates reporting points for FLTS #1 and #2 only.

JOHN H. de RUSSY
Colonel, USAF
Commander

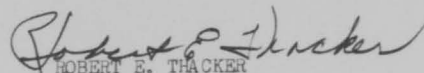
APPENDICES: Omitted

DISTRIBUTION:
379BOMRON, 10 CYS
380BOMRON, 10 CYS
381BOMRON, 10 CYS
310AREFS, 10 CYS
310ARE, 5 CYS
310FMS, 5 CYS
310HEDRON, 2 CYS
310DOI, 2 CYS
310DO, 5 CYS
310AG, 2 CYS
310DM, 2 CYS

HQ 310BOMWG
Annex "B"
OPORD 401-55
15 JAN 55

DISTRIBUTION (CONTD)
802ADIV, 5 CYS
802ABGP, 5 CYS

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

HQ 310BOMWG
Annex "B"
OPORD 401-55
15 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
15 January 1955, 0001 CST

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 401-55

LOGISTICS

HQ 310BOMWG
Annex "C"
OPORD 401-55
15 JAN 55

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ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 401-55

LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
15 January 1955, 0001 CST

1. Flight Line Maintenance:
 - a. Provide power supply and fire extinguishers for each aircraft one day prior to mission day or as required.
 - b. Crew Chiefs or their assistants will remain at the aircraft at all times that maintenance is being accomplished.
 - c. Provide necessary security clearance for Flight Line Personnel. Measures will be taken to secure all aircraft assigned tactical squadrons by use of tactical squadron personnel.
 - d. Insure that all outstanding maintenance is performed and all work orders submitted are completed prior to 2400 hours of 18 January 1955.
 - e. All towing equipment will be on stand by status at squadron maintenance office, with drivers and ready for use on the day prior to the mission. Drivers will be assigned as needed by squadron maintenance officers.
 - f. Six refueling pits will be manned and ready for operation on the day of the mission. Assignment will be made by maintenance control.

HQ 310BOMWG
Annex "C"
OPORD 401-55
15 JAN 55

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g. All "Kill Frost" equipment will be checked and put in stand by for use as required from 1800 hours on the day before the mission until 11:55 hours on the day of the mission.

h. Aircraft where possible will be refueled two days prior to mission day and the remaining at the discretion of the maintenance officer.

2. Squadron Supply:

a. Arrange squadron work load so qualified supply personnel will be on duty at all times the day prior to the mission and through take off on mission day.

3. Base Supply:

a. Base Supply will be in operation during the same period or as required by Maintenance Control.

4. Field Maintenance:

a. Will have maintenance personnel available continuously from one day prior to the mission and to take off on mission day, also from first landing time, 15:10 hours, until dismissed by Maintenance Control.

b. Have parachute rigger available for duty at 15:10 hours until dismissed by the Field Maintenance Supervisor.

c. Have personnel stand by for refueling of all ground power equipment as needed. Conduct inspections as required to insure all ground units have fuel enough to prevent stoppage. Furnish additional power as directed by Maintenance Control.

d. Have coleman tractor and drivers stand by at maintenance control as directed by Maintenance Control.

HQ 310BOMWG
Annex "C"
OPORD 401-55
15 JAN 55

5. Periodic Maintenance:

a. Have coleman tractor and drivers stand by at maintenance control as directed by Maintenance Control.

6. Armament and Electronics Maintenance Squadron:

a. Insure that all boresighting is completed as required on scheduled aircraft. That all radar discrepancies have been cleared prior to 2400 hours two days before the mission where possible. The remaining as soon as practicable thereafter, or as directed by Maintenance Control.

b. Provide necessary security clearance for all Armament and Electronics personnel required on aircraft.

c. Disable the optics as directed by the Director of Operations.

7. Maintenance Control:

a. Select the aircraft to be utilized for this operations by 1700 hours two days before mission day.

b. Insure that priority is given to all work orders requested against scheduled aircraft.

8. Squadron Operations:

a. Each Bombardment Squadron will have an observer stand by for acceptance checks of the "K" System of all scheduled aircraft of each squadron or have each observer scheduled for the mission be available for call to check the aircraft assigned him.

9. All Organizations.

a. All organizations will check the 310BOMWG Logistics support request to 802d Air Base Group for transportation, etc.

HQ 310BOMWG
Annex "C"
OPORD 401-55
15 JAN 55


JOHN H. de RUSSY
Colonel, USAF
Commander

APPRNDICES: Omitted

DISTRIBUTION:

379BOMRON, 10 CYS
380BOMRON, 10 CYS
381BOMRON, 10 CYS
310A&E, 5 CYS
310FMS, 5 CYS
310HEDRON, 2 CYS
310DOI, 2 CYS
310DO, 5 CYS
310AG, 2 CYS
310DM, 2 CYS
802ADIV, 5 CYS
802ABGP, 5 CYS

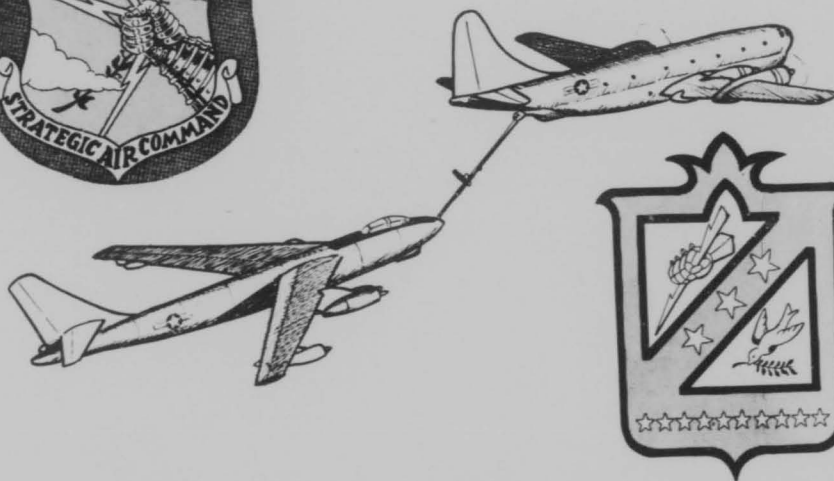
OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

HQ 310BOMWG
Annex "C"
OPORD 401-55
15 JAN 55

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310TH BOMB WING (M)
OPERATIONS ORDER

SERIAL NUMBER 402-55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

OPERATIONS ORDER

SERIAL NR 402-55

TRAINING FOR FEBRUARY 1955

HQ 310BOMWG
OPORD 402-55
18 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001GST

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Attachment "C" - 380BOMRON Schedule
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Attachment "F" - Tanker Schedule

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ANNEX "D" - Administration and Logistics

HQ 310BOMWG
OPORD 402-55
18 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

OPERATIONS ORDER NR 402-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL George W. Call
381BOMRON	LTCOL Harold G. Fulmer
310AREFS	MAJ Jack N. Fancher
310HEDRON	MAJ William A. Crawford
310A&E	MAJ Arnold E. Megenity
310FMS	MAJ Carrol Hamant
310PMS	LTCOL James E. Jordan, JR

1. GENERAL SITUATION: 1 FEB 55 begins the second month of the current quarter under SAC REG 50-8. Due to commitments for MAR 55, it is necessary to accomplish certain air training requirements during the month of FEB. Two maximum efforts have been scheduled for FEB that will aid in this accomplishment.

- a. Enemy Forces: Omitted.
- b. Friendly Forces: Omitted.

2. MISSION: To meet the second 40% of 50-8 requirements, plus the requirements lost during the month of JAN and those requirements that are anticipated to become difficult to accomplish during the month of MAR.

3. TASKS FOR SUBORDINATE UNITS:

- a. 379BOMRON: Reference Annexes "B" and "D", this OPORD.

HQ 310BOMWG
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18 JAN 55

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- b. 380BOMRON: Reference Annexes "B" and "D", this OPORD.
- c. 381BOMRON: Reference Annexes "B" and "D", this OPORD.
- d. 310AREFS: Reference Annexes "B" and "D", this OPORD.
- e. 310A&E, Field Maintenance and Periodic Maintenance Squadrons:

Reference this OPORD.

3. X. GENERAL INSTRUCTIONS:

- (1) This OPORD becomes effective 1 FEB 55.
- (2) Order of Execution will be issued by the tactical squadrons in the form of flight orders.
- (3) All commitments from higher headquarters known at this time have been considered and included in this schedule.
- (4) Aircraft Sortie Schedule is contained in APP 1, Annex "B".
- (5) Air Training Requirements is contained in APP 2, Annex "B".
- (6) Ground Training Schedule is contained in APP 6, Annex "B".
- (7) Unit training will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit. Squadron commanders will utilize period 0800-1100 on Saturday's for this training.
- (8) All rated personnel must attend monthly Flying Safety meeting held in the Base Theater at 1000 hours, 19 FEB 55.
- (9) Organizations possessing the following crews will insure that standardization crew checks are completed prior to 28 FEB 55:
 - (a) R-03.
 - (b) R-05.

HQ 310BOMWG
OPORD 402-55
18 JAN 55

(c) R-15.

(d) R-37.

(e) N-06.

(f) R-01.

(g) R-19.

(h) R-13.

(i) T-01.

(j) T-27.

(k) T-28.

(10) Every effort will be made to up-grade non-combat ready crews to a combat ready status.

(11) Squadron commanders and the Chief of Maintenance will take action to provide highly reliable aircraft and "K" systems.

(12) Any request for changes to this order will be submitted to the Wing Director of Operations for consideration.

4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

JOHN H. de RUSSY
Colonel, USAF
Commander

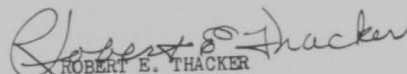
ANNEXES:

- A. Intelligence (Omitted)
- B. Operations and Training
- C. Communications (Omitted)
- D. Administration and Logistics

HQ 310BOMWG
OPORD 402-55
18 JAN 55

DISTRIBUTION:
COMBOMWG 310, 2 CYS
310DO, 15 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
COMADIV 802, 1 CY
COMABGP 802, 1 CY

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
OPORD 402-55
18 JAN 55

4

0 5 5 4

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 402-55

INTELLIGENCE

HQ 310BOMWG
OPORD 402-55
18 JAN 55

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 402-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

Omitted.

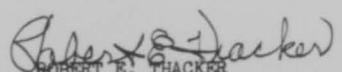
JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMBOMWG 310, 2 CYS
310DO, 15 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
COMADIV 802, 1 CY
COMABGP 802, 1 CY

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
OPORD 402-55
18 JAN 55

0 5 5 6

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

OPERATIONS

HQ 310BOMWG
Annex B
OPORD 402-55
18 JAN 55

0 5 5 7

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

1. GENERAL: Two maximum effort missions are scheduled to be flown throughout the month of FEB.

a. The Graduation Exercise is scheduled to be flown on 2 FEB 55 involving 12 B-47's and 12 KC-97's; 3 FEB 55 involving 12 B-47's and 9 KC-97's and on 4 FEB 55 9 B-47's and 9 KC-97's. Additional tanker support will be received from the 40BOMWG.

b. "GAME TIME" Exercise has been cancelled.

c. The Wing Bomber Stream Mission will be flown on 22, 23 and 24 FEB 55. Each bomb and refueling squadron will fly four aircraft on each day.

d. Other air training to be accomplished for the month of FEB is covered in APP "2", this Annex, this OPORD.

2. STRIKE BASE: Smoky Hill AFB will be the pre and post-strike base for all training missions.

3. REFUELING: It is imperative that the tanker schedule as shown in APP "1", ATT "6", this Annex, this OPORD, be strictly adhered to. Every attempt should be made to accomplish the air refueling requirements as scheduled due to loss of such requirements in JAN.

HQ 310BOMWG
Annex B
OPORD 402-55
18 JAN 55

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JOHN H. de RUSSY
Colonel, USAF
Commander

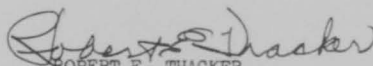
APPENDICES:

- "1" - ACFT Sortie SKED
- "2" - Air TNG RQR
- "3" - Graduation MSN
- "4" - "GAME TIME" MSN (Cancelled)
- "5" - Bomber Stream MSN
- "6" - Ground TNG

DISTRIBUTION:

COMBOMWG 310, 2 CYS
310DO, 15 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
COMADIV 802, 1 CY
COMABGP 802, 1 CY

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
Annex B
OPORD 402-55
18 JAN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

AIRCRAFT SORTIE SCHEDULE

HQ 310BOMWG
APP 1, Annex B
OPORD 402-55
18 JAN 55

0 5 6 0

WING AIRCRAFT SCHEDULE

SUN	MON	TUE	WED	THU	FRI	SAT	WEEK TOTAL
SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR
		1	2	3	4	5	
		0	13	12	9	MAKE	34
		0	162:00	156:00	117:00	UP	435:00
6	7	8	9	10	11	12	
	10	12	12	11	9	MAKE	54
	60:00	72:00	72:00	66:00	54:00	UP	324:00
13	14	15	16	17	18	19	
	9	9	10	11	10	MAKE	49
	54:00	54:00	60:00	66:00	66:00	UP	300:00
20	21	22	23	24	25	26	
	9	12	12	12	4	MAKE	49
	54:00	72:00	72:00	72:00	24:00	UP	294:00
27	28						
	11						11
	66:00						66:00

HQ 310BOMWG
ATT A, APP 1, Annex "B"
OPORD 402-55
18 JAN 55

0361

AIRCRAFT FLYING SCHEDULE
379TH BOMB SQUADRON

SUN	MON	TUE	WED	THU	FRI	SAT	WEEK TOTAL
SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR
		1	2	3	4	5	
			4 45:00	3 39:00	3 39:00	MAKE UP	10 123:00
6	7	8	9	10	11	12	
	3 18:00	4 24:00	4 24:00	4 24:00	3 18:00	MAKE UP	18 108:00
13	14	15	16	17	18	19	
	3 18:00	3 18:00	4 24:00	3 18:00	3 24:00	MAKE UP	16 102:00
20	21	22	23	24	25	26	
	3 18:00	4 24:00	4 24:00	4 24:00	2 12:00	MAKE UP	17 102:00
27	28						
	4 24:00						4 24:00

HQ 310BOMBG
ATT B, APP 1, Annex B
OPORD 402-55
18 JAN 55

0362

AIRCRAFT FLYING SCHEDULE
380TH BOMB SQUADRON

SUN	MON	TUE	WED	THU	FRI	SAT	WEEK TOTAL
SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR
		1	2	3	4	5	
			6 78:00	4 52:00	3 39:00	MAKE UP	13 169:00
6	7	8	9	10	11	12	
	3 18:00	4 24:00	4 24:00	4 24:00	3 18:00	MAKE UP	18 108:00
13	14	15	16	17	18	19	
	3 18:00	4 24:00	4 24:00	4 24:00	3 18:00	MAKE UP	18 108:00
20	21	22	23	24	25	26	
	4 24:00	4 24:00	4 24:00	4 24:00	0 0	MAKE	18 96:00
27	28						
	4 24:00						4 24:00

HQ 310BOMBG
ATT C, APP 1, Annex B
OPORD 402-55
18 JAN 55

0563

310AREFS SCHEDULE

SUN	MON	TUE	WED	THU	FRI	SAT	WEEK TOTAL
SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR	SORT FLY HR
		1	2	3	4	5	
			12 48:00	9 36:00	9 36:00	MAKE UP	30 120:00
6	7	8	9	10	11	12	
	5 57:00	6 29:00	6 25:00	6 25:00	7 25:00	MAKE UP	30 161:00
13	14	15	16	17	18	19	
	7 30:00	6 25:00	7 30:00	5 22:00	7 28:00	MAKE UP	32 135:00
20	21	22	23	24	25	26	
	6 18:00	7 23:00	7 32:00	6 25:00	5 22:00	MAKE	31 120:00
27	28						
	4 22:00						4 22:00

HQ 310BOMWG
ATT E, APP 1, Annex B
OPORD 402-55
18 JAN 55

0365

310TH BOMBING (M)
SCHEDULE OF TANKERS

	MONDAY	1 TUESDAY	2 WEDNESDAY	3 THURSDAY	4 FRIDAY	5 SATURDAY
379		0	3	3	3	MAKE
380		0	6	4	3	UP
381		0	2	5	3	
	7	8	9	10	11	12
379	2	2	2	1	1	MAKE
380	1	1	0	1	1	UP
381	1	1	1	1	1	
	14	15	16	17	18	19
379	1	1	1	0	1	MAKE
380	1	2*	1	1	1	UP
381	1	1	1	2	2	
	21	22	23	24	25	26
379	2	4	0	0	1	MAKE
380	0	0	4	0	0	UP
381	2	0	0	4	2	
	28					
379	1					
380	2					
381	1					

HQ 310BOMBING
ATT F, APP 1 ANNEX "B"
OPORD 402-55
18 JAN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP 2, Annex B
OPORD 402-55
18 JAN 55

0367

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

1. To obtain the second forty percent of 50-8 requirements for the month of FEB, it should be noted that additional requirements are scheduled; such as, Visual RBS, Visual Releases and Gunnery, that are anticipated to be difficult to accomplish due to weather in the month of MAR. Every effort should be made to obtain 100% completion of these items prior to 1 MAR 55.
2. Those requirements that were not accomplished in JAN should be planned in the squadron's program so as to be accomplished during the month of FEB to alleviate a heavier work load during MAR.
3. The attachment to this appendix outlines the minimum desired requirements to be accomplished by each squadron.

Attachment "A" - 310BOMWG Total Requirements

Attachment "B" - 379BOMRON Requirements

Attachment "C" - 380BOMRON Requirements

Attachment "D" - 381BOMRON Requirements

Attachment "E" - 310AREFS Requirements

HQ 310BOMWG
APP 2, Annex B
OPORD 402-55
18 JAN 55

0508

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ATTACHMENT "A"

TO

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

310BOMWG REQUIREMENTS FOR FEB
(B-47)

HQ 310BOMWG
ATT A, APP 2, Annex B
OPORD 402-55
18 JAN 55

0369

ATTACHMENT "A"TOAPPENDIX "2"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55310BOMWG REQUIREMENTS FOR FEB
(B-47)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

	<u>LEAD - 3</u>		<u>READY - 33</u>	
	<u>QTR</u>	<u>FEB</u>	<u>QTR</u>	<u>FEB</u>
	<u>RQR</u>	<u>RQR</u>	<u>RQR</u>	<u>RQR</u>
Radar RBS	12	3	297	99
Radar Malfunction	3	-	99	33
Visual RBS	9	9	132	66
Radar Camera	9	9	198	66
Visual Camera	6	6	132	66
Visual Releases	9	9	198	99
Night Celestial	6	3	132	33
Day Celestial	6	3	132	33
Pressure Pattern	3	3	66	33
Grid Legs	9	3	99	33
Long Range Cruise	6	3	99	33

HQ 310BOMWG
ATT A, APP 2, Annex B
OPORD 402-55
18 JAN 55

0370

	LEAD - 3		READY - 33	
	QTR	FEB	QTR	FEB
	RQR	RQR	RQR	RQR
Wet Hook-Ups	12	3	132	33
Radio Silence	6	3	66	33
Night W/Rendezvous	6	3	66	33
Dry Hook-Ups	12	3	132	83
Maximum Weight 180,000	9	3	99	33
Maximum Weight 190,000	3	-	33	-
Rendezvous	12	3	132	33
Combat Load	6	6	66	83
Fighter Intercept	3	3	33	33
Formation	9	3	99	33
Above 30,000	6	-	66	-
Night Cell	3	3	33	33
Pilot Proficiency	3	-	33	-
Emergency Procedures	3	Complete	33	Complete
Hours Depressurized	9	Complete	99	Complete
Radar Approach	6	Complete	99	Complete

LEAD CREW TRAINING	9 sorties for 72:00
COMBAT READY TRAINING	106 sorties for 798:00
NON READY TRAINING	49 sorties for 354:00
STAFF-TRANSITION-INSTR CHECKS	33 sorties for 195:00
TEST FLIGHTS	12 sorties for 21:30

TOTAL:	209	1440:30
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HQ 310BOMWG
ATT A, APP 2, Annex B
OPORD 402-55
18 JAN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ATTACHMENT "B"

TO

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

379BOMRON REQUIREMENTS FOR FEB

HQ 310BOMWG
ATT B, APP 2, Annex B
OPORD 402-55
18 JAN 55

0 3 7 2

ATTACHMENT "B"TOAPPENDIX "2"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55379BOMRON REQUIREMENTS FOR FEB

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 18 January 1955, 0001CST

	<u>LEAD - 1</u>		<u>READY - 8</u>	
	<u>QTR</u>	<u>FEB</u>	<u>QTR</u>	<u>FEB</u>
	<u>RQR</u>	<u>RQR</u>	<u>RQR</u>	<u>RQR</u>
Radar RBS	4	1	72	24
Radar Malfunction	1	-	24	8
Visual RBS	3	3	36	16
Radar Camera	3	3	48	16
Visual Camera	2	2	32	16
Visual Release	3	3	48	24
Night Celestial	2	1	32	8
Day Celestial	2	1	32	8
Pressure Pattern	1	1	16	8
Grid Legs	3	1	24	8
Long Range Cruise	2	1	24	8

HQ 310BOMWG
 ATT B, APP 2, Annex B
 OPORD 402-55
 18 JAN 55

0373

	LEAD - 1		READY - 8	
	QTR RQR	FEB RQR	QTR RQR	FEB RQR
Wet Hook-Ups	4	1	32	8
Radio Silence	2	1	16	8
Night W/Rendezvous	2	1	16	8
Dry Hook-Ups	4	1	32	8
Maximum Weight 180,000	3	1	24	8
Maximum Weight 190,000	1	-	8	-
Rendezvous	4	1	32	8
Combat Load	2	2	16	8
Fighter Intercept	1	1	8	8
Formation	3	1	24	8
Above 30,000	2	-	16	-
Night Cell	1	1	8	8
Pilot Proficiency	1	-	8	-
Emergency Procedures	1	Complete	8	Complete
Hours Depressurized	3	Complete	24	Complete
Radar Approach	2	Complete	24	Complete
LEAD CREW TRAINING		3 sorties for	24:00	
COMBAT READY TRAINING		24 sorties for	178:00	
NON READY TRAINING		27 sorties for	192:00	
STAFF-TRANS-INSTRUMENT CHECKS		11 sorties for	65:00	
TEST FLIGHTS		5 sorties for	7:30	
TOTAL:		70	466:30	

HQ 310BOMWG
ATT B, APP 2, Annex B
OPORD 402-55
18 JAN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ATTACHMENT "C"

TO

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

380BOMRON REQUIREMENTS FOR FEB

HQ 310BOMWG
ATT C, APP 2, Annex B
OPORD 402-55
18 JAN 55

0375

ATTACHMENT "C"TOAPPENDIX "2"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55380BOMRON REQUIREMENTS FOR FEB

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

	<u>LEAD - 1</u>		<u>READY - 13</u>	
	<u>QTR</u>	<u>FEB</u>	<u>QTR</u>	<u>FEB</u>
	<u>RQR</u>	<u>RQR</u>	<u>RQR</u>	<u>RQR</u>
Radar RBS	4	1	117	39
Radar Malfunction	1	-	39	13
Visual RBS	3	3	52	26
Radar Camera	3	3	78	26
Visual Camera	2	2	52	26
Visual Releases	3	3	78	39
Night Celestial	2	1	52	13
Day Celestial	2	1	52	13
Pressure Pattern	1	1	26	13
Grid Legs	3	1	39	13
Long Range Cruise	2	1	39	13
Wet Hook-Ups	4	1	52	13

HQ 310BOMWG
ATT C, APP 2, Annex B
OPORD 402-55
18 JAN 55

0376

	LEAD - 1		READY - 13	
	QTR	FEB	QTR	FEB
	RQR	RQR	RQR	RQR
Radio Silence	2	1	26	13
Night W/Rendezvous	2	1	26	13
Dry Hook-Ups	4	1	52	13
Maximum Weight 180,000	3	1	39	13
Maximum Weight 190,000	1	-	13	-
Rendezvous	4	1	52	13
Combat Load	2	2	26	13
Fighter Intercept	1	1	13	13
Formation	3	1	39	13
Above 30,000	2	-	26	-
Night Cell	1	1	13	13
Pilot Proficiency	1	-	13	-
Emergency Procedures	1	Complete	13	Complete
Hours Depressurized	3	Complete	39	Complete
Radar Approach	2	Complete	39	Complete
LEAD CREW TRAINING		3 sorties for	24:00	
COMBAT READY TRAINING		47 sorties for	360:00	
NON READY TRAINING		8 sorties for	56:00	
STAFF-TRANS-INSTRUMENT CHECKS		11 sorties for	65:00	
TEST FLIGHTS		4 sorties for	8:00	
TOTAL:		73	513:00	

HQ 310BOMBG
ATT C, APP 2, Annex B
OPORD 402-55
18 JAN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ATTACHMENT "D"

TO

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

381BOMRON REQUIREMENTS FOR FEB

HD 310BOMWG
ATT C, APP 2, Annex
OPORD 402-55
18 JAN 55

0 5 7 8

ATTACHMENT "D"TOAPPENDIX "2"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55381BOMRON REQUIREMENTS FOR FEB

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 18 January 1955, 0001CST

	<u>LEAD - 1</u>		<u>READY - 12</u>	
	<u>QTR</u>	<u>FEB</u>	<u>QTR</u>	<u>FEB</u>
	<u>RQR</u>	<u>RQR</u>	<u>RQR</u>	<u>RQR</u>
Radar RBS	4	1	108	36
Radar Malfunction	1	-	36	12
Visual RBS	3	3	48	24
Radar Camera	3	3	72	24
Visual Camera	2	2	48	24
Visual Releases	3	3	72	36
Night Celestial	2	1	48	12
Day Celestial	2	1	48	12
Pressure Pattern	1	1	24	12
Grid Legs	3	1	36	12
Long Range Cruise	2	1	36	12

HQ 310BOMWG
 ATT D, APP 2, Annex B
 OPORD 402-55
 18 JAN 55

0379

	LEAD - 1		READY - 12	
	QTR RQR	FEB RQR	QTR RQR	FEB RQR
Wet Hook-Ups	4	1	48	12
Radio Silence	2	1	24	12
Night W/Rendezvous	2	1	24	12
Dry Hook-Ups	4	1	48	12
Maximum Weight 180,000	3	1	36	-
Maximum Weight 190,000	1	-	12	-
Rendezvous	4	1	48	12
Combat Load	2	2	24	12
Fighter Intercept	1	1	12	12
Formation	3	1	36	12
Above 30,000	2	-	24	-
Night Cell	1	1	12	12
Pilot Proficiency	1	-	12	-
Emergency Procedures	1	Complete	12	Complete
Hours Depressurized	3	Complete	36	Complete
Radar Approach	2	Complete	36	Complete
LEAD CREW TRAINING		3 sorties for	24:00	
COMBAT READY TRAINING		35 sorties for	260:00	
NON READY TRAINING		14 sorties for	106:00	
STAFF-TRANS-INSTRUMENT CHECKS		11 sorties for	65:00	
TEST FLIGHTS		3 sorties for	6:00	
TOTAL:		66	461:00	

HQ 310BOMWG
ATT D, APP 2, Annex B
OPORD 402-55
18 JAN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ATTACHMENT "E"

TO

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

310AREFS REQUIREMENTS FOR FEB

HQ 310BOMWG
ATT E, APP 2, Annex B
OPORD 402-55
18 JAN 55

0381

ATTACHMENT "E"TOAPPENDIX "2"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55310AREFS REQUIREMENTS FOR FEB

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 18 January 1955, 0001CST

	<u>QUARTER</u>	<u>FEBRUARY</u>
Wet Hook-Ups	160	60
Radio Silence	80	20
Night	80	20
Rendezvous	180	60
Night Rendezvous	80	40
Night Celestial	80	40
Day Celestial	80	40
Grid Legs	20	0
Radar Legs	40	20
Pressure Pattern	40	20
Cruise Control	60	20

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	<u>QUARTER</u>	<u>FEBRUARY</u>
Pilot Proficiency	60	20
PPI Approach	20	-
Gyro Out Approach	20	-
Radar Approach	60	20
Emergency Procedures	80	40
COMBAT READY TRAINING	114 sorties for	508:00
NON READY TRAINING	5 sorties for	30:00
STAFF-TRANS-INSTRUMENT CHECKS	5 sorties for	25:00
TEST FLIGHTS	<u>5 sorties for</u>	<u>5:00</u>
	129	568:00

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
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APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

GRADUATION MISSION

(Under Separate Cover Due to Classification)

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

APPENDIX "5"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

BOMBER STREAM MISSION
(Under Separate Cover)

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

APPENDIX "6"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

GROUND TRAINING

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APPENDIX "6"

TO

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TO

OPERATIONS ORDER

SERIAL NR 402-55

GROUND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

1. Attachments to this Appendix list the detailed schedules of certain required ground training for combat crew personnel. Not included in the attachments are the following:

- a. Base Instrument School - School will be scheduled on the 10th and 11th of FEB and the 17th and 18th of FEB by and for each squadron's individual requirements. Additional class schedule for 7 and 8 February 1955.
- b. Basic Survival - Will be scheduled separately; however, no known requirement exists for the month of FEB.
- c. Unit Training - PARA 3X(7) of this OPOD prescribes this requirement.
- d. Small Arms Firing - Squadrons will schedule the firing range through Wing Ground Training Section as needs arise to accomplish prescribed unit training requirements.
- e. ABC Training - Squadrons will be notified as quotas are received.
- f. SAC Survival - No known requirement or quotas exist for this

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requirement.

g. POM - Requirements will be covered separately and scheduled by Wing Ground Training Section.

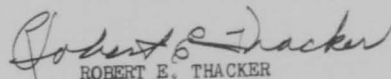
JOHN H. de RUSSY
Colonel, USAF
Commander

ATTACHMENTS:

- A. C-11 Link Trainer
- B. P-3 Link Trainer
- C. Special Weapons
- D. Simulator Trainer
- E. Ultra-sonic Trainer
- F. Gunnery Trainer
- G. Loran Trainer
- H. Altitude Chamber
- I. Physical Conditioning
- J. "K" System In-Flight Maintenance

DISTRIBUTION: Same as basic OPORD.

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
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ATTACHMENT "A"

TO

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SERIAL NR 402-55

C-11 LINK TRAINER

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ATTACHMENT "A"TOAPPENDIX "6"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55C-11 LINK TRAINER

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
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1. The C-11 type (Jet) link trainer will be used by pilots of the three bombardment squadrons. The trainers are located in the Base Ground Training Building #936.
2. Those pilots who are not acquainted with this type trainer will be given instructions by the link operator during scheduled periods. In the event the C-11 trainers are not in commission, the ANT-18 trainer will be used as an alternate.
3. The following schedule for the C-11 link trainer definitely will be met by all squadrons:

<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>	<u>1500-1700</u>
7 FEB	379BOMRON	380BOMRON	381BOMRON 380BOMRON	379BOMRON 381BOMRON
8 FEB	379BOMRON	380BOMRON	381BOMRON 380BOMRON	379BOMRON 381BOMRON
9 FEB	379BOMRON	380BOMRON	381BOMRON 380BOMRON	379BOMRON 381BOMRON
10 FEB	379BOMRON	380BOMRON	381BOMRON 380BOMRON	379BOMRON 381BOMRON
11 FEB	379BOMRON	380BOMRON	381BOMRON 380BOMRON	379BOMRON 381BOMRON

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<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>	<u>1500-1700</u>
14 FEB	380BOMRON 381BOMRON	381BOMRON 379BOMRON	379BOMRON	380BOMRON
15 FEB	380BOMRON 381BOMRON	381BOMRON 379BOMRON	379BOMRON	380BOMRON
16 FEB	380BOMRON 381BOMRON	381BOMRON 379BOMRON	379BOMRON	380BOMRON
17 FEB	380BOMRON 381BOMRON	381BOMRON 379BOMRON	379BOMRON	380BOMRON
18 FEB	380BOMRON 381BOMRON	381BOMRON 379BOMRON	379BOMRON	380BOMRON
21 FEB	381BOMRON	379BOMRON	380BOMRON 379BOMRON	381BOMRON 380BOMRON
22 FEB	381BOMRON	379BOMRON	380BOMRON 379BOMRON	381BOMRON 380BOMRON
23 FEB	381BOMRON	379BOMRON	380BOMRON 379BOMRON	381BOMRON 380BOMRON
24 FEB	381BOMRON	379BOMRON	380BOMRON 379BOMRON	381BOMRON 380BOMRON
25 FEB	381BOMRON	379BOMRON	380BOMRON 379BOMRON	381BOMRON 380BOMRON
28 FEB	379BOMRON 380BOMRON	380BOMRON 381BOMRON	381BOMRON	379BOMRON

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
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ATTACHMENT "B"

TO

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OPERATIONS ORDER

SERIAL NR 402-55

P-3 LINK TRAINER

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ATTACHMENT "B"TOAPPENDIX "6"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55P-3 LINK TRAINER

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
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1. One new P-3 link trainer, located in Base Ground Training Building #936, will be used by pilots of the 310AREFS. In the event the P-3 trainer is out of commission, pilots will use the ANT-18 as an alternate.
2. The schedule for the P-3 link trainer will definitely be met by the Air Refueling Squadron:

<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>	<u>1500-1700</u>	<u>1700-1900</u>
1 FEB					
2 FEB	310AREFS	310AREFS	310AREFS	310AREFS	310AREFS
3 FEB					
4 FEB	310AREFS	310AREFS	310AREFS	310AREFS	310AREFS
7 FEB					
8 FEB	310AREFS	310AREFS	310AREFS	310AREFS	310AREFS
9 FEB					
10 FEB	310AREFS	310AREFS	310AREFS	310AREFS	310AREFS
11 FEB					
14 FEB	310AREFS	310AREFS			
15 FEB			310AREFS	310AREFS	310AREFS
16 FEB	310AREFS	310AREFS			
17 FEB			310AREFS	310AREFS	310AREFS
18 FEB	310AREFS	310AREFS			

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<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>	<u>1500-1700</u>	<u>1700-1900</u>
21 FEB			310AREFS	310AREFS	310AREFS
22 FEB	310AREFS	310AREFS			
23 FEB			310AREFS	310AREFS	310AREFS
24 FEB	310AREFS	310AREFS			
25 FEB			310AREFS	310AREFS	310AREFS
28 FEB	310AREFS	310AREFS			

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
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ATTACHMENT "C"

TO

APPENDIX "6"

TO

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TO

OPERATIONS ORDER

SERIAL NR 402-55

SPECIAL WEAPONS

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ATTACHMENT "C"

TO

APPENDIX "6"

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SERIAL NR 402-55

SPECIAL WEAPONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

1. Special weapons training in accordance with SAC REG 50-43 will be conducted in building T-800. The academic phase is four hours in duration. Crew integrity will be maintained for this training. This training is required under SAC REG 50-8.
2. Each squadron will schedule one combat crew on the dates listed below:

DATE

0800-1200

7 FEB
8 FEB
9 FEB
10 FEB
11 FEB

379BOMRON, 380BOMRON, 381BOMRON
" " "
" " "
" " "
" " "

14 FEB
15 FEB
16 FEB
17 FEB
18 FEB

379BOMRON, 380BOMRON, 381BOMRON
" " "
" " "
" " "
" " "

21 FEB
22 FEB
23 FEB
24 FEB
25 FEB

379BOMRON, 380BOMRON, 381BOMRON
" " "
" " "
" " "
" " "

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
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ATTACHMENT "D"

TO

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SERIAL NR 402-55

SIMULATOR TRAINER

HQ 310BOMWG
ATT D, APP 6, Annex B
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ATTACHMENT "D"

TO

APPENDIX "6"

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OPERATIONS ORDER

SERIAL NR 402-55

SIMULATOR TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

1. The S-6 simulator, located in the Base Ground Training Building #936, will be used by each B-47 combat crew (aircraft commander and pilot). Classes will begin at 0800 hours on the dates scheduled. In accordance with SAC REG 50-46, lead and select crews must complete the refresher course once annually and combat ready and non-combat ready crews must complete the course once each six month. Duration of the refresher course is four days.

2. Thursday afternoon and Friday morning of each week is available for squadron and wing standboard checks.

<u>DATE</u>	<u>SQUADRON</u>
7 FEB	379BOMRON, 381BOMRON
14 FEB	380BOMRON, 379BOMRON
21 FEB	381BOMRON, 380BOMRON
28 FEB	379BOMRON, 381BOMRON

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
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ATTACHMENT "E"

TO

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TO

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OPERATIONS ORDER

SERIAL NR 402-55

ULTRA-SONIC TRAINER

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18 JAN 55

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ATTACHMENT "E"TOAPPENDIX "6"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55ULTRA-SONIC TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

- Both the T-12 and T-3 ultra-sonic trainers are located in the Base Ground Training Building #936.
- Squadrons will schedule two observers for the T-2 trainer, one who will act as an instructor. The T-3 trainer requires a complete crew per period.

T-2 Trainer

<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>
1 FEB	380BOMRON	381BOMRON
2 FEB	379BOMRON	380BOMRON
3 FEB	381BOMRON	379BOMRON
4 FEB	380BOMRON	381BOMRON
7 FEB	381BOMRON	379BOMRON
8 FEB	380BOMRON	381BOMRON
9 FEB	379BOMRON	380BOMRON
10 FEB	381BOMRON	379BOMRON
11 FEB	380BOMRON	381BOMRON
14 FEB	379BOMRON	380BOMRON
15 FEB	381BOMRON	379BOMRON
16 FEB	380BOMRON	381BOMRON
17 FEB	379BOMRON	380BOMRON
18 FEB	381BOMRON	379BOMRON

T-3 Trainer

<u>1300-1500</u>	<u>1500-1700</u>
380BOMRON	379BOMRON
381BOMRON	380BOMRON
379BOMRON	381BOMRON
380BOMRON	379BOMRON
379BOMRON	381BOMRON
380BOMRON	379BOMRON
381BOMRON	380BOMRON
379BOMRON	381BOMRON
380BOMRON	379BOMRON
381BOMRON	380BOMRON
379BOMRON	381BOMRON
380BOMRON	379BOMRON
381BOMRON	380BOMRON
379BOMRON	381BOMRON

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	<u>2-2 Trainer</u>		<u>2-3 Trainer</u>	
<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>	<u>1500-1700</u>
21 FEB	380BOMRON	381BOMRON	380BOMRON	379BOMRON
22 FEB	379BOMRON	380BOMRON	381BOMRON	380BOMRON
23 FEB	381BOMRON	379BOMRON	379BOMRON	381BOMRON
24 FEB	380BOMRON	381BOMRON	380BOMRON	379BOMRON
25 FEB	379BOMRON	380BOMRON	381BOMRON	380BOMRON
28 FEB	381BOMRON	379BOMRON	379BOMRON	381BOMRON

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
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ATTACHMENT "F"

TO

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SERIAL NR 402-55

GUNNERY TRAINER

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ATTACHMENT "F"TOAPPENDIX "6"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55GUNNERY TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

The APG-TIA gunnery trainer is located in the Base Ground Training Building #936, Room E120 and will be used by all B-47 co-pilots. Trainer periods are for one hour. Priority on periods should be given to those crews programmed to start air-to-air gunnery. Two co-pilots will be scheduled for trainer.

<u>DATE</u>	<u>0800</u> <u>0900</u>	<u>0900</u> <u>1000</u>	<u>1000</u> <u>1100</u>	<u>1100</u> <u>1200</u>	<u>1300</u> <u>1400</u>	<u>1400</u> <u>1500</u>	<u>1500</u> <u>1600</u>	<u>1600</u> <u>1700</u>
1 FEB					379BS	380BS	381BS	381BS
3 FEB					381BS	380BS	379BS	379BS
8 FEB	380BS	379BS	381BS	381BS				
10 FEB	381BS	380BS	379BS	379BS				
11 FEB	381BS	379BS	380BS	380BS				
14 FEB					379BS	380BS	381BS	381BS
15 FEB					380BS	381BS	379BS	379BS
16 FEB					381BS	379BS	380BS	380BS
17 FEB					379BS	380BS	381BS	381BS
18 FEB					380BS	381BS	379BS	379BS
21 FEB	381BS	379BS	380BS	380BS				
22 FEB	379BS	380BS	381BS	381BS				
23 FEB	380BS	381BS	379BS	379BS				
24 FEB	379BS	380BS	381BS	381BS				
25 FEB	381BS	380BS	379BS	379BS				
28 FEB					379BS	381BS	380BS	380BS

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
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ATTACHMENT "G"

TO

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OPERATIONS ORDER

SERIAL NR 402-55

LORAN TRAINER

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ATTACHMENT "G"TOAPPENDIX "6"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 402-55LORAN TRAINER

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
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1. The ANT-P4 loran trainer is located in Base Ground Training Building #936.
2. All 1534's and 1521's will be scheduled for this trainer on a one man per period basis. Personnel should bring dividers, computers and other navigational equipment to work a simulated ground mission. The period also includes calibration of the Loran set.

<u>DATE</u>	<u>0900-1100</u>	<u>1300-1500</u>
1 FEB		310AREFS
2 FEB		"
3 FEB		"
4 FEB		"
7 FEB	310AREFS	
8 FEB	"	
9 FEB	"	
10 FEB	"	
11 FEB	"	
14 FEB		310AREFS
15 FEB		"
16 FEB		"
17 FEB		"
18 FEB		"
21 FEB	310AREFS	
22 FEB	"	
23 FEB	"	
24 FEB	"	
28 FEB		310AREFS

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
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ATTACHMENT "H"

TO

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TO

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SERIAL NR 402-55

ALTITUDE CHAMBER

HQ 310BOMWG
ATT H, APP 6, Annex B
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ATTACHMENT "H"

TO

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SERIAL NR 402-55

ALTITUDE CHAMBER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
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1. Altitude Indoctrination Training (Refresher) and an altitude chamber run will be conducted in Building #1040. This training is in compliance with AFR 50-27 and SAC REG 50-34.
2. Refresher training for aircrews will be for one full day and a half. The first day will consist of lectures. During the morning of the second day, flying personnel will be given an altitude chamber run and a written examination.
3. Personnel other than crew members will be given the basic course which is three days in duration. Chamber flights are part of this three day course.
4. Personnel will report at 0800 on the dates listed below. Personnel will be required to bring their own oxygen masks. Squadron Training Officers will insure that personnel on DNIF are not scheduled. When possible, complete crews should be scheduled.
5. Squadrons desiring personnel to attend altitude chamber must have their requirement submitted to this office NLT third monday of each month.

DATE

SQUADRON

2, 3 FEB

310AREFS - 7

9, 10 FEB

379BOMRON - 8

380BOMRON - 3

381BOMRON - 4

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DATE

11, 14, 15 FEB

SQUADRON

379BOMRON - 3
380BOMRON - 3
381BOMRON - 3
310FMS - 5
310A&E -- 5

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ATTACHMENT "I"

TO

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SERIAL NR 402-55

PHYSICAL CONDITIONING, MORSE CODE & BLINKER TRAINING (KC-97 CREWS)

AND

TARGET STUDY

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ATTACHMENT "I"

TO

APPENDIX "6"

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SERIAL NR 402-55

PHYSICAL CONDITIONING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

1. In accordance with SAC REG 50-8 and SAC REG 50-2, combat ready crew members are required to participate in the following training:

- a. Phase I - 15 hours annually.
- b. Phase II - 15 hours annually.

2. Under SAC REG 50-8, each crew member will participate in four hours of each phase of this training and each crew will be scored by the rating system according to the number of hours they accomplished during the training quarter.

3. Phase I is conducted every hour on the half hour on Monday, Wednesday and Friday at the Physical Conditioning Room. Phase II begins every hour on the hour on Tuesday and Thursday.

4. Crews may be scheduled for any period during the work day from 0800 to 1600 daily.

MORSE CODE & BLINKER TRAINING (KC-97 CREWS)

1. In accordance with SAC REG 50-8, in addition to the radio operator, a minimum of two crew members in the forward compartment and a minimum of two crew members in the rear compartment will be capable of receiving and transmitting Morse Code at the rate of eight words per minute and blinker Morse Code at the rate of five words per minute.

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2. Room #34 in the Base Ground Training Building #936 has been equipped and is available Monday through Friday of each week between the hours of 0800-1000 daily.

3. A proficiency certificate will be given to those aircrew personnel successfully accomplishing the check. Squadrons will schedule as many as seven aircrew personnel to accomplish this training.

TARGET STUDY

There will be no formal target study conducted by Wing Intelligence during the month of FEB. Only target study given by Wing Intelligence will be as required by special missions directed by higher headquarters. Target study on domestic sites will be conducted within each squadron.

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ATTACHMENT "J"

TO

APPENDIX "6"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 402-55

"K" SYSTEM IN-FLIGHT MAINTENANCE

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ATTACHMENT "J"

TO

APPENDIX "6"

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OPERATIONS ORDER

SERIAL NR 402-55

"K" SYSTEM IN-FLIGHT MAINTENANCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

1. "K" system in-flight maintenance classes for all observers will be conducted in the 310A&E shops by Technical Representatives.
2. This phase will consist of maintenance and in-flight adjustment that will be performed on "K" system mock-up.
3. Students will report to the Technical Representative office and await arrival of their instructors.

<u>DATE</u>	<u>TIME</u>
2 FEB	1300-1700
4 FEB	1300-1700
9 FEB	1300-1700
11 FEB	1300-1700
14 FEB	1300-1700
16 FEB	1300-1700
18 FEB	1300-1700
21 FEB	1300-1700
23 FEB	1300-1700

HQ 310BOMWG
ATT J, APP 6, Annex B
OPORD 402-55
18 JAN 55

0413

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 402-55

COMMUNICATIONS

HQ 310BOMWG
OPORD 402-55
18 JAN 55

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 402-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

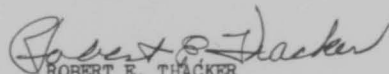
Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:
COMBOMWG 310, 2 CYS
310DO, 15 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
COMADIV 802, 1 CY
COMABGP 802, 1 CY

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
OPORD 402-55
18 JAN 55

0415

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
18 January 1955, 0001CST

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 402-55

ADMINISTRATION AND LOGISTICS

HQ 310BOMWG
OPORD 402-55
18 JAN 55

0416

310TH BOMBARDMENT WING (M)
Smoky Hill Air Force Base
Salina, Kansas
18 January 1955

ANNEX D

LOGISTIC

FLYING SCHEDULE FOR FEBRUARY 1955

1. GENERAL INFORMATION:

a. The agreement reached for February 1955 between Operations and Maintenance resulted from a meeting conducted in January in accordance with SAC Regulation 60-9. Basically, maintenance is committed to furnish the following requirements:

(1) B-47 Flying hours - 1440:30

(2) KC-97 Flying hours - 568:00

b. Aircraft maintenance will be performed as outlined in applicable directives and as implemented by the Maintenance Control Section.

c. Periodic Maintenance Squadron will be required to perform inspections as follows:

(1) B-47 - 13 Periodic Inspections.

(2) KC-97 - 4 Periodic Inspections.

d. All aircraft will have a compass swing performed during this period.

e. The TOC program will be adhered to as directed by Maintenance Control. TOC teams will perform the TOC accomplishments required.

f. Armament - Electronics and Field Maintenance Squadron Commanders will insure that their personnel are fully briefed and understand the aircraft flying schedule for the month of February.

2. 802D AIR BASE GROUP:

a. Maintenance Control will notify Base Supply 48 hours in advance when other than normal services are required.

HQ 310TH BOMWG
ANNEX D
OPLAN 402-55
18 JAN 55

0417

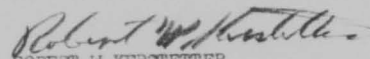
b. All Squadron Operations Officers will confirm transportation requirements by 1600 hours of the day preceeding the requirement.

JOHN H. de RUSSY
Colonel, USAF
Commander

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310FMS, 2 copies
310PMS, 2 copies
802ADIV, 1 copy
802ABGP, 1 copy

OFFICIAL:


ROBERT W KERSTETTER
Major, USAF
Wing Logistics Officer

HQ 310TH BOMWG
ANNEX D
OPLAN 402-55
18 JAN 55

0418

DAILY AIRCRAFT ASSIGNMENT
379TH BOMB SQUADRON

STAND 31 DOWN	STAND 1 DOWN	2300 2281 2302	2 2102 2107 2293	3 2113 2276 2115 2118	4	5
2276 2281 2300 2289-A DOCK 2277-TH	7 2102 2107 2293 2297 2289-WASH	8 2113 2118 5257 2302 2289-DOCK	9 2115 2281 2284 2300 2306-WASH	10 2102-TOC 2107 2293 2297 2306-DOCK	11	12
2113 2115 2302	14 2276 2284 2300	15 2102 2107 5257 2293 2289-TH	16 2113 2115 2277 5257-SPEC WPNS 2297-TOC	17 2276 2284 2300 2306-TH 2118-WASH	18	2118-DOCK 19
2102 2107 2297	21 2115 2277 2302 2289	22 5257-TOC 2276 2300 2281 2284	23 2102 2107 2297 2113	24 2115-SPEC WPNS 2277 2302	25	2118-TH 26
2276 2281 2289 2300	28					

HQ 310TH BOMB
UNNEX D
OPLAN 402-55
18 JAN 55

DAILY AIRCRAFT ASSIGNMENT
380TH BOMB SQUADRON

STAND DOWN 31	STAND DOWN 1	2282 2301 2116 2299 2283 2237 2	2101 2290 2120-A DOCK 2109 2117 3	2147 2279 2286 2116-TOC 2106-WASH 2147 4	2106-DOCK 5
2110 2237 2279 7	2101 2116 2282 2283 8	2109 2279 2286 2301 9	2117 2110 2147 2237 2299-SPEC WPNS 10	2101 2116 2120-TH 2279-TOC 2290 11	2106-TH 12
2109 2282 2286 14	2106 2286 2279 2110 15	2101 2116 2147 2290 2299-SPEC WPNS 16	2109 2117 2101-TOC 2301 2120 17	2106 2110 2237-WASH 2279 2299-SPEC WPNS 18	2237-DOCK 19
2116 2147 2282 2283 21	2101 2109 2286 2299 22	2106 2110 2120 2279 23	2116 2290 2299-SPEC WPNS 2301 2147 24	2282-TOC 2237-TH 25	26
2106 2120 2279 2101 28					

HQ 310TH BOMBG
ANNEX D
JPLAN 402-55
18 JAN 55

0 4 2 0

DAILY AIRCRAFT ASSIGNMENT
381ST BOMB SQUADRON

STAND DOWN 31	STAND DOWN	2104 2112 2307 2	2261 2287 2303 2305 2114 2096-TOC 3	2108 2292 2271 2104-SPEC WPNS 4	2304-TH 5
2096 7 2105 2111 2146 2096-WASH	2104 8 2112 2303 2305	2114 9 2271 2287 2295 2105-SPEC W.	2108 10 2261 2104-WASH 2307 2146-DOCK 2307-TOC	2105 11 2111 2305 2271-SPEC WPNS 2104-DOCK	2307-WASH 12 2292-WASH
2108 14 2304 2112-TOC 2307-DOCK 2114 2292-DOCK	2096 15 2112 2146-WASH 2111-WASH	2105 16 2295 2146-DOCK 2111-DOCK	2111 17 2114 2271 2304	2108 18 2112 2146-TH 2261 2287 2104-TH	2292-TH 19
2105 21 2307-TH 2305 2304-SPEC WPNS	2096 22 2271 2108-TOC 2146-TH 2295 2297	2112 23 2114 2146 2261-SPEC WPNS 2304	2104 24 2105 2305 2261	2108 25 2292	26
2096 28 2287 2307					

HQ 310TH BOMBG
 ANNEX D
 OPLAN 402-55
 18 JAN 55

0 4 2 1

DAILY AIRCRAFT ASSIGNMENT
310TH AIR REFUELING SQUADRON

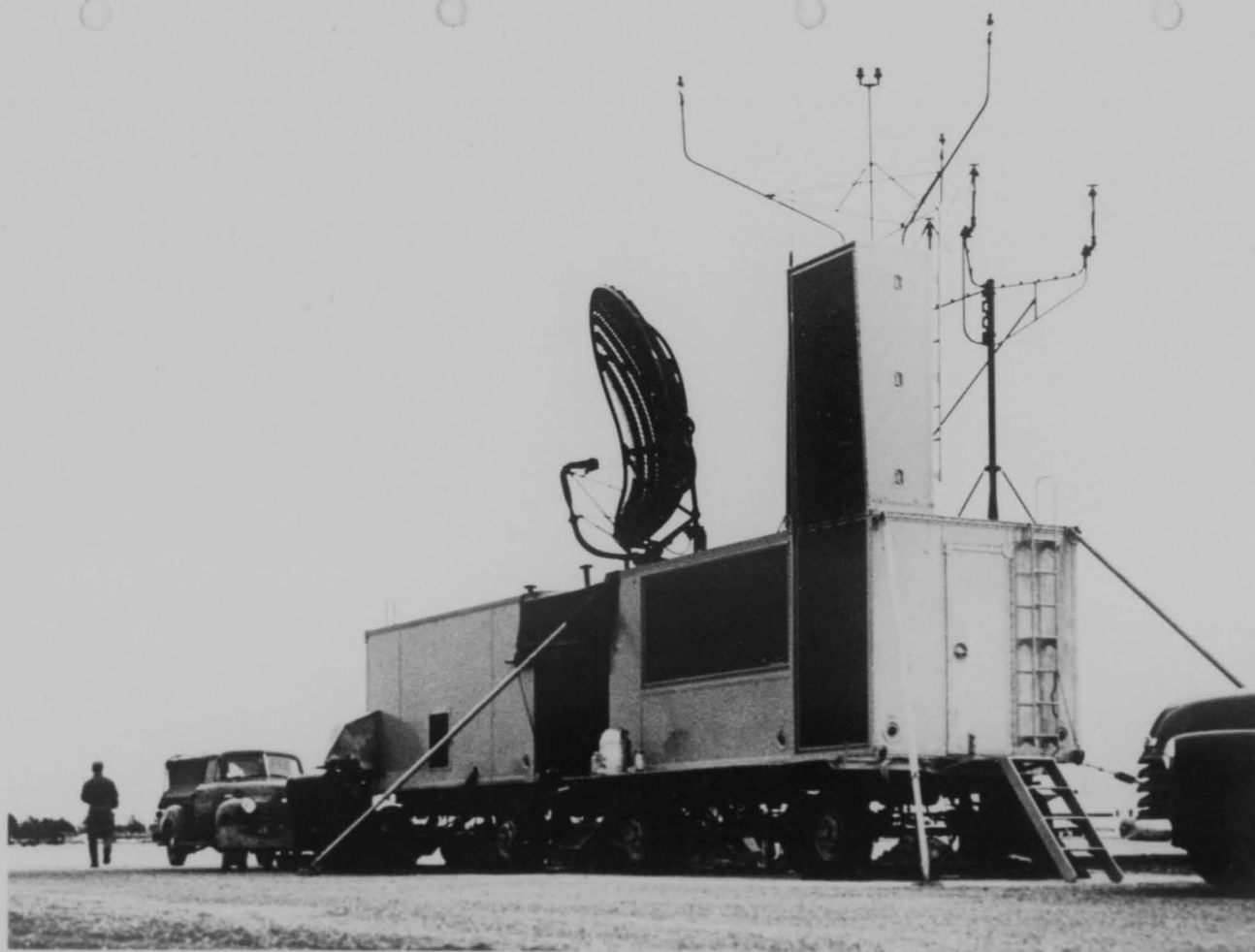
31 STAND DOWN	1 STAND DOWN	2 106 115 107 342 108 343 109 344 110 355 113 114	3 108-SB 346 107 348 113 354 114 115 116 345	4 106 342 107 113 108 343 344 116 355	5 110-SB
7 110-6AR 109-XC 115-6AR 346-SB	8 108-5TRNS 344-3AR 346-3AR 116-6AR 354-1OLR 111-TH	9 106-3AR 107-6PP 343-3AR 113-3AR 348-1OLR 345-SB	10 108-3AR 342-3AR 112-6PP 346-1OLR 355-3AR 115-WASH	11 107-3PP 110-3AR-3PP 111-3AR 344-1OLR 116-3AR 354-5TRNS 115-DOCKS	12
14 106-1OLR 108-5TR 342-3AR 113-3PP 346-3AR 348-3PP 355-3AR	15 107-1OLR 111-3AR-3PP 343-3AR 346-3AR 116-3AR 345-SB	16 106-3AR 108-3PP 110-3PP 112-1OLR 114-3AR 346-3AR 354-5TH	17 107-3AR 111-1OLR 344-3AR 116-3PP 342-SB 345-3AR	18 108-1OLR 342-3AR 112-3AR 346-3AR 348-3PP 354-3PP 355-3AR	19 106-SB
21 345-TRAN 106-SB 107-3AR 09-3AR 342-3AR 111-3PP 344-3AR 116-3PP	22 106-3AR 108-5TR 343-3AR 348-3PP 115-3AR 354-3PP 355-3AR	23 109-3AR 110-3AR 111-3PP 113-3AR 116-3PP 344-3AR 346-1OLR	24 107-3AR 108-3PP 112-3AR 114-1OLR 342-3AR 348-3AR	25 109-1OLR 111-3PP 116-3AR 343-SB 344-3AR 354-3AR	26
28 106-3 112-6AR 114-1OLR 355-3AR					

HQ 310TH BOMWG
 ANNEX D
 OPLAN 402-55
 18 JAN 55

0422

Smoky Hill GCA Unit.

0423



CORRECTED COPY--DESTROY ALL OTHERS

OPERATIONS MEMORANDUM)

NUMBER 62-5)

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

15 January 1955

FLYING SAFETY

310BOMWG Aircraft Accident Prevention Campaign

1. The purpose of this memorandum is to implement the 1955 SAC Aircraft Accident Prevention Campaign.
2. To effect an aggressive accident prevention program in the 310BOMWG, the following procedures will be adhered to:
 - a. Incident Reports (SAC Form 5):
 - (1) Incident Reports will be submitted in accordance with SAC REG 62-9, 10 DEC 54 and forwarded in original only to the Wing Flying Safety Officer.
 - (2) The Wing Flying Safety Officer will be responsible for preparing the appropriate number of additional copies and for forwarding them through channels to higher headquarters.
 - b. Squadron Flying Safety Meetings:
 - (1) All flying and maintenance personnel will attend at least one flying safety meeting each month.
 - (2) The squadron flying safety officer will maintain a record of the subjects covered and the attendance for each meeting.
 - c. Wing Flying Safety Meetings:
 - (1) There will be one Wing Flying Safety Meeting held each month for all rated personnel.
 - (2) The subject for each wing meeting will be in accordance with the 1955 SAC Flying Safety Brochure.
 - (3) To improve the quality of the Wing Flying Safety Meeting, the flying squadrons, on a rotational basis, will be responsible for preparing the program.
 - (a) The 379BOMRON will conduct meetings for the months of JAN, MAY and SEP.

0425

310BOMWG OPS MEMO 62-5

- (b) The 380BOMRON will conduct meetings for the months of FEB, JUN and OCT.
- (c) The 381BOMRON will conduct meetings for the months of MAR, JUL and NOV.
- (d) The 310AREFS will conduct meetings for the months of APR, AUG and DEC.
- (4) The Wing Flying Safety Officer will assist the Squadron Flying Safety Officers in the preparation of each program.

d. Reports:

- (1) The Squadron Flying Safety Officer will submit a monthly report direct to Wing Operations. This report will be due not later than the third working day of each month.
- (2) The monthly report should contain the following information:
 - (a) Flying Safety activities during the month.
 - (b) Percentage of pilots attending wing and squadron flying safety meeting.
 - (c) Percentage of maintenance personnel attending flying safety meeting.
 - (d) Number of Incident Reports submitted during previous month.
 - (e) Any special activities engaged in during previous month.
 - (f) Any flying safety tips or recommendations worthy of command-wide dissemination.

3. To assist the squadron flying safety officer in his duties and to insure that an aggressive flying safety campaign is in effect during his absence, it is suggested that an assistant flying safety officer be appointed from each flight within the squadron.

310BOMWG OPS MEMO 62-5

4. Reference: The 1955 SAC Aircraft Accident Prevention Campaign.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



FRANK H. WAGNER
1STLT, USAF
Adjutant

COPY

COMDRAINDIV 802 SMOKY HILL AFB KANS

UNCLASSIFIED

PRIORITY

COMDRAF 15 MARCH AFB CLAIF ATTN: DPGS

X

(UNCLASSIFIED) BFGS 1-1089. FLASH ACCT REPT. RCS: 1-AF-K11 (15AP).
A KC-97G, ASG 310ARS, 310TH BOMBING DAMAGED 1400 HOURS 28 JAN 55. A J-1 STAND
WAS TOWED AWAY FROM NR 3 ENG BY A TUG. THE STAND MADE A 30 INCH SCRATCH IN THE
RIGHT SIDE OF THE FUS NEAR THE AUX POWER UNIT EXHAUST PORT. CLNG STAN ACFT AND
STAND IS ONLY 2 INCHES. EST COST OF REPAIR \$21.00. WRITTEN SOP TO SUP L VERBAL
INSTR W/B MADE FORBIDING USE OF TUGS TO TOW STANDS IN IMMEDIATE VICINITY OF ACFT.
PERS HAVE BEEN CAUTIONED SEVERAL TIMES ON USING PROPER PRO. A/2C DRIVER OF TUG HAS CI
ONE WEEK EXPERIENCE AS DRIVER. THREE AMN WERE SITTING ON STAND WHILE BEING TOWED.
ACT INITIATED TO REDUCE SUPER AND AMN CONCERN ONE GRADE.

UNCLASSIFIED

1 1

DONALD E. RELLING, 2ND LT, USAF

COPY

0428

OPERATIONS MEMORANDUM)

NUMBER 55B-14)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

20 January 1955

OPERATIONS

EWP Release of Special Weapons

1. The following operating procedure will be used to insure a positive release of a special weapon under EWP conditions.

a. All switches will be positioned by the observer for a normal automatic "K" system release.

b. At the instant the function switch goes from bomb to track, the observer will pull the emergency bomb release handle ("T" handle) out as far as it will come.

c. At the instant the bomb release light comes on, the aircraft commander will activate the electrical salvo switch.

2. The above procedure will not be used during training or release of T-59 practice bombs.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant



FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

0429

COPY

15th Air Force Standardization Team.

31000
Attn: Col de Russy

310A&E

17 JAN 55
310A&E/MAJ MEGENITY/424

1. Per verbal instructions on 14 January 1955, the following information is submitted.
2. It became apparent during the 15th Air Force assistance team visit of 11th going through 15th October 1954, that 15th Air Force A&E Standardization team visit would be very helpful in obtaining personnel and supply support for the 310th Armament and Electronics Squadron, and 310th Bombardment Wing. It was determined by the assistance team that much of our problem was caused not by a lack of effort in some cases, but by a lack of qualified personnel in both the squadron and supporting units.
3. In a conversation with Major Romanek, 15th Air Force, the undersigned requested that proper channels be cleared for the standardization team to be sent to this installation at an early date. At the close of the conversation, this writer was under the impression that proper steps would be taken. Consequently no written follow up was deemed necessary and none was ever initiated. Major Teeporten was present during the conversation and was under the same impression.
4. It is realized, at this time, that written follow up should have been accomplished; however, the statement that the standardization team would be forthcoming seemed emphatic enough to be adequate.
5. If the all encompassing scope of responsibility of the standardization team had been realized at the time of request, it would have been cleared and requested through the command channels.

/t/s/ARNOLD R. MEGENITY
Major, USAF
Commander

COPY

0450

COPY

TO: BDMS

FROM: BDM

DATE: 20 JAN 55

COMMENT NR 1
BDM Vinsant/8042

1. The following 15th Air Force message is quoted for your information and necessary action.

"UNCLASSIFIED/DM3BB 7512. THIS HQ HAS IN THE PAST AND IS CURRENTLY EXPERIENCING CONSIDERABLE DIFFICULTY BROUGHT ABOUT BY BASES FAILING TO COMPLY WITH ALL PROVS OF SAC REG 67-3, 15 JUL 53. FAILURE TO INCL ALL PERTINENT DATA IN SOP DIFFICULTY LTNS IMPOSES AN UNNECESSARY WORKLOAD AT THIS HQ IN ATTEMPTING TO ASSEMBLE THE INFO RQR TO TAKE DECISIVE ACT TOWARD RESOLVING THE PARTICULAR DIFFICULTY. SUP DIFFICULTY LTNS SBM AFTER THE DT OF THIS MSG WILL INCL ALL INFO PRESCRIBED BY PARA 4A(2) OF SAC REG 67-3. DTS AND REF PRES IAW PARA 4A(2)(B) 1 K and 2 INDICATED CITING DT AND CITE NR OF MSG OR NAME AND PHONE NR OF INDIV CONTACTED BY TELEPHONE. REQ ACK OF REC AND UNDERSTANDING 18 JAN"

2. Request acknowledgment of receipt and understanding be forwarded in final form not later than 21 January 1955.

/t/s/S.E.DAVIS, LTCOL, US.F
Base Director of Materiel

INFO COPY: 310BOMWG
40BOMWG

COPY

0431

COPY

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

14 January 1955

SUBJECT: Low In-Commission Rate

TO: Commander
310th Bombardment Wing, M
Smoky Hill Air Force Base
Kansas

1. The in-commission rate of the 310th Bombardment Wing is entirely unacceptable.
2. It is not intended that time-consuming reports be prepared as to why the in-commission rate is low. It is recognized that your assets from the personnel and materiel standpoint are not all that could be desired; neither are they in other similar SAC wings. It can, therefore, only be concluded that the overall evaluation is directly proportional to the organization and utilization of the assets at your command.
3. Only an abrupt rise to an acceptable in-commission rate and the maintaining of that rate will be accepted as evidence that the 310th Bombardment Wing is accomplishing its mission.

/t/s/JOHN R. SUTHERLAND
Brigadier General, USAF
Commander

COPY

0432

COPY

Low In-Commission Rate

31000

310DM

20 JAN 55
Colonel Jones/ms/8112

1. Reference is made to General Sutherland's letter of above subject, 14 JAN 55 attached.

2. This subject was thoroughly discussed with the Chief of Maintenance on 17 JAN 55 and action has been initiated to increase the in-commission rate. The January rate should show substantial improvement due to the clearing of several aircraft from the back line and some improvement in the reduction of fuel leaks.

3. The November and December rates were affected by aircraft undergoing modification for Collins radio installation and conversion of K-systems from Blue Square to Cycle One equipment.

4. We will endeavor to raise our rate to the acceptable 70% as rapidly as possible.

1 INCL
LTR from General Sutherland
14 JAN 55 (2 copies)

/t/s/HARRY H. JONES
Colonel USAF
Director of Materiel

COPY

0433

COPY

SUBJECT: Mobility Meeting

TO: 310AG

FROM: 310DML

DATE: 5 JAN 55

COMMENT NR: 1

Major Kerstetter/537

1. Request that all Mobility Officers of the 310th Bomb Wing and 802d Air Base Group be present in the 310th Bomb Wing Conference Room (building 474) at 0900 hours, 7 JAN 55.
2. Items for discussion will be submitted, in writing, at the beginning of the meeting, for the purpose of entering on the agenda.
3. The following subjects are items from this office which are on the agenda for discussion, request that all mobility officers brief themselves accordingly: SCF #5 paragraph 4a & b; paragraph 9a,b,c and d; paragraph 13c.
4. Request that each mobility officer prepare a report listing the number of personnel by AFSC who will be unable to deploy with the wing due to ineligibility under SCF #5 paragraph 4a and b, 310th Bomb Wing Mobility Plan. In considering eligibility under AFR 35-39, subject regulation is applicable to both officers and airmen. Personnel with a DCS prior to 15 June 1955 are ineligible for deployment unless they intend (airmen) or sign an indefinite statement (officers).

/t/s/ROBERT W KERSTETTER
MAJOR, USAF
Wing Mobility Officer

COPY

0434

HEADQUARTERS
310TH BOMBARDMENT WING (MEDIUM)
Smoky Hill Air Force Base
Salina, Kansas

30 January 1955

CHANGE 2
TO
Wing Mobility Plan

1. The pages attached hereto constitute Change 2 to the 310th Bombardment Wing, (Medium), Mobility Plan, 31 August 1954.
2. Changes incorporated herein include the requirement of SAC General Order Number 75 and 84 and Headquarters SAC Letter IGAP, 13 OCT 54.
3. New Pages marked "CC (JAN 55)", will be inserted and old pages removed as indicated below:

<u>Old Pages to be Removed:</u>	<u>New Pages to be Inserted:</u>
II-A-1 (Goldenrod)	II-A-1 (Goldenrod)
II-D-1 (Canary)	II-D-1 (Canary)
II-D-3 thru II-D-85 (Canary)	II-D-3 thru II-D-85 (Canary)
II-E-1 (Canary)	II-E-1 (Canary)
II-E-2 thru II-E-20 (Canary)	II-E-2 thru II-E-20 (Canary)
III-D-10 (Canary)	III-D-10 (Canary)
III-D-24 (Canary)	III-D-24 (Canary)
III-D-30 thru III-D-34 (Canary)	III-D-30 thru III-D-34 (Canary)
IV-E-1 thru IV-E-12 (Blue)	IV-E-1 thru IV-E-55 (White)
Part V Index Sheet, (White)	Part V Index Sheets, (White)
V-F-3 (Pink)	V-F-3 (Pink)
V-G-2 thru V-G-6 (Pink)	V-G-2 thru V-G-6 (Pink)
V-Q-1 (Pink)	V-Q-1 (Pink)
	V-X-1 thru V-X-3 (Pink)
	V-Y-1 (Pink)

4. The following changes will be made in pen and ink:
 - a. Page II-D-29, line 8, add the following: Phase I; (1), Phase II; (7), Phase III; (3), Phase IVA; (3).
 - b. Page II-D-33, line 4, Phase III; Add 1.
 - c. Page II-D-36, line 2, AFSC should be 73170.
 - d. Page II-D-43, line 7, Phase III; Add 1.

- e. Page II-D-45, line 8, Phase III; Change (14) to (13)
- f. Page III-D-9, line 21, Phase III, under WT, Change 104 to 2104.
- g. Page IV-D-1, Paragraph 3a(3): To beginning of paragraph 3a(4).

BY ORDER OF THE COMMANDER:

OFFICIAL



FRANK H WAGNER
1STLT, USAF
Adjutant

FRANK H WAGNER
1STLT, USAF
Adjutant

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Director of Materiel	(5 copies)
Wing Chief of Maintenance	(4 copies)
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Wing Inspector	(1 copy)
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COMDR 380TH BOMRON	(6 copies)
COMDR 381ST BOMRON	(6 copies)
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COMDR Fifteenth Air Force	(2 copies)
COMDR SAC	(1 copy)

PAGE II - A - 1
C2 (JAN 55)

PART II

PERSONNEL

Narrative

Unit Mobility

1. General:

a. It is the basic concept of any Mobility Plan that the proper people be at the proper place at the proper time, fully processed and fully equipped for deployment.

b. The aim of the Personnel Mobility Section is twofold. It outlines the responsibilities of the Squadron supervisors in implementing personnel phasing. It establishes the phased deployment positions of all personnel involved in the Mobility Plan.

(1) General responsibilities are outlined in paragraph 2 and 3 below.

(2) Staging Team positions are established in Part II, Section B.

(3) Phased deployment positions are established in Part II, Section D.

c. Detailed operating procedure is outlined in Part V, Section G.

2. Squadron Personnel Mobility Officers:

a. Will be assigned duty on Squadron Orders, and will be Officers with administrative experience.

b. Will maintain necessary personnel records and Mobility data in a current status at all times.

c. Will prepare and maintain in appropriate containers, according to Mobility Positions, records for all personnel.

d. Are responsible for maintaining in a current status, Mobility Cards and Mobility Rosters for personnel of their organization.

e. Will check daily the morning report to determine the daily status of all personnel of his unit assigned to Mobility Positions.

0 4 3 7

PAGE II - A - 2
C2 (JAN 55)

f. Will coordinate with organization Supply Officer on matters relative to individual clothing and equipment.

g. Will keep Wing Personnel Mobility Officer advised of all major changes and/or difficulties encountered.

h. Will check Mobility Records, including Cards and Rosters, daily with organization commander and personnel officer. Bombardment Squadron Personnel Mobility Officers will also check daily with Squadron Operations Officers and Airplane Commanders to determine status of flight crews.

i. Will prepare AF Form 96b for tactical aircraft in accordance with the instructions in SOP #22, PAGE V-V-1, and will monitor the loading of personnel and records on tactical aircraft of the squadron

j. Will prepare and/or review, coordinate and submit reports as required.

3. The Airplane Commander:

a. Will, when directed, assemble personnel assigned to move on his aircraft.

0 4 3 8

PAGE II - D - 1
G2 (JAN 55)

RECAPITULATION
PHASED DEPLOYMENT OF PERSONNEL
310th Bombardment Wing (M)

10 - KC-97F
10 - KC-97G

45 - B-47E

Organizational Element Personnel in Air Echelon Shown in Parenthesis	AIR ECHELON			SURFACE ECHELON	
	First Phase f	Second Phase	Third Phase	Fourth Phase	
				A	B
WING HQ (129)	31	51	47	22	4
BOMB SQ (3 @ 166) (498)	(3@115) 345	(3@38) 114	(3@13) 39	(3@11) 33	0
AIR REFLG SQ E (346)	228	100	18	4	0
PERIODIC MAINT SQ (141)	18	66	57	2	0
ARM-ELEC SQ (315)	160	80	75	25	5
FIELD MAINT SQ (323)	107	78	138	43	21
MEDICAL GROUP (38)e	20	18e	0	83	4
AIR BASE GP HQ (32)a	0	15	17	60	22
OPERATIONS SQ (40)a	8	21	11	11	43
SUPPLY SQ (100)a	52	20	28	23	107
FOOD SERVICE SQ (72)a	24	31	17	19	20
AIR POLICE SQ (164)a	164	0	0	0	107
AIR INSTL SQ (26)a	8	4	14	67	54
MOTOR VEHICLE (47)a	32	10	5	12	34
TOTALS (2,271)	1,197	608	466	404	421b
NORMALLY DEPLOYED IN BOMB AND TANKER AIRCRAFT (833)	830c	3 d	0	0	0
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT (1,438)	367	605 e	466	0	0
NOTES: See Page II - D - 2					

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C2 (JAN 55)

- NOTES:
- a. Two Wing Base Group T/O's.
 - b. The 421 persons in Column IVB do not deploy when forward base complement is in place. These 421 persons, including 20 munitions specialists, form the forward base complement shown in SAC Manual 400-1A.
 - c. Based on the following utilization of unit aircraft.
 - 45 - B-47E - 3 crew members plus crew chief passenger. Total 180 persons.
 - 10 - KC-97F - 7 crew members. Total 70 persons.
 - 10 - KC-97G - 7 crew members. Total 70 persons.
 - # 1 - KC-97G - Deployment Route Maintenance Team, 44 persons plus 11,000 pounds of materiel.
 - # 2 - KC-97F - Advance party of 44 persons.
 - Odd Numbered Aircraft - KC-97F - Personnel carriers @ 44 persons each. Total of 396 persons.
 - Even Numbered Aircraft - KC-97G - Cargo carriers. 15,000 pounds cargo plus 4 passengers each. Total 135,000 pounds cargo and 36 passengers.
 - d. In order to obtain command capability the squadron commander of each bombardment squadron will be moved with Phase I, in B-47 aircraft.
 - e. When the Recapitulation is used in conjunction with rotational TDY's, reduce by 18 persons. 36 Bed Tactical Support Hospital is not deployed.
 - f. First Phase personnel are made up of personnel assigned to a pre-strike, post-strike or pre-post Staging Team.
 - g. Air Refueling Squadron supporting tables shown in separate Air Refueling deployment section.

0 4 4 0

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.		Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.			
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
Headquarters, Bomb Wing M Jet B-47			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV			
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
1- 1047P																	
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
COMMAND		(3)	15	1		1			1		(2)		(1)				
TF Command - Pre & Pre-Post Strike			30	1		1			1		1						
Commander 0002		1	45	1		1			1		1						
Deputy Commander 0066		1			1		1		1	1			1				
Stenographic Spec1 70252		1	15	1		1			1								
SQUADRON HEADQUARTERS		(9)	30	1		1			1		1						
Commander 7024		1	45	1		1			1	1		(4)	(3)	(2)			
Adjutant 7324		1			1		1		1	1		1					
Apr Orgn Supply Spec1 64131		1			1		1		1	1							
Sr Orgn Supply Spec1 64151		1			1		1		1	1		1					
Apr Clerk 70230		1			1		1		1	1			1				
Clerk 70250		1			1		1		1	1		1					
Classification Spec1 73250		1			1		1		1	1			1				
Personnel Spec1 73251		1			1		1		1	1		1					

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G2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC 1.				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
																4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
HEADQUARTERS, Bomb Wing M Jet B-47																
1- 1047P																
SQUADRON HEADQUARTERS (CONT)																
First Sergeant	73170	1			1		1		1	1						
ADJUTANT		(8)	15	1		1			1		(2)	(1)	(3)	(2)		
Adjutant	7024	1	30	1		1			1							
			45	1		1			1							
Apr Clerk	70230	2			1		1		1	1				1	1	
Clerk	70250	4			1		1	1	2	2						
					1		1	1	2	2	1		2	1		
Admin Supv	70270	1			1		1		1	1		1				
INSPECTION		(2)												(2)		
Wing Inspector	0036	1												1		
Admin Supervisor	70270	1			1		1		1	1		(4)	(2)	(2)		
PERSONNEL		(8)			1		1		1	1						
Director of Personnel	0016	1			1		1		1	1		1				
Personnel Officer	7324	1			1		1		1	1			1			
Apr Clerk	70230	1			1		1		1	1				1		
Clerk	70250	1			1		1		1	1		1				

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Air Force - SAC, Offutt O-1240 (54)

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.																
SQUADRON	T/O	TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC 1.	2.			PRE-STRIKE		PRE-POST STRIKE (R/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV				
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III					14.	15.			
Headquarters, Bomb Wing M, Jet B-47	1- 1047P				2		2		2	2								
Personnel Spec1	73251	2			2		2		2	2		1	1					
Personnel Supv	73270	2			1		1		1	1		1			1			
OPERATIONS		(4)	75	1		1		1			(1)	(2)			(1)			
TF Commander - Post-Strike			30	1		1		1										
Director of Operations	0036	1	45	1		1		1			1							
Deputy Director of Ops	1416	1			1		1			1	1							
Asst Clerk	70230	1																
Admin Supv	70270	1			1		1			1	1							
INTELLIGENCE		(14)	15	1		1				1	(9)	(2)	(2)		(1)			
Intel Staff Off	2016	1	30	1		1				1								
Intel Photo Radar Off	2044	2	45	1		1		1		1	1							
Intel Off	2054	3	15	1	2	1	2	1	2	1								
Sr Intel Opr Spec1	20450	1	30	1	2	1	2	1	2	1								
Sr Photo Intel Spec1	20451	1	45	1	2	1	2	1	2	1	2	1						

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02 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
1.				3.	4.	5.	6.	7.	8.					9.	10.	11.	12.	13.	14.	15.
Headquarters, Bomb Wing M Jet B-47																
1- 1047P																
INTELLIGENCE (CONT)																
Intel Operations Tec	20470	2	15	1	1	1	1	1	1	1						
			30	1	1	1	1	1	1							
			45	1	1	1	1	1	1							
Photo Intrpr Tec	20471	1			1		1		1	1						
					1		1		1	1						
					1		1		1	1						
Apr Clerk	70230	1	15		1	1		1								
			30		1	1		1								
			45		1	1		1								
Clerk	70250	1	15		1	1		1								
			30		1	1		1								
			45		1	1		1								
Draftsman	22350	1														
OPERATIONS AND TRAINING		(33)			2		2		2	2	(10)	(6)	(9)	(8)		
Pilot AOB	1245	3			2		2		2	2		1	1	1		
					2		2		2	2						
Ops Staff Off	1416	3	15	1	2	1	2	1	2	1						
			30	1	2	2	1	1	2	1						
			45	1	2	2	1	1	2	1	2		1			
					2		2		2	2						
Air Operations Off	1435	2			2		2		2	2		1	1			
					2		2		2	2						
					1		1		1	1						
Flying Safety Off	1444	1			1		1		1	1			1			
					1		1		1	1						
					1		1		1	1						
Intel Photo Radar Off	2044	1			1		1		1	1						
					1		1		1	1						
			15	1		1		1	1	1			1			
			30	1		1		1	1	1						
			45	1		1		1	1	1						
Elect Countermeasures Off	3024	1									1					

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON	TOTAL AUTHORIZED	ALLOCATIONS (Staging Team Deployment)									ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
Headquarters, Bomb Wing H Jet B-47 T/O 1- 1047P ELEMENT, TITLE AND AFSC 1.		SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV			
			PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
			4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
OPERATIONS AND TRAINING (CONT)				1		1		1	1							
Gunnery Off 3244	1			1		1		1	1		1					
Munitions Off 3254	1	15	1		1			1								
		30	1		1			1								
		45	1		1			1								
Special Weapons 1416	1	15	1		1			1								
		30	1		1			1								
		45	1		1			1								
Air Performance Engr 4324	1			1		1		1	1							
				1		1		1	1							
Training Off 1416	1			1		1		1	1							
				1		1		1	1							
				1		1		1	1							
Photo Intrpr Tec 20471	1			1		1		1	1							
				1		1		1	1							
Air Opns Supv 60170	5	15	1	3	1	3		4	3							
		30	1	3	1	3		4	3							
		45	1	3	2	2		4	3		1	1	2	1		
Apr Clerk 70230	2														2	
		15		3		3		3	3							
		30		3	1	2	1	2	2							
Clerk 70250	5	45		3	2	1	2	1	1		2		1	2		
		15	1		1			1								
		30	1		1			1								
Admin Supv 70270	1	45	1		1			1			1					
Draftsman 22150	2														2	

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHORIZED	SIZE STAGING TEAM	ALLOCATIONS (Staging Team Deployment)							ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
Headquarters, Bomb Wing M Jet Base				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
ELEMENT, TITLE AND AFSC																
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
OPERATIONS AND TRAINING (CONT)			25	1		1			1							
			30	1		1			1							
Munitions Supv 46170		1	45	1		1			1		1					
COMMUNICATIONS		(3)			1		1		1	1	(1)		(2)			
					1		1		1	1						
Comm Elect Staff Off 3016		1			1		1		1	1			1			
			15	1		1			1							
			30	1		1			1							
Radio Opns Supv 29370		1	45	1		1			1		1					
					1		1		1	1						
					1		1		1	1						
Clerk 70250		1			1		1		1	1			1			
MATERIEL		(2)			1		1		1	1		(1)	(1)			
					1		1		1	1						
Director of Materiel 0046		1			1		1		1	1		1				
					1		1		1	1						
					1		1		1	1						
Clerk 70250		1			1		1		1	1			1			
SUPPLY		(5)			1		1		1	1		(2)	(2)	(1)		
					1		1		1	1						
Supply Off 6424		1			1		1		1	1		1				
Orgn Supply Spec 64151		1												1		
					1		1		1	1						
					1		1		1	1		1				
Orgn Supply Spec 64151		1			1		1		1	1						
					1		1		1	1						
					1		1		1	1						
Orgn Supply Supv 64173		1			1		1		1	1			1			
					1		1		1	1						
					1		1		1	1						
Clerk 70250		1			1		1		1	1			1			

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.			Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.		
SQUADRON	T/O	TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)			
ELEMENT, TITLE AND AFSC			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV			
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
Headquarters, Bomb Wing M Jet B-47																	
1- 1047P																	
LOGISTIC		(4)		1		1		1	1			(1)	(3)				
Supply Staff Off 6406		1		1		1		1	1			1					
Aft Maint Supv 431713		1		1		1		1	1				1				
Stock Control Tech 64075		1		1		1		1	1				1				
Clerk 70250		1		1		1		1	1				1				
MAINTENANCE		(2)	15	1		1					(1)		(1)				
Chief of Maintenance 4316		1	45	1		1			1	1	1						
Admin Supv 70270		1		1		1		1	1	1							
MAINTENANCE CONTROL		(27)	15	1		1		1			(3)	(13)	(6)	(1)	(4)		
Aft Maint Off 4344		2	45	1		1		1		2	2				1		
Production Control Off 4355		2		2		2		2		2	2		1	1			
Supply Off 6424		1		1		1		1		1	1		1				
Aft Radio Maint Tec 30170		1			1		1			1	1						
Aft Elect Nav BC Maint Tec 30171		1			1		1			1	1						

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PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Staging Team Deployment)					ALLOCATIONS (Phased Deployment)					ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
SQUADRON		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I			PHASE II		PHASE III		PHASE IV					
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		11.	12.	13.	A	B								
ELEMENT, TITLE AND AFSC				4.	5.	6.	7.	8.	9.		10.	11.	12.	13.	14.	15.							
Headquarters Bomb Wing M Jet B-47																							
1- 1047P																							
MAINTENANCE CONTROL (CONT)																							
Bomb Nav Sys Supv	32170E	1		1		1		1		1													
Turret Sys Supv	32370C	1		1		1		1		1													
Acraft Maint Supv	43171E	4		4		4		4		4													
Acraft Maint Tec	43171E	2		1		1		1		1													
Ordn Supply Spec	64151	1		1		1		1		1													
Stock Control Tec	64175	1	15	1	4	1	4	1	4	3													
Clerk	70250	7	20	1	4	2	3	1	4	3	2	2	1	1	1								
Management Tec	80170	1	45	1	4	2	1	1	1	1													
Production Scheduling Tec	80270	1		1		1		1		1													
Statistical Spec	68150	2		1		1		1		1													
QUALITY CONTROL		(25)		2		2		2		2													
Flt Test Maint Off	4334	2		2		2		2		2													

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON	T/O	TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
ELEMENT, TITLE AND AFSC			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1.				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
1- 1047P		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
QUALITY CONTROL (CONT)					1		1		1	1						
30171					1		1		1	1						
Acft Elect Nav Exp Maint Tec		1			1		1		1	1			1			
					1		1		1	1						
					1		1		1	1						
K-30r Sys Tec 32170E		1			1		1		1	1		1				
					1		1		1	1						
					1		1		1	1						
Turret Sys Tec 32370C		2			1		1		1	1		1		1		
					1		1		1	1						
					1		1		1	1						
Acft Maint Serv 43171E		1			1		1		1	1		1				
					10		10		10	10						
					10		10		10	10						
Acft Maint Tech 43171E		10			10		10		10	10		5	5	1		
					4		4		4	4						
					4		4		4	4						
Acft Maint Tech 43171B		4			4		4		4	4		2	2			
					1		1		1	1						
					1		1		1	1						
Aprn Clerk 70230		1			1		1		1	1			1			
					2		2		2	2						
					2		2		2	2						
Clerk 70250		2			2		2		2	2		1	1			
COMPTROLLER		(3)			1		1		1	1		(2)	(1)			
					1		1		1	1						
Comptroller 0056		1			1		1		1	1		1				
					1		1		1	1						
					1		1		1	1						
Clerk 70250		1			1		1		1	1			1			
					1		1		1	1						
					1		1		1	1						
Management Tec 80170		1			1		1		1	1		1				

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G2 (JAN 55)

0 4 5 0

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.												
SQUADRON		ALLOCATIONS (Staging Team Deployment)												
1- 1178P-8		ALLOCATIONS (Phased Deployment)												
ELEMENT, TITLE AND AFSC		ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)												
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
COMMAND	(2)			1		1		1	1		(1)	(1)		
Commander 0066	1			1		1		1	1		1			
First Sergeant 73170	1			1		1		1	1					
PERSONNEL AND ADMINISTRATION	(6)			1		1		1	1		(2)	(2)	(2)	
Adjutant 7324	1			1		1		1	1		1			
Apr Clerk 70230	1													
Apr Class Spec1 73230	1													
Classification Spec1 73250	1			1		1		1	1			1		
Personnel Spec1 73251	2			2		2		2	2					
INTELLIGENCE	(3)	15		1		1	1			(2)	(1)			
Intelligence Off 2054	1	30		1	1		1			1				
Sr Intell Spec1 20450	1	45		1	1		1	1	1					
Intell Ops Tec 20470	1	15		1		1	1							
COMBAT CREWS	(66)	30		1	1		1			1	(45)	(21)		
Pilot AOB 1245	44	45		1	1		1			30	14			

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02 (JF 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1. ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
2.				3.	4.	5.	6.	7.	8.					9.	10.	11.	12.	13.	14.	15.
COMBAT CREWS (CONT)																
Acft Obsr Nav Bomb	1525B	22									15	7				
OPERATIONS AND TRAINING		(12)			2		2		2	2		(10)	(2)			
Acft Obsr Nav Bomb	1525B	2			2		2		2	2		2				
				1		1		1	1	1						
Atomic Weapons Off	1435	1			1		1		1	1		1				
				1		1		1	1	1						
Air Ops Off	1435	1			1		1		1	1		1				
				1		1		1	1	1						
Survival Tng and Equip	1435	1			1		1		1	1		1				
				1		1		1	1	1						
ECM Off	3024	1			1		1		1	1		1				
				1		1		1	1	1						
Air Ops Supv	60170	1			1		1		1	1		1				
				1		1		1	1	1						
Sv Tng & Pers Equip	92250	1			1		1		1	1		1				
				1		1		1	1	1						
Sv Tng & Pers Equip Sp	92250	1			1		1		1	1		1				
				1		1		1	1	1						
Sv Tng & Pers Equip Spvr	92270	1			1		1		1	1			1			
				1		1		1	1	1						
Apr Clerk	70230	1			1		1		1	1			1			

SAC FORM 15 MAY 54 309

Air Force - SAC, Office O-1240 (54)

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02 (JAN 55)

0452

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.				
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
379th Bombardment SQ M Jet B-47 T/O 1- 1178P-S ELEMENT, TITLE AND AFSC 1.			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV		
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
OPERATIONS AND TRAINING (CONT)					1		1		1	1						
Clerk 70250		1			1		1		1	1						
MAINTENANCE		(32)	15		1	1		1			(68)		(6)	(8)		
Acft Maint Off 4314		1	45		1	1		1			1					
Apr Acft Mech 43131E		4														
			15		24		24	8	16	16						
			30		24		24	16	8	8						
Acft Mech 43151E		24	45		24		24	24			24					
			15	5	18	5	18	2	21	16						
			30	10	13	10	13	4	19	9						
Br Acft Mech 43151E		26	45	15	8	15	8	6	17	2	21		2			
			15	6	16	6	16	1	21	15						
			30	12	10	12	10	1	21	9						
Acft Maint Tec 43171E		22	45	17	5	17	5	1	21	4	18		4			
			15		2		2		2	2						
			30	1	1	1	1	1	1							
Vehicle Operator 60350		2	45	1	1	1	1	1	1		2					
Apr Orgn Supply Spec 64131		1														
			15		1		1	1								
			30		1	1		1								
Orgn Supply Spec 64151		1	45		1	1		1			1					
			15		1		1	1								
			30		1		1	1								
Clerk 70250		1	45		1		1	1			1					

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22 (JAN 55)

0453

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02 (JAN 75)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1. ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
2.				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
380th Bombardment SQ M Jst B-47																
1. 1178P-3																
COMMAND		(2)														
Commander 0066		1														
First Sergeant 73170		1														
PERSONNEL AND ADMINISTRATION		(6)														
Adjutant 7324		1														
Apr Clerk 70230		1														
Apr Classification Spec 73230		1														
Classification Spec 73250		1														
Personnel Spec 73251		2														
INTELLIGENCE		(3)	15													
Intelligence Off 2054		1	45													
Sr Intel Ops Spec 20450		1														
Intel Ops Tec 20470		1	15													
COMBAT CREWS		(66)	30													
Pilot AOB 1245		44	45													

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02 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	ALLOCATIONS (Phased Deployment)			PHASE IV		
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	A	B	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
COMBAT CREWS (CONT)																
Air Force Bomber 30 M. Jet. B-47	1525B	20									25	7				
OPERATIONS AND TRAINING		(12)		2		2		2	2			(10)	(2)			
Air Force Bomber 30 M. Jet. B-47	1525B	2		2		2		2	2			2				
Atomic Weapons Off	1435	1		1		1		1	1			1				
Air Ops Off	1435	1		1		1		1	1			1				
Survival Trng and Equip	1435	1		1		1		1	1			1				
ECM Off	3025	1		1		1		1	1			1				
Air Ops Supv	60170	1		1		1		1	1			1				
Sol Trng & Pers Eq Sp	92250	1		1		1		1	1			1				
Sol Trng & Pers Eq Sp	92250	1		1		1		1	1			1				
Sol Trng & Pers Eq Supv	92270	1		1		1		1	1			1				
Air Clerk	70230	1		1		1		1	1			1				

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Air Force - SAC, Offutt O-1340 (54)

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22 JAN 55

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
320th Bombardment SQ M Jet B-47		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
T/O 1- 1178P-S				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
OPERATIONS AND TRAINING (CONT)					1		1		1	1						
Clerk	70250	1			1		1		1	1		1				
MAINTENANCE		(82)	15	1		1			1		(68)		(6)	(8)		
Acft Maint Off	4344	1	30	1		1			1		1					
			45	1		1										
Apr Acft Mec	43131E	4												4		
			15		24		24	8	16	16						
			30		24		24	16	8	8						
Acft Mec	43151E	24	45		24		24	24			24					
			15	5	18	5	18	2	21	16						
			30	10	12	10	12	4	19	9						
Sr Acft Mec	43151E	26	45	15	8	15	8	6	17	2	21		2	2		
			15	6	16	6	16		22	16						
			30	11	12	11	11	1	22	10						
Acft Maint Supv	43171E	22	45	17	5	17	5	1	22	4	18		4			
			15	1	1	1	1	1	1							
			30	1	1	1	1	1	1							
Vehicle Operator	60350	2	45	1	1	1	1	1	1		2					
Apr Orgn Supply Spec	64131	1												1		
			15	1		1			1							
			30	1		1			1							
Orgn Supply Spec	64151	1	45	1		1			1		1					
			15	1		1			1							
			30	1		1			1							
Clerk	70250	1	45	1		1			1		1		(3)	(2)	(1)	
SUPPLY		(6)			1		1		1	1						
					1		1		1	1						
Supply Off	6424	1			1		1		1	1		1				

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02 (JAN 55)

Air Force - SAC, Office O-1340 (34)

FORM 309
15 MAY 54

0457

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV	
1. ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B
1.				4.	5.	6.	7.	8.	9.					10.	14.	15.
381st Bombardment SQ M Jet B-47															
1- 1178F-S															
COMMAND		(2)		1		1		1	1			(1)	(1)		
Commander 0066		1		1		1		1	1			1			
First Sergeant 73170		1		1		1		1	1						
PERSONNEL AND ADMINISTRATION		(6)		1		1		1	1			(2)	(2)	(2)	
Adjutant 7324		1		1		1		1	1			1			
Apr Clerk 70230		1												1	
Apr Classification Spec1 73230		1												1	
Classification Spec1 73250		1		1		1		1	1				1		
Personnel Spec1 73251		2		2		2		2	2			1	1		
INTELLIGENCE		(3)	15	1		1		1	1		(2)	(1)			
Intelligence Off 2054		1	30	1		1		1	1		1				
Sr Intel Ops Spec1 20450		1	45	1		1		1	1		1				
Intel Ops Tec 20470		1	30	1		1		1	1		1				
COMBAT CREWS		(6)									1	(21)			
Pilot AOB 1245		44									30	14			

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE SCHEDULE (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1.				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
2.				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
COMBAT CREWS (CONT)																
Acft Oper Nav Bombr 1525B		22														
OPERATIONS AND TRAINING		(12)									15	7				
Acft Oper Nav Bombr 1525B		2										(10)	(2)			
Atomic Weapons Off 1435		1														
Air Ops Off 1435		1														
Survival Trg & Equip 1435		1														
ECM Off 3024		1														
Air Ops Supv 60170		1														
Svl Trg & Pers Eq Sp 92250		1														
Svl Trg & Pers Eq Sp 92250		1														
Svl Trg & Pers Eq Supv 92270		1														
Apr Clerk 70230		1														

SAC FORM 15 MAY 54 309

Air Force - SAC, Offici O-1340 (54)

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02 JAN 55

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.					Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.				
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)							
381st Bombardment SQ M Jet B-47			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PRIORITY II (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV						
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III						A	B					
1-1178P-S				4.	5.	6.	7.	8.	9.						10.	14.	15.				
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.						
OPERATIONS AND TRAINING (CONT)					1		1		1	1											
Clerk	70250	1			1		1		1	1		1									
MAINTENANCE		(82)	15	1			1		1	1	(68)		(6)	(8)							
Acft Maint Off	4344	2	45	1			1		1	1	1										
Apr Acft Mec		4																			
	42131E		15		24		24	8	16	16											
			30		24		24	16	8	8											
Acft Mec	43151E	24	45		24		24	24			24										
			15	5	18	5	18	2	23	15											
			30	10	12	10	12	4	19	9											
Sr Acft Mec	43161E	26	45	15	8	15	8	6	17	2	21		2	3							
			15	5	17	5	17		22	17											
			30	11	11	11	11		22	11											
Acft Maint Surv	43171E	22	45	17	5	17	5	1	21	1	18										
			15		2		2		2	2											
			30		2		2		2	2											
Vehicle Operator	60350	2	45	1	1	1	1	1	1	1	2										
Apr Ordn Supply Spec		1																			
	64131		25		1		1		1	1											
			30	1			1		1												
Ordn Supply Spec	64151	1	45	1		1			1	1	1										
			15		1		1		1	1											
			30		1		1		1	1											
Clerk	70250	1	45		1		1	1		1		(3)	(2)	(1)							
SUPPLY		(6)			1		1		1	1											
					1		1		1	1											
Supply Off	6424	1			1		1		1	1											

Air Force - SAC, Offutt O-1340 (34)

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SAC FORM 309
15 MAY 64

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.															
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RE-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1. ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III						A	B	
2.				3.	4.	5.	6.	7.	8.						9.	10.	11.	12.	13.	14.	15.
Periodic Maintenance SQ M Jet B-47		(2)			1		1		1	1			(1)	(1)			
1- 7171P		1			1		1		1	1			1				
COMMAND					1		1		1	1							
Commander 4316		1			1		1		1	1			1				
First Sergeant 73170		1			1		1		1	1							
PERSONNEL AND ADMINISTRATION		(5)			1		1		1	1							
Adjutant 7324													(2)	(2)	(1)		
Apr Clerk 70230		1			1		1		1	1					1		
Clerk 70250		1			1		1		1	1							
Classification Spec 73250		1			1		1		1	1					1		
Personnel Spec 70251		1			1		1		1	1							
MAINTENANCE SUPERVISION		(5)			1		1		1	1			(3)	(2)			
Acft Maint Off 4344		2			1		1		1	1			2				
Acft Maint Supv 43170		1			1		1		1	1			1				
Clerk 70250		2			2		2		2	2							
DOCK MAINTENANCE		(119)			2		2		2	2					2		
Apr Acft Mec 43131B		2			2		2		2	2			(15)	(55)	(49)		
					2		2		2	2			1	1			

SAC FORM 18 MAY 84 309

Air Force - SAC, Offutt O-1360 (34)

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02 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III One pre- and one post-strike team furnished	PHASE I	PHASE II	PHASE III	PHASE IV		
1. ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
2.				3.	4.	5.	6.	7.	8.					9.	10.	11.	12.	13.	14.	15.
Periodic Maintenance SC M Jet B-47																
1. 7771P																
DOCK MAINTENANCE (CONT)																
Apr Acft Mec 43131B		15			15		15		15	15						
Apr Acft Recpr Eng Mec 43231		8	5	8		8		8	8							
Acft Mec 43151B		5	10	8		8		8	8							
Acft Mec 43151B		5	20	8		8		8	8							
Acft Mec 43151B		5	10	5		5		5	5							
Acft Mec 43151B		5	20	5		5		5	5							
Acft Mec 43151B		19			19		19		19	19						
Sr Acft Mec 43151E		15			15		15		15	15						
Acft Recpr Eng Mec 43251		8	5	8		8		8	8							
Sr Acft Recpr Eng Mec 43251		8	10	8		8		8	8							
Acft Elect 42350		3			3		3		3	3						
Sr Acft Elect 42350		5			5		5		5	5						
Acft Elect 42350		1			1		1		1	1						

SAC FORM 15 MAY 64 309

Air Force - SAC, Offutt O-1340 (34)

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PERSONNEL DEPLOYMENT		CONDITIONS:															
SQUADRON		Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 should not exceed Column 4 + 8.															
Periodic Maintenance 30 M Jet B-42		TOTAL AUTHORIZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O			SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike from functions)	PHASES			PHASE IV			
1- 7171P				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	A	B		
ELEMENT, TITLE AND AFSC				1.	4.	5.	6.	7.	8.		9.	10.	11.	12.	13.	14.	15.
DOCK MAINTENANCE (CONT)				1		1		1	1								
Sr Acft Elect 42350		1		1		1		1	1		1						
Acft Instr Mec 42250		1		1		1		1	1								
Sr Acft Instr Mec 42250		3		3		3		3	3		2	1					
Acft Maint Supv 43171R		3		3		3		3	3		1	2					
Acft Maint Tec 43171R		6		6		6		6	6		2	2					
Acft Maint Tec 43171R		5		5		5		5	5		3	2					
Crew Supply Spec 64151		6	15	1	5	1	5		5	5	1	2	2				
AUXILIARY EQUIPMENT		(5)	15		1		1		1	1	(3)	(1)	(1)				
Apr Veh Mtr Eq Eng Mec 47134		1	15		1		1		1	1	1						
Veh Mtr Eq Engr 47154		1	15		1		1		1	1	1						
Veh & Air Eq Elect 47155		1	15		1		1		1	1	1						
Veh Operator 60250		1		1		1		1	1	1			1				

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02 (JAN 85)

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G2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON		ALLOCATIONS (Staging Team Deployment)													
Arm & Elect Maint Sq N. Jct. B-47		ALLOCATIONS (Phased Deployment)													
T/O		ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)													
1. 7110P-3		PHASE IV													
ELEMENT, TITLE AND AFSC		PHASE I, II, III, A, B													
1.		11, 12, 13, 14, 15													
COMMAND	(2)			1		1		1		1		(1)	(1)		
Commander	3216	1		1		1		1		1		1			
First Sergeant	73120	1		1		1		1		1			1		
UNIT ADMINISTRATION	(6)			1		1		1		1		(2)	(2)	(2)	
Adjutant	7324	1		1		1		1		1			1		
Clerk	70260	1		1		1		1		1			1		
Apr Personnel Specl	71231	1													
Classification Specl	73250	1													
Personnel Specl	73251	2			2		2		2	2		1	1		
UNIT SUPPLY	(14)														
Supply Officer	64120	1				3		3		3				1	
Apr Orga Supply Specl	64131	3				3		3		3		2	1		
Orga Supply Specl	64151	4				4		4		4		3	2		
Supply Records Specl	64152	3				2		2		2		1	1	1	

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.												
SQUADRON		ALLOCATIONS (Staging Team Deployment)												
Arm & Elect Maint Sq M Jet B-47		ALLOCATIONS (Phased Deployment)												
T/O		ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)												
1- 7170P-3														
ELEMENT, TITLE AND AFSC	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
UNIT SUPPLY (CONT)		15	1		1			1						
Orgn Supply Supt	64173	30	1		1			1					1	
		45	1		1			1		1				
Clerk	70250			1		1		1	1					
MAINTENANCE DISPATCH	(3)			1		1		1	1		(3)			
Apr Clerk	70230			1		1		1	1		1			
				2		2		2	2					
Clerk	70250			2		2		2	2					
AUTO-PILOT MAINTENANCE	(17)									(8)	(4)	(2)	(2)	(1)
Apr Inst Borman	42270												2	
		5	1	2	2	1		3	2					
Inst Repon	42270	10	2	1	2	1		3	1					
		20	2	1	3			3	1	2				
Inst Borman	42270	15	1	6	1	6		7	6					
		30	3	4	3	4		7	4					
		45	5	2	5	2		7	2	5	1	1		
		5		1		1		1	1					
Inst Rep Tec	42270	10		1		1		1	1		1			
		20		1		1		1	1					
		15	1	2	1	2		3	2					
Inst Rep Tec	42270	30	1	2	1	2		3	2					
		45	1	2	1	2		3	2	1	2			
MAINTENANCE SUPERVISION	(12)	5	1		1			1		(4)	(5)	(3)		
		10	1		1			1						
Air Elec Off	3054	20	1		1			1		1				
				1		1		1	1					
Armament St Off	3216			1		1		1	1					

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2, Columns 8 + 9 + 14 + 15 = Column 2, Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2, Columns 4 + 8 + 10 + 14 + 15 = Column 2, Column 11 should not exceed Column 4 + 8.														
SQUADRON	T/O	TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)									ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC 1.			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV		
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A 14.	B 15.	
Arm & Elect Maint Sq M Jet B-47	7170P-3															
MAINTENANCE SUPERVISION (CONT)			15	1	2	1	2		3	2						
Armament Sys Off	3234	3	30	2	1	2	1		3	1						
			45	3		3			3		3					
					1		1		1	1						
					1		1		1	1						
Armament Sys Supt	32000	1			1		1		1	1			1			
					1		1		1	1						
					1		1		1	1						
Bomb Nav K-Sers Tec	32170E	1			1		1		1	1		1				
					1		1		1	1						
					1		1		1	1						
					1		1		1	1						
Apr Clerk	70230	1			1		1		1	1			1			
					1		1		1	1						
					1		1		1	1						
					1		1		1	1						
Clerk	70250	3			1		1		1	1		2	1			
					1		1		1	1						
					1		1		1	1						
Adm Supv	70270	1			1		1		1	1		1				
GUNNERY SYSTEM MAINTENANCE	(61)				1		1		1	1	(19)	(9)	(28)	(4)	(1)	
					1		1		1	1						
Armament Sys Off	3234	1			1		1		1	1		1				
					3		3		3	3						
					3		3		3	3						
Apr T/S Mech	32330C	7			3		3		3	3			3	4		
			15	4	40	4	40		44	40						
			30	8	36	8	36		44	36						
T/S Gnlg Mech	32350C	45	45	12	32	12	32		44	32	12	7	25		1	
			15	3	5	3	5		8	5						
			30	5	3	5	3		8	3						
T/S Gnlg Tec	32370C	8	45	7	1	7	1		8	1	7	1				
WEAPONS & SMALL ARMS MAINTENANCE	(10)				1		1		1	1		(7)	(2)	(1)		
					1		1		1	1						
Apr Wpns Mech	46230	2			1		1		1	1			1	1		

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PERSONNEL DEPLOYMENT		CONDITIONS Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.																
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
Arm & Elect Maint Sq M Jet B-47 T/O 1- 7170P-S ELEMENT, TITLE AND AFSC 1.				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished) 10.	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV				
				PRIORITY I 4.	PRIORITY II 5.	PRIORITY I 6.	PRIORITY II 7.	PRIORITY I 8.	PRIORITY II 9.					A 14.	B 15.			
WPNS & SMALL ARMS MAINT (CONT)					7		7		7	7								
Wpns Mech 46250		7			7		7		7	7		6	1					
Wpns Maint Supv 46270		1			1		1		1	1								
BOMB NAV SYSTEM MAINTENANCE (95)		(95)			1		1		1	1	(58)	(14)	(16)	(6)	(1)			
Armament Sys Off 3234		1			1		1		1	1								
Apr B/N K Sys Mec 32130E		10			4		4		4	4			4	6				
B/N K Ser S/O Mec 32150B		5			5		5		5	5		3	2					
B/N K Ser R/L Mec 32150C		5			5		5		5	5		3	2					
B/N K Ser Cmp Mec 32150D		4			4		4		4	4		2	2					
B/N K Ser Sys Mec 32150E		39	15	11	28	11	28		39	28	34	2	3					
B/N F Ser Sys Tec 32170E		31	30	23	16	23	16		39	16								
ECM 30250		9	45	34	5	34	5		39	5								
ECM Maint Tec 30270		3	15	8	22	8	22		30	22								
			30	16	14	16	14		20	14								
			45	24	6	24	6		30	6	24	3	3		1			
			15	1	8	1	8		9	8	(5)	(1)	(6)					
			30	2	7	2	7		9	7								
			45	4	1	4	1		9	1	4		5					
			15	1	2	1	2		3	2								
			30	1	2	1	2		3	2								
			45	1	2	1	2		3	2	1	1	1					

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.															
SQUADRON		TOTAL AUTHORIZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC 1.			SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished) 10.	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV			
				PRIORITY I 4.	PRIORITY III 5.	PRIORITY I 6.	PRIORITY III 7.	PRIORITY II 8.	PRIORITY III 9.					A 14.	B 15.		
Arm & Elect Maint Sq M Jcy B-47 T/O 1- 7170P-S																	
COMM AND NAV MAINTENANCE		(29)	15		2		2		2	2	(16)	(7)	(5)		(1)		
Apr AC EL NA/EQP Rpmn 30131		2	30		2		2		2	2							
			45	2		2			2		2						
AC EL NA/EQP Rpmn 30151		14	5	1	12	2	11	1	12	11							
			10	1	12	2	11	1	12	11							
			20	1	12	4	9	1	12	11	4	5	4		1		
AC EL NA/EQP Rpmn 30151		7	15	3	4	3	4	1	6	3							
			30	4	3	4	3	1	6	2							
			45	6	1	6	1	1	6		6	1					
AC EL NA/EQP MAI Tec 30171		1	5		3		3		3	3							
			10	1	2	1	2		3	2							
			20	1	2	1	2		3	2	1	1					
			15	1	2	1	2		3	2							
AC EL NA/EQP MAI Tec 30171		3	30	3		3			3								
			45	5		3			3		3						
ANALYSIS		(6)			1		1		1	1		(6)					
					1		1		1	1							
Armament Sys Off 3234		1			1		1		1	1		1					
					1		1		1	1							
Acft Rad Maint Tec 30170		1			1		1		1	1		1					
					1		1		1	1							
B/N K Ser Sys Tec 32170E		1			1		1		1	1		1					
					1		1		1	1							
					1		1		1	1							
T/S Gnlg Tec 32370C		1			1		1		1	1		1					
					1		1		1	1							
					1		1		1	1							
Wpns Maint Supv 46270		1			1		1		1	1		1					
					1		1		1	1							
					1		1		1	1							
Clerk 70250		1			1		1		1	1		1					

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.				
SQUADRON	TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)			
ELEMENT, TITLE AND AFSC 1.		SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV			
			PRIORITY I 4.	PRIORITY III 5.	PRIORITY I 6.	PRIORITY III 7.	PRIORITY II 8.	PRIORITY III 9.					A 14.	B 15.		
Arm & Elect Maint Sq M Jet B-47 T/O 1- 7170P-S																
AIRBORNE RADIO MAINTENANCE	(39)	15		3		3		3	3	(25)	(6)	(1)	(4)	(3)		
Apr Acft Radio Rpmn 30130	8	30		3		3		3	3		3		4	1		
		45		3		3		3								
		5														
Apr Acft Radio Rpmn 30130	2	10												2		
		20														
		15	4	12	4	12	4	12	8							
Acft Radio Rpmn 30150	16	30	7	9	7	9	6	10	3	16						
		45	10	6	10	6	6	10								
		5	1	2	1	2	1	2	1							
Acft Radio Rpmn 30150	3	10	1	2	2	1	1	2	1	2	1					
		20	1	2	3		1	2	1							
		15	1	4	1	4	1	4	3							
Acft Radio Maint Tec 30170	5	30	1	4	1	4	3	2	1	5						
		45	2	3	2	3	3	2								
		5		5	1	4		5	5							
		10	1	4	1	4	1	4	3							
Acft Radio Maint Tec 30170	5	20	1	4	2	3	1	4	3	2	2	1				
PHOTO MAINTENANCE	(13)			3		3		3	3	(6)	(3)	(4)				
				3		3		3	3							
Apr Photo Rpmn 40230	3			3		3		3	3			3				
		15	2	6	2	6		8	6							
		30	3	5	3	5		8	5							
Photo Rpmn 40250	8	45	5	5	5	3		8	3	5	2	1				
		15		2		2		2	2							
		30	1	1	1	1		2	1							
Photo Repr Tec 40270	2	45	1	1	1	1		2	1	1	1					
SPECIAL WEAPONS	(25)	15						1		(18)	(5)	(2)				
		30						1								
Armament Sys Off 3234	1	45	1		1			1		1						
				2		2		2	2							
				2		2		2	2							
Apr Wpns Mech 46230	2			2		2		2	2		1	1				

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PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Staging Team Deployment)					ALLOCATIONS (Phased Deployment)					ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
		Columns 4 + 5 + 14 + 15 = Column 2.					Columns 8 + 9 + 14 + 15 = Column 2.					Columns 11 + 12 + 13 + 14 + 15 = Column 2.					Column 11 should not exceed Column 4 + 8.						
		Columns 6 + 7 + 14 + 15 = Column 2.					Columns 4 + 8 + 10 + 14 + 15 = Column 2.																
SQUADRON	T/O	TOTAL AUTHORIZED	SIZE STAGING TEAM	ALLOCATIONS (Staging Team Deployment)						PRIORITY III (One pre- and one post-strike team furnished)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)									
ELEMENT, TITLE AND AFSC				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE			PHASE I	PHASE II	PHASE III	PHASE IV									
1.				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		11.	12.	13.	A	B								
		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.								
Field Maintenance SQ M Jet B-47																							
1- 7169P																							
COMMAND		(2)										(1)	(1)										
Commander 4316		1										1											
First Sergeant 72170		1																					
PERSONNEL AND ADMINISTRATION		(7)										(2)	(2)	(3)									
Adjutant 7322		1																					
Apt Clerk 70230		1																					
Clerk 70250		1										1											
Atr Personnel Spec 73231		1																					
Classification Spec 73250		1											1										
Personnel Spec 73251		1											1										
Personnel Supv 73270		1										1											
MAINTENANCE SUPERVISION		(9)										(1)	(3)	(2)	(2)	(1)							
Aft Maint Off 4344		1																					
Draftsman 22350		1																					

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.															
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
Field Maintenance SQ M Ist B-47 T/O 1- 7163P			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV			
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
				1.	2.	3.	4.	5.	6.					7.	8.	9.	10.	11.	12.	13.	14.	15.
ELEMENT, TITLE AND AFSC																	
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
MAINTENANCE SUPERVISION (CONT)																	
Acft Maint Supv 43171E		1														1	
				1			1		1	1							
Orgn Supply Specl 64151		1		1			1		1	1			1				
				1			1		1	1							
Sr Orgn Supply Specl 64151		1		1			1		1	1							
				1			1		1	1							
Apr Clerk 70230		1														1	
				2			2		2	2							
Clerk 70240		2		2			2		2	2			1	1			
				1			1		1	1							
Materials Estimator Tec 80271		1		1			1		1	1			1				
POWER PLANT		(7)		1			1		1	1				(5)	(2)		
				1			1		1	1							
Acft Maint Off 4364		1		1			1		1	1				1			
				1			1		1	1							
Acft Maint Supv 43171E		1		1			1		1	1				1			
Apr Veh Opr 60330		1					1		1	1						1	
				1			1		1	1							
Veh Opr 60350		2		1			1		1	1				1	1		
				1			1		1	1							
Orgn Supply Specl 64151		1		1			1		1	1				1			

SAC FORM 10 MAY 54 309

Air Force - SAC, Office: O-1340 (54)

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52 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON T/O 1 - 7179P	ELEMENT, TITLE AND AFSC 1.	TOTAL AUTHOR- IZED 2.	SIZE STAG- ING TEAM 3.	ALLOCATIONS (Staging Team Deployment)							ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished) 10.	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV		
				PRIORITY I 4.	PRIORITY III 5.	PRIORITY I 6.	PRIORITY III 7.	PRIORITY II 8.	PRIORITY III 9.					A 14.	B 15.	
	POWER PLANT (CONT)				1		1		1	1						
	Clerk 70250	1			1		1		1	1						
	ENGINE TEARDOWN	(6)			2		2		2	2						
	Acft Recpr Eng Mec 43251	3			2		2		2	2						
					2		2		2	2						
	Sr Acft Recpr Eng Mec 43251	2			2		2		2	2						
					1		1		1	1						
	Acft Maint Tec 43171B	1			1		1		1	1						
	POWER PACK REPAIR	(3)			1		1		1	1		(1)	(2)			
	Acft Mec 43151B	1			1		1		1	1						
					1		1		1	1						
	Acft Mec 43151B	1			1		1		1	1						
					1		1		1	1						
	Sr Acft Recpr Eng Mec 43251	1			1		1		1	1						
	AERO REPAIR	(32)			1		1		1	1		(18)	(10)	(2)	(2)	
					1		1		1	1						
	Acft Maint Off 4344	1			1		1		1	1						
					1		1		1	1						
	Apr Acft Mec 43131B	2			1		1		1	1						1
	Apr Acft Mec 43131E	2														2
					3		3		3	3						
					3		3		3	3						
	Apr Acft Recpr Eng Mec 43231	3			3		3		3	3		3				

SAC FORM 18 MAY 54 309

Air Force - SAC, Offutt O-1240 (54)

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GP (JAN 54)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)							ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
T/O				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1.				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
ELEMENT, TITLE AND AFSC				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
AERO REPAIR (CONT)				4		4		4	4							
Acft Mec	43151E	4		4		4		4	4		2	2				
Acft Mec	43151B	5		5		5		5	5		2	2				
Acft Mec	43151E	4		4		4		4	4			4				
Br Acft Mec	43151E	4		3		3		3	3							
Acft Maint Supr	43171E	1		1		1		1	1		1					
Acft Maint Tec	43171E	2		2		2		2	2		1	1				
Acft Maint Tec	43171B	1		1		1		1	1		1					
Veh Opr	60250	2		2		2		2	2		1	1				
Clerk	70250	1		1		1		1	1		1					
INFLIGHT REFUELING		(13)	15	2		2		2	2	(5)	(7)	(1)				
Apr Acft Hydraulic Mec	42132	2	45	1	1	1	1	2	1	1	1					
Acft Hydraulic Mec	42152	1	15	1		1		1								
			30	1		1		1								
			45	1		1		1		1						

SAC FORM 15 MAY 64 309

Air Force - SAC, Office G-1345 (34)

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G2 (JAN 55)

0477

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.															
SQUADRON	T/O	TOTAL AUTHORIZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
1.			SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV			
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
2.		3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.			
Field Maintenance SQ M Jet B-47																	
1- 7169P																	
INFLIGHT REFUELING (CONT)			5	1	2	1	2	1		2							
Sr Acft Hydraulic Mec 42152		3	10	2	1	2	1	1			3						
			20	2	1	2	1	1									
					3		3		3	3							
Acft Elec Accy Repairman 42350		3			3		3		3	3		2	1				
					3		3		3	3							
					2		2		2	2							
Sr Acft Elect Accy Repmn 42350		2			2		2		2	2		2					
					2		2		2	2							
					2		2		2	2							
Acft Elect Accy Tec 42370		2			2		2		2	2		2					
					2		2		2	2							
INSTRUMENT & OFFICE MACHINE REPAIR		(29)									(7)	(12)	(3)	(5) (2)			
Apr Office Mach Repmn 40130		1												1			
					1		1		1	1							
Office Mach Repmn 40150		1			1		1		1	1		1					
Apr Elec Inst Repmn 42230		2												2			
					4		4		4	4							
Elect Inst Repmn 42250		4			4		4		4	4		4					
					2		2		2	2							
					2		2		2	2							
Sr Elect Inst Repmn 42250		3			2		2		2	2		2		1			
					1		1		1	1							
					1		1		1	1							
Instr Overhaul Supv 42270		1			1		1		1	1		1					
					2		2		2	2							
					2		2		2	2							
Apr Acft Instr Mec 42230		5			2		2		2	2		1	1	3			

SAC FORM 15 MAY 55 309

Air Force - SAC, Office O-1360 (54)

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C2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS:										Column 11 + 12 + 13 + 14 + 15 = Column 2.				
		Columns 4 + 5 + 14 + 15 = Column 2.					Columns 8 + 9 + 14 + 15 = Column 2.					Column 11 should not exceed Column 4 + 8.				
		Columns 6 + 7 + 14 + 15 = Column 2.					Columns 4 + 8 + 10 + 14 + 15 = Column 2.									
SQUADRON		ALLOCATIONS (Staging Team Deployment)														
T/O		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	PHASE IV		
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
Field Maintenance SQ N Jet B-47																
1- 7.60P																
INSTRUMENT & OFF MACH REPAIR (CONT)																
Acft Instr Mec 42250		2	20	2	2			2	2	1	2					
Instr Mec 42250		10	45	3	7	3	7	2	8	5	5	3	2			
AIRCRAFT ENGINE BUILD-UP		(53)			3		3		3	3			(53)			
Apr Acft Recpr Eng Mec 43231		3			3		3		3	3			3			
Apr Acft Jet Eng Mec 43230		8			8		8		8	8			8			
Acft Recpr Eng Mec 43251		8			8		8		8	8			8			
Sr Acft Recpr Eng Mec 43251		6			6		6		6	6			6			
Acft Jet Eng Mec 43250		13			13		13		13	13			13			
Sr Acft Jet Eng Mec 43250		13			13		13		13	13			13			
Acft Maint Tec 43171B		1			1		1		1	1			1			
Acft Maint Tec 43171B		1			1		1		1	1			1			
FABRICATION		(2)			1	1		1			(1)			(1)		
Fabrication and Rep Off 4356		1			1	1		1			1					

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Air Force - SAC, OMB: O-1340 (54)

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02 (JAN 55)

0479

PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Phased Deployment)					ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
		Columns 4 + 5 + 14 + 15 = Column 2.				Columns 8 + 9 + 14 + 15 = Column 2.				Columns 11 + 12 + 13 + 14 + 15 = Column 2.								
		Columns 6 + 7 + 14 + 15 = Column 2.				Columns 4 + 8 + 10 + 14 + 15 = Column 2.												
SQUADRON		TOTAL AUTHORIZED	SIZE STAGING TEAM	ALLOCATIONS (Staging Team Deployment)							ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)				
ELEMENT, TITLE AND AFSC				PRE-STRIKE		PRE-POST STRIKE (B/KB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV				
1.				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					14.	15.			
Field Maintenance SQ M Jet B-47																		
1. 0160P																		
FABRICATION (CONT)																		
Clerk	70250	1																
DOPE, PAINT AND FABRIC		(8)																
Air Painter	55231	1			2		2		2	2								
Painter	55251	2			2		2		2	2			2					
Painter	55251	1													1			
Air Fabric Leather Wkr	58151	1			1		1		1	1								
Fabric Leather Worker	58151	1			1		1		1	1			1					
Fabric Leather Worker	58151	1			1		1		1	1								
Parachute Fabric Supv	58170	1			1		1		1	1			1					
JET ENGINE OVERHAUL		(17)			3		3		3	3			(2)		(15)			
Air Acft Jet Eng Repmn	43230	3			3		3		3	3								
Acft Jet Eng Repmn	43250	4			4		4		4	4								
Sr Acft Jet Eng Repmn	43250	8			4		4		4	4								
			15	1	7	2	6	1	7	6								
			30	1	7	2	6	1	7	6								
			45	1	7	2	6	1	7	6	2		6					

SAC FORM 15 MAY 54 309

Air Force - SAC, Offset O-1240 (54)

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02 (JAN 55)

0480

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.					Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.				
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)							
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV							
1- 1549P				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B						
ELEMENT, TITLE AND AFSC 1.		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.						
JET ENGINE OVERHAUL (CONT)				1	1	1	1	1	1	1											
Acft Jet Eng Overhaul Supv 43270		1		1	1	1	1	1	1	1			1								
Acft Jet Eng Overhaul Tsc 43270		1		1	1	1	1	1	1	1			1								
MACHINE SHOP		(8)		2	2	2	2	2	2	2	(1)	(1)	(5)		(1)						
App Machinist 53130		2		2	2	2	2	2	2	2			2								
Machinist 53150		1													1						
Machinist 53150		1	5	1	1			1													
Machinist 53150		1	10	1	1			1			1										
Machine Shop Tsc 53170		2		2	2	2	2	2	2	2			2								
Master Machinist 53170		2		2	2	2	2	2	2	2	(31)	(1)		(11)	(1)						
SHEET METAL		(44)	5	3	1	2	1	2	2	1											
App Airframe Repair 53430		3	10	3	3	1	2	3	3	1											
App Airframe Repair 53430		9	15	2	1	1	1	1	1	1											
App Airframe Repair 53430		9	30	2	2		2							7							
App Airframe Repair 53430		9	45	2	2		2				2										
App Airframe Repair 53430		9	5	1	5	1	5	1	5	4											
App Airframe Repair 53430		9	10	1	5	1	5	1	5	3											
App Airframe Repair 53430		9	20	1	5	1	5	1	5	8	6										
App Airframe Repair 53430		9	15	1	14	6	9	6	9	8											
App Airframe Repair 53430		9	30	1	14	8	7	8	7	6											
App Airframe Repair 53430		19	45	2	13	13	2	13	2		15			4							

Av Force - SAC, Offic O-1360

Air Force - SAC, O-1340 (54)

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02 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.															
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
Field Maintenance 30 M Jet B-47			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV			
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
1- 7169P				4.	5.	6.	7.	8.	9.					10.	14.	15.	
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
SHEET METAL (CONT)			15		3	1	2	1	2	2							
			30		3	2	1	2	1	1					1		
Airframe Repmn Tec 53470		4	45		3	3		3			3						
			5		3	1	2	1	2	2							
Airframe Repmn Tec 53470		3	10		3	1	2	1	2	2	2	1					
WELDING		(6)	20		3	3		2	1	1	2				(2)		
					2		2		2	2		(1)	(3)				
Apr Metal Process Spec1 53230		2			2		2		2	2			2				
					1		1		1	1							
Metal Processing Spec1 53250		2			1		1		1	1			1		1		
					1												
Metal Processing Spec1 53250		1													1		
					1		1		1	1							
Metal Processing Tec 53270		1			1		1		1	1		1		(1)	(1)		
WOODWORKING		(3)			1		1		1	1					(1)		
														1			
Apr Woodworker 55230		1			1		1		1	1							
					1		1		1	1							
Woodworker 55250		1			1		1		1	1			1				
Woodworker 55250		1					1		1	1		(3)	(2)	(1)	1		
PROPELLOR		(7)			1		1		1	1					(1)		
					1		1		1	1				1			
Apr Acft Propellor Mec 42131		1			1		1		1	1							
			5	1	2	1	2	1	2	1							
Acft Propellor Mec 42151		3	10	1	2	2	1	1	2	1		3					
			20	2	1	2	1	1	2								

Air Force - SAC, Offutt O-1340 (34)

Air Force - SAC, Office O-1360 (54)

SAC FORM 15 MAY 54 309

PAGE 11 - D - 14
22 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.				Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.			
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phase Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phase Deployment)				
T/O				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV					
1.				PRIORITY I	PRIORITY II	PRIORITY I	PRIORITY II	PRIORITY I	PRIORITY II					A	B				
ELEMENT, TITLE AND AFSC				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
Field Maintenance SQ N Jet B-47																			
1- 7169P																			
PROPELLOR (CONT)				1		1		1	1										
Sr Acft Propeller Mac 42151		2		1		1		1	1										
Acft Propeller Tec 42171		1		1		1		1	1										
PACHT, LEATHER, RUBBER, TTL		(30)		1		1		1	1		(6)	(6)	(4)	(12) (2)					
Apr Parachute Rigger 58130		4	15	3	6	3	6	3	6	3									
Parachute Rigger 58150		13	20	3	6	3	6	3	6	3	6	3							
Fabric & Leather worker 58151		8	45	3	6	3	6	3	6	3									
Parachute, Fabric Supv 58170		3		4		4		4	4	4									
Rubber Products Repmn 58250		2		4		4		4	4	4									
ELECTRICAL		(39)		2		2		2	2	2									
Apr Acft Elect Accy Repmn 42330		1		2		2		2	2	2									
Acft Elect Accy Repmn 42350		2		1		1		1	1	1									
Sr Acft Elect Accy Repmn 42350		1		1		1		1	1	1									
Acft Elect Accy Tec 42370		1		1		1		1	1	1									

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C2 (JUN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.			Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.		
SQUADRON		ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
Field Maintenance 30 M. Jst. B-47		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV			
T/O	PRIORITY I			PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III	A 14.					B 15.			
1. 7159F		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
ELEMENT, TITLE AND AFSC																	
ELECTRICAL (CONT)																	
Acft Elect Accy Tec 42370		3										2	1				
Acft Electrician 42350		7	5	1	5	1	5		6	5		2					
			10	1	5	2	4		6	5							
			20	2	4	3	3		6	4	2	2	2		1		
					4		4		4	4							
					4		4		4	4							
Apr Acft Electrician 42330		4			4		4		4	4			4				
			15	2	18	2	18	2	18	16							
			30	3	17	3	17	3	17	14							
Sr Acft Electrician 42350		20	45	6	14	6	14	4	16	10	10	5	5		(1)		
HYDRAULIC		(19)			1		1		1	1	(11)	(3)	(4)				
					1		1		1	1							
Mec Accy Equip Repmn 42251		1			1		1		1	1			1				
					1		1		1	1							
					1		1		1	1							
Sr Mec Accy Equip Repmn 42251		1			1		1		1	1			1				
					2		2		2	2							
					2		2		2	2							
Apr Acft Hyd Mec 42132		2			2		2		2	2			2				
			5		2		2		2	2							
			10		2		2		1	1	1						
Sr Acft Hyd Mec 42152		2	20		2	2		1	1	1	1	1					
			15		3		3	2	1	1							
			30	1	2	1	2	2	1								
Sr Acft Hyd Mec 42152		3	45	1	2	1	2	2	1		3						
			15	1	4	1	4	1	4	3							
			30	2	3	2	3	2	3	1							
Hyd Mec 42152		6	45	2	3	2	3	3	2		5						
			5		1		1		1	1							
			10		1		1		1	1							
Acft Hyd Tec 42172		1	20		1	1			1	1		1					

Air Force - SAC, Offutt O-1280 (54)

SAC FORM 15 MAY 54 309

Air Force - SAC, Office O-1340 (54)

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C2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS:													
		Columns 4 + 5 + 14 + 15 = Column 2.				Columns 8 + 9 + 14 + 15 = Column 2.				Columns 11 + 12 + 13 + 14 + 15 = Column 2.					
		Columns 6 + 7 + 14 + 15 = Column 2.				Columns 4 + 8 + 10 + 14 + 15 = Column 2.				Column 11 should not exceed Column 4 + 8.					
SQUADRON	T/O	TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC 1.	2.		SIZE STAG- ING TEAM 3.	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished) 10.	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV	
				PRIORITY I 4.	PRIORITY III 5.	PRIORITY I 6.	PRIORITY III 7.	PRIORITY II 8.	PRIORITY III 9.					A 14.	B 15.
Field Maintenance SC M Det 6447	1- 7150F		18	1	2	1	2		1	2					
			30	1	2	1	2		1	2					
Asst Hyd Tec 42102		3	45	2	1	2	1		1	1	1				
AUXILIARY EQUIPMENT		(11)	15		1	1	1		1	1	(9)				(2)
			20	1		1	1		1	1					
Apr Automotive Mec 47101		1	45	1		1			1	1	1				
			15		1	1		1							
			20		1	1		1							
Apr Veh Mtr Equip Eng Mec 47104		2	45		1	1		1			1				1
			15		1	1		1							
			20		1	1		1							
Apr Veh Mtr Equip Elect 47105		1	45		1	1		1			1				
			15												
Automotive Mec 47101		1													
			15	1		1			1						
Sr Automotive Eng 47105		1	30	1		1			1		1				
			15	1		1			1						
Veh Mtr Equip Engineer 47104		1	45	1		1			1		1				
			15		1		1		1	1					
Sr Veh Mtr Equip Eng Mec 47104		1	45	1		1			1		1				
			15		1		1		1						
			30	1		1			1						
Veh Mtr Equip Elect 47105		1	45	1		1			1		1				
			15	1		1			1						
			20	1		1			1						
Sr Veh Mtr Equip Elect 47105		1	45	1		1			1		1				
			15	1		1			1						
			30	1		1			1						
Veh Maint Tec 47101		1	45	1		1			1		1				

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0485

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		ALLOCATIONS (Staging Team Deployment)														
T/O		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team for- nished)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	PHASE IV		
1.				4.	5.	6.	7.	8.	9.		10.	11.	12.	13.	A	B
ENGINE CHANGE		(20)	15	1		1		1		1	1	(14)	(5)	(1)		
Apr Acft Mec 43131E		1	30	1		1		1		1	1					
			45	1		1		1		1	1			1		
			5	1		1		1		1	1					
Apr Acft Recor Eng Mec 43231		1	10	1		1		1		1	1					
			20	1		1		1		1	1					
			15	1		1		1		1	1					
			30	1		1		1		1	1					
Apr Acft Jet Eng Mec 43220		1	45	1		1		1		1	1					
					2		2		2	2	2					
					2		2		2	2	2					
Acft Mec 43151B		2			2		2		2	2	2		2			
					1		1		1	1	1					
					1		1		1	1	1					
Acft Mec 43151E		1			1		1		1	1	1		1			
			5		4	1	3	1	3	3	3					
			10		4	2	2	2	2	2	2					
Acft Recor Eng Mec 43251		4	20		4	2	2	4	4	4	4	4				
			5		3	1	2	1	2	2	2					
			10		3	1	2	1	2	2	2					
Sr Acft Recor Eng Mec 43251		3	20		3	3		3		3	3	3				
			15		2	2		2		2	2					
			30		2	2		2		2	2					
Acft Jet Eng Mec 43250		2	45		2	2		2		2	2	2				
			15	1		1				1	1					
			30	1		1				1	1					
Sr Acft Jet Eng Mec 43250		1	45	1		1				1	1	1				
					1		1		1	1	1					
					1		1		1	1	1					
Acft Maint Supv 43171E		1			1		1		1	1	1		1			
			15	1	1	2		1	1	1	1					
			30	1	1	2		1	1	1	1					
Acft Maint Tec 43171E		2	45	1	1	2		1	1	1	1	2				

SAC FORM 15 MAY 54 309

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2, Columns 8 + 9 + 14 + 15 = Column 2, Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2, Columns 4 + 8 + 10 + 14 + 15 = Column 2, Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployments)								ALLOCATIONS (Phase Deployments)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phase Deployments)	
T/O				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1.				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
ELEMENT, TITLE AND AFSC				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
ENGINE CHANGE (CONT)				1		1		1	1							
Asst Maint Tec 43171B		1		1		1		1	1							
SUPPLY		(9)		1		1		1	1		(4)	(3)	(2)			
Supply Off 6424		1														
Apr Orgn Supply Spec 64131		2		2		2		2	2		2					
Orgn Supply Spec 64151		2		2		2		2	2			2				
Orgn Supply Spec 64151		2		1		1		1	1							
Orgn Supply Spec 64151		2		1		1		1	1		1		1			
Orgn Supply Supv 64173		1		1		1		1	1			1				
Clerk 70250		1		1		1		1	1		1					

SAC FORM 15 MAY 54 309

Air Force - SAC, Office G-1340(54)

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02 (JAN 55)

0487

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV	
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B
1.				3.	4.	5.	6.	7.	8.					9.	10.	11.	12.	13.	14.	15.
Composite Medical Group															
1- 9022S															
HOSPITAL 100 BED QUAL SPC		(72)												(68)	(4)
Registrar	9025	1												1	
Med Supv Off	9034	1												1	
Sanitary & Industrial Hygiene Engr	9124	1												1	
Chief of Professional Sv	9356	1												1	
Internist	9386	1													1
Otolaryngologist	9446	1												1	
Nurse Admin	9716	1												1	
Nurse Operating Room	9774	1												1	
Nurse Anesthetist	9744	1												1	
Nurse General	9754	7												7	
Dental Off General	9826	2												2	

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02 (JAN 55)

0488

PERSONNEL DEPLOYMENT		CONDITIONS:										Column 11 + 12 + 13 + 14 + 15 = Column 2.				
		Column 4 + 5 + 14 + 15 = Column 2.					Column 8 + 9 + 14 + 15 = Column 2.					Column 11 should not exceed Column 4 + 8.				
		Column 6 + 7 + 14 + 15 = Column 2.					Column 4 + 8 + 10 + 14 + 15 = Column 2.									
		ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
SQUADRON																
Composite Medical Group																
T/O																
1- 90225																
Veterinary Off General 9926		1												1		
Surface Trans helper 60310		2												2		
Apr Veh Operator 60330		2												2		
Veh Operator 60350		1												1		
Sr Ordn Supply Spec1 64153		1												1		
Sr Personnel Spec1 73251		1												1		
Med helper 90010		6												6		
Apr Med Sr 90230		10												10		
Med Sr Spec1 90250		8												7	1	
Sr Med Sr Spec1 90250		1													1	
Med Sr Supv 90270		1												1		

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C2 (JAN 55)

0489

PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Staging Team Deployment)					ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
		Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.					Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.					Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.									
SQUADRON	T/O	TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (S/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)							
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III		PHASE I	PHASE II	PHASE III	PHASE IV							
1.				4.	5.	6.	7.	8.	9.		11.	12.	13.	A	B						
Composite Medical Group	1- 90000																				
Apr Radiology	90330	1																			
Sr Radiology Spec1	90350	1																			
Med Lab Spec1	90450	1																			
Sr Med Lab Spec1	90450	1																			
Apr Med Materiel	90630	1																			
Apr Med Admin	90631	4																			
Med Materiel Spec1	90650	1																			
Med Admin Spec1	90651	2																			
Sr Med Admin Spec1	90651	1																			
Sr Veterinary Spec1	90850	1																			
Apr Dental	90930	1																			

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12 (11/54)

PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
SQUADRON		Columns 4 + 5 + 14 + 15 = Column 2.				Columns 8 + 9 + 14 + 15 = Column 2.				Columns 11 + 12 + 13 + 14 + 15 = Column 2.			Column 11 should not exceed Column 4 + 8.			
T/O		ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1.		2.	3.	PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III	10.	11.	12.	13.	A	B	
1. 90225																
Dental Spec1	90950	2												2	1	
Sr Dental Spec1	90950	1												1		
TAC SQ ELEMENT		(16)	15	1	2	1	2	1	2	1	(16)					
Medical Off	9356	3	30	1	2	1	2	1	2	1	3					
Sr Aero-Med Spec1	90150	3	30	1	2	1	2	1	2	1	3					
Sr Med Sv Spec1	90250	3	45	1	2	1	2	1	2	1	3					
Sr Med Admin Spec1	90651	3	45	1	2	1	2	1	2	1	3					
Medical Off	9356	1	10	1		1				1	1					
Sr Aero-Med Spec1	90150	1	20	1		1				1	1					
Sr Med Sv Spec1	90250	1	20	1		1				1	1					
Sr Med Admin Spec1	90651	1	20	1		1				1	1					
TACT GROUP HQ ELEMENT		(4)									(4)					
Commander	9316	1														

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02 (JAN 55)

Air Force - SAC, OTHS. O-1348 (54)

FORM 10-60-1-50

0491

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON	T/O	TOTAL AUTHORIZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC 1.	SIZE STAGING TEAM		PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
			PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
TACT GROUP HQ ELEMENT (CONT)															
Sr Aero Med Spec1 90150	1														
Sr Med Sv Spec1 90250	1														
Med Admin Supv 90670	1														
AIRBORNE DISPENSARY	(15)										(15)				
Executive Off 9025	1														
General Surgeon 9416	1	15 30 45													
Dental Off General 9826	1														
Med Equip Repmn 40550	1														
Clerk 70250	1														
Sr Med Sv Spec1 90250	2														
Radiology Spec1 90350	1														
Sr Med Lab Spec1 90450	1														

SAC FORM 15 MAY 54 309

Air Force - SAC, Offutt O-1340 (54)

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02 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III					A	B	
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
Composite Medical Group					1		1		1	1						
Sr Pharmacy Specl	90550	1			1		1		1	1						
Med Admin Serv	90670	2			2		2		2	2			1			
Sr Med Preventive Specl	90740	1			1		1		1	1			1			
Dental Spec1	90950	1			1		1		1	1			1			
Sr Dental Lab Spec1	90951	1			1		1		1	1			1			
FOOD SERVICE		(18)											(3)		(15)	
Apr Cook	62230	3													3	
Cook	62250	2													2	
Sr Cook	62250	2													2	
Food Sv Attendant	62010	1													1	
Apr Cook	62230	1			1		1		1	1						
Cook	62250	3			1		1		1	1			1			

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Q2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
HEADQUARTERS Air Base Group		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
1- 8033P			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV	
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B
1.				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
COMMAND		(2)												(1)	
Commander	0026B	1											(3)	(5)	
HEADQUARTERS SQUADRON		(9)													
Commander	7024	1													
Adjutant	7324	1													
Apr Clerk	70230	1													
Orgn Supply Specl	64151	2													
First Sergeant	73170	1													
Classification Specl	73250	1													
Personnel Specl	73251	1													
ADJUTANT		(10)		1		1		1	1		(2)	(2)	(2)	(4)	
Adjutant	7016	1		1		1		1	1		1				
Asst Adjutant	7024	1													
Apr Clerk	70230	2													

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
UADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
Headquarters Air Base Group 1. ELEMENT, TITLE AND AFSC 2.			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV	
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B
				3.	4.	5.	6.	7.	8.					9.	10.	11.	12.	13.	14.	15.
DUJUTANT (CONT)					2		2		2	2					
Clerk 70250		4			2		2		2	2			2		2
					1		1		1	1					
					1		1		1	1					
Admin Supv 70270		2			1		1		1	1		1			1
UDGE ADVOCATE (5)					1		1		1	1			(3)	(2)	
					1		1		1	1					
Legal Off 7824		2			1		1		1	1			1	1	
					1		1		1	1					
Apr Clerk 70230		1			1		1		1	1			1		
Clerk 70250		1												1	
					1		1		1	1					
Steno Tec 70272		1			1		1		1	1			1		
INFORMATION SERVICES (3)													(1)	(2)	
														1	
Info Serv Off 7224		1													
Info Specl 72150		1												1	
					1		1		1	1					
					1		1		1	1					
Historical Tec 72171		1			1		1		1	1			1		
HAPLATN (4)					2		2		2	2		(2)	(2)		
					2		2		2	2					
Chaplain 7924		2			2		2		2	2		2			
					2		2		2	2					
					2		2		2	2					
Chaplain Sv Specl 70250		2			2		2		2	2			2		

FORM
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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
Headquarters Air Base Group			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PRIORITY III	PHASE I	PHASE II	PHASE III	PHASE IV	
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III						A	B
1- 8033P				4.	5.	6.	7.	8.	9.						10.	14.	15.
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
GROUND SAFETY		(1)												(1)		
Ground Safety Tec	93170	1												1		
PERSONNEL		(10)		1		1		1	1				(4)	(3)	(3)	
Personnel Off	2324	2		1		1		1	1				1	1		
				1		1		1	1							
Clerk	70250	2		1		1		1	1				1	1		
				1		1		1	1							
Classification Spec	73250	2		1		1		1	1				1			
				1		1		1	1							
Personnel Spec	73251	2												1	1	
				1		1		1	1							
Personnel Tec	73270	2		1		1		1	1				1		1	
PERSONNEL SERVICES		(8)		1		1		1	1			(1)	(1)	(6)		
Personnel Sv Off	7344	1		1		1		1	1			1				
				1		1		1	1							
Admin Helper	70010	1												1		
Admin Supv	70270	1												1		
Info Spec	72150	1							1	1				1		
				1		1		1	1							
Personnel Spec	73251	2		1		1		1	1				1	1		

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PERSONNEL DEPLOYMENT		CONDITIONS:										Column 11 + 12 + 13 + 14 + 15 = Column 2.				
		Columns 4 + 5 + 14 + 15 = Column 2.					Columns 8 + 9 + 14 + 15 = Column 2.					Column 11 should not exceed Column 4 + 8.				
		Columns 6 + 7 + 14 + 15 = Column 2.										Columns 4 + 8 + 10 + 14 + 15 = Column 2.				
SQUADRON		ALLOCATIONS (Staging Team Deployment)														
HQ Air Base Group, Two Wing Base		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	PHASE IV		
1- 8033P				4.	5.	6.	7.	8.	9.		10.	11.	12.	13.	A	B
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
PERSONNEL SERVICES (CONT)																
Apr Physical Cond Spec1	74130	1												1		
Recr Spec1	74151	1												1		
MATERIEL		(4)												(1)	(3)	
Supply Staff Off	6416	1													1	
Sr Orgn Supply Spec1	64151	1														
Orgn Supply Supv	64173	1												(2)	(1)	
TRANSPORTATION		(3)												1		
Trans Staff Off	6016	1												1		
Veh Maint Tec	47171	1													1	
Clerk	70250	1												(2)		
COMPTROLLER		(2)												1		
Comptroller	0056B	1														
Admin Supv	70270	1							1	1		(7)	(1)	(3)	(1)	
STATISTICAL SERVICES		(12)			1		1		1	1				1		
Stat Sv Off	6834	2			1		1		1	1		1				

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Air Force - SAC, Office O-1340(34)

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PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Staging Team Deployment)					ALLOCATIONS (Phased Deployment)					ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)								
SQUADRON		TOTAL AUTHORIZED		SIZE STAGING TEAM		PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)		PHASE I			PHASE II		PHASE III		PHASE IV									
T/O		2.		3.		4.		5.		6.		7.		8.		9.		10.		11.			12.		13.		14.		15.	
1. ELEMENT, TITLE AND AFSC																														
HQ Air Base Group, Two Wing Base																														
1. 8033P																														
STATISTICAL SERVICES (CONT)																														
Draftsman 22350		2						1		1		1		1		1							1							
Stat Spec1 68150		1						1		1		1		1		1		1												
Key Punch Opr 83251		1						1		1		1		1		1		1												
Sr Stat Spec1 68150		2						1		1		1		1		1		1					1		1					
EAM Opr 83250		2						2		2		2		2		2		2					2							
Stat Sv Supv 68170		12						1		1		1		1		1		1					1		1		1		1	
FINANCE		(10)						1		1		1		1		1		1												
Disbursing Off 6774		1						1		1		1		1		1		1					1							
Disbursing Clerk 67150		5						3		3		3		3		3		3					2		1		1			
Sr Disbursing Clerk 67150		3						2		2		2		2		2		2									1			
Disbursing Supv 67170		2																									1		1	
MANAGEMENT ANALYSIS		(2)																									(2)			
Management Analysis Off 6746		1																									1			

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PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Staging Team Deployment)					ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
SQUADRON		TOTAL AUTHORIZED		SIZE STAGING TEAM		PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)		ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
T/O		2.		3.		4.		5.		6.		7.		8.		9.		10.	
ELEMENT, TITLE AND AFSC		1.		3.		4.		5.		6.		7.		8.		9.		10.	
1.		2.		3.		4.		5.		6.		7.		8.		9.		10.	
11.		12.		13.		14.		15.		16.		17.		18.		19.		20.	
HQ Air Base Group, Two Wing Base																			
1- 8032P																			
MANAGEMENT ANALYSIS (CONT)																			
Management Tec 80170		1																	
BASE AND TRANS AIRCRAFT MAINT		(31)																	
Aircraft Maint Off 4344		1																	
Acft Radio Repmn 30150		1																	
Sr Abn Rad Opr 29353		1																	
Apr Acft Mec 43131A		7																	
Acft Mec 43151A		4																	
Sr Acft Mec 43151A		6																	
Sr Flt Mec 43151W		5																	
Acft Maint Tec 43171A		1																	
Veh Mtr Eqp Eng Mec 47154		1																	
Sr Veh Mtr Eqp Mec 47154		1																	

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C2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1. ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
2.				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
Operations Squadron																
1- 8142P																
COMMAND		(1)		1		1		1	1		(1)					
Deputy Commander 1416		1		1		1		1	1							
PERSONNEL AND ADMINISTRATION		(4)		1		1		1	1		1	(1)	(2)			
Adjutant 7324		1												1		
Clerk 70250		1		1		1		1	1			1				
Classification Specialist 73250		1												1		
Personnel Tech 73270		1		1		1		1	1							
PHOTO LAB		(9)		1		1		1	1		1	(3)	(3)		(3)	
Photo Helper 23010		2		2		2		2	2		1	1				
Apr. Photographer 23230		3		3		3		3	3		1	2				
Photographer 23250		1		1		1		1	1		1					
Senior Photographer 23250		1												1		
Photographic Supv 23270		1												1		
Apr. Camera Remmn 40330		1												1		

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02 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
Operations Squadron			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV	
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A 14.	B 15.
1- 8157P		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
ELEMENT, TITLE AND AFSC															
1.															
BASE OPERATIONS		(15)			1		1		1	1		(4)	(2)	(5)	(4)
Air Ops Off 1435		2			1		1		1	1		1			1
Nav & Bomb Trn Spec 34350		3			2		2		2	2					
Nav & Bomb Trn Tec 34371		1			2		2		2	2			2	1	
Air Pass & Ops Spec 60150		3			1		1		1	1		1			2
Air Trans Supv 60170		2			1		1		1	1		1			1
Apr Clerk 70230		1												1	
Clerk 70250		2			1		1		1	1		1		1	
Sr Trg/Pers Equip Spec 42250		1												1	
COMMUNICATIONS		(60)			1		1		1	1	(7)	(11)	(4)	(2)	(36)
Communications Off 3024		2			1		1		1	1		1			1
Apr Comm Center Spec 29130		6			1		1		1	1			1	1	4
Comm Center Spec 29150		4			2		2		2	2		2			2

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.												
SQUADRON		ALLOCATIONS (Staging Team Deployment)												
Operations Squadron		ALLOCATIONS (Phased Deployment)												
1-8157P		ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)												
ELEMENT, TITLE AND AFSC		ALLOCATIONS (Phased Deployment)												
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
COMMUNICATIONS (CONT)				2		2		2	2					
Sr Comm Center Spec	29150	4		2		2		2	2		2			2
Comm Center Sup v	29170	1												1
Apr Crypto Opr	29230	3		1		1		1	1			1		2
Crypto Opr	29240	2	5	1		1	1							
Sr Crypto Opr	29240	3	10	1		1	1			1				
Crypto Opr Supv	29270	1	20	1		1	1			1				
Crypto Opr Supv	29270	2	15	2	1	1	1	1	1					
Apr Gnd Radio Opr	29331	3	30	2	1	1	2			2				1
Gnd Radio Opr	29351	3	45	1		1								
Radio Opns	29350	1	5	1		1								
Sr Gnd Radio Opr	29351	1	10	1		1								
			20	1		1				1				1

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C2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON	ALLOCATIONS (Staging Team Deployment)															
Operations Squadron																
T/O	TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fu- nctinal)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)			
1- 8157P			PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	PHASE IV			
ELEMENT, TITLE AND AFSC	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
COMMUNICATIONS (CONT)		5		1		1		1	1							
Radio Opr Supv 29370	1	10		1	1			1	1							
Radio Opr Supv 29370	1	20		1	1			1	1	1						
Radio Opr Supv 29370	1	15		1		1		1	1							
Radio Opr Supv 29370	1	30		1	1			1	1							
Radio Opr Supv 29370	1	45		1	1			1	1	1						
Gnd Radio Repmn 30450	3													3		
Gnd Radio Maint Tec 30470	1			1		1		1	1							
Gnd Radio Maint Tec 30470	1			1		1		1	1			1				
Apr Installer Cableman 36130	1													1		
Installer Cableman 36150	2															
Sr Installer Cableman 36150	2															
Central Off Equip Mec 36250	1										1			1		
Sr Can Off Equip Mec 36250	1													1		
Wire Maint Supv 36270	1													1		
Comm Machine Repairman 36350	1													1		

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C2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Strategic Team Deployment)								ALLOCATIONS (Phase of Deployment)			ALLOCATIONS FOR SURFACE SCHEDULE (Strategic or Phase of Deployment)		
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (AS above)		POST-STRIKE		PRIORITY III (One per- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV		
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY II	PRIORITY I	PRIORITY II	PRIORITY I	PRIORITY II					A	B	
1.				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
Operations Squadron																
1- 8157P																
COMMUNICATIONS (CONF)																
Sr Comm Machine Repair 36350		1		1		1		1	1			1				
Crypto Maint Tec 36371		1													1	
Electrician 56150		1													1	
Sr Electrician 56150		1													1	
Orgn Supply Spec 64151		1													1	
Apr Clerk 70230		1													1	
Clerk 70250		1													1	
SUPPLY		(3)														
Apr Orgn Supply Spec 64131		1												1		
Sr Orgn Supply Spec 64151		1												1		
Orgn Supply Supv 64173		1		1		1		1	1			1				
OVERAGE: TDY to Wing Special		(1)		1		1		1	1			(1)				
Weapons Section				1		1		1	1			1				
Clerk 70250		1		1		1		1	1			1				

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02 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.					
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)			
Supply Squadron			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV			
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A 14.	B 15.		
1- 8160P																	
ELEMENT, TITLE AND AFSC 1.		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
COMMAND		(1)			1		1		1	1			(1)				
First Sergeant 73170		1			1		1		1	1			1				
PERSONNEL AND ADMINISTRATION		(4)			1		1		1	1		(1)	(1)	(2)			
Adjutant 7324		1			1		1		1	1		1					
Clerk 70250		1			1		1		1	1			1				
Personnel Spec 73251		1												1			
Personnel Tec 73270		1												1			
INVENTORY AND INSPECTION		(15)			2		2		2	2			(2)	(1)	(7)		
Aft Maint Tec 43171E		2			2		2		2	2			2				
Warehousing Spec 64150		5												1	2		
Supply Records Spec 64152		4												1	2		
Supply Inspection Tec 64172		4												1	3		
MATERIAL FACILITIES		(40)											(8)	(2)	(30)		
Supply Off 6424		1			1		1		1	1					1		
Constr Equip Opr 55151		1			1		1		1	1			1				

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		ALLOCATIONS (Staging Team Deployment)														
T/O		ALLOCATIONS (Phased Deployment)														
1- 8160P		ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)														
ELEMENT, TITLE AND AFSC	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	PHASE IV	
															A	B
MATERIEL FACILITIES (CONT)																
Woodworker 55250	2														1	1
Apr Veh Opr 60330	4			1		1		1	1			1				3
Apr Warehousing Spec1 64130	10												1		1	9
Warehousing Spec1 64150	16			4		4		4	4							12
Warehousing Supv 64171	6			2		2		2	2							4
MUNITIONS	(45)	5	1		1			1		(9)	(9)	(1)			(20)	
Ammunitions Off 3254	2	10	1		1			1		1					1	
Apr Munitions Spec1 46130	9	20	1	6		6		6	6	1						2
Munitions Spec1 46150	24	15	2	10	2	10		12	10		3	2				22
Munitions Disposal Tec 46171	2	30	4	8	4	8		12	8	6	6					
Radiochemical Tec 46170	8	15	2	1	1	1	1	1	1	1						
PETROLEUM	46	30	2	1	1	1	1	1	1	1						
Supply Off 6424	1	45	2	1	1	1	1	1	1	1	1					
		5	1	1		1		1								
		10	1	1		1		1								
		20	1	1		1		1		1					16	
										(30)						1

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12 JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV	
1- BLOP				PRIORITY I 4.	PRIORITY III 5.	PRIORITY I 6.	PRIORITY III 7.	PRIORITY II 8.	PRIORITY III 9.					A 14.	B 15.
ELEMENT, TITLE AND AFSC															
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.					
PETROLEUM (CONT)															
Apr Petrol Supply Spec1 64330		1													4
			15	4	18	4	18	4	18	14					
			30	7	15	7	15	7	15	8					
Petrol Supply Spec1 64350		27	45	11	11	11	11	11	11		22				5
			5	2	6	2	6	2	6	4					
			10	3	5	4	4	3	5	2					
Petrol Supply Spec1 64350		13	20	4	4	6	2	4	4		8				5
Petrol Supply Surv 64370		1													1
SALVAGE AND DISPOSAL		(5)												(2)	(1)
Apr Warehousing Spec1 64130		1													1
Warehousing Spec1 64150		1												1	
Orgn Supply Spec1 64151		1												1	
CLOTHING SALES STORE		(4)												(4)	
Supply Off 6424		1												1	
Warehousing Spec1 64150		1												1	
Supply Res Spec1 64152		1												1	
Sales Store Surv 64270		1												1	

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0509

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.																
SQUADRON		TOTAL AUTHORIZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)				
T/O			SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV				
1. ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					11.	12.	13.	14.	15.
2.				3.	4.	5.	6.	7.	8.					9.	10.	11.	12.	13.	14.	15.
COMMISSARY		(4)												(4)				
Supply Services Off 6434		1												1				
Apr Warehousing Spec 64130		1												1				
Warehousing Spec 64150		1												1				
Sales Store Supv 64270		1												1				
SUPPLY		(2)												(2)				
Order Supply Spec 64151		2												2				
NOT AND PROCEDURES		(5)													(5)			
Supply Off 6424		1																
Supply Records Spec 64152		1																
Stock Control Tec 64175		1																
Apr Clerk 70230		2																
Clerk 70250		1																
PROPERTY ACCTG		(31)										(2)	(4)	(1)	(24)			
Supply Off 6424		1																

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02 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON	TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)									ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O			PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV			
ELEMENT, TITLE AND AFSC 1.			PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
			4.	5.	6.	7.	8.	9.					10.	14.	15.	
PROPERTY ACCTG (CONT)				2		2		2	2							
App Supply Records Spec1 64132	10			2		2		2	2				1	10		
Supply Records Spec1 64152	7			2		2		2	2			2		5		
Supply Records Supv 64174	6			2		2		2	2					4		
Stock Control Tec 64175	2													2		
App Clerk 70230	1													1		
Clerk 70250	1													1		
FLYAWAY KITS	(15)*	15	1					1		(13)	(1)	(1)				
Supply Off 6424	1	15	1					1		1						
Orgn Supply Spec1 64151	7	15	1	5	3	5	2	5	4							
Orgn Supply Spec1 64151	6	10	2	4	3	3	2	4	2							
Orgn Supply Supv 64173	1	15	1		1			1								
SUPPLY SERVICE UNIT	(15)	15	1		1			1								
Supply Off 6424	1															

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02 (JAN 75)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.		Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.			
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)			
T/O			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV			
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY II	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
1.				3.	4.	5.	6.	7.	8.					9.	10.	11.	12.	13.	14.	15.
Supply Squadron																	
1. 816CP																	
SUPPLY SERVICE UNIT (CONT)																	
Supply Helper	64010	1			1		1		1	1							
Apr Warehousing Spec1	64130	6			1		1		1	1		2	2		2		
Orgn Supply Spec1	64151	1			1		1		1	1		1					
Supply Records Spec1	64152	4			2		2		2	2							
Stock Control Tec	64175	1			1		1		1	1		1					
Apr Clerk	70230	1			1		1		1	1			1				
* NOTE: If Flyaway Kit is not adequately manned to support this requirement, additional personnel must be withdrawn from other units of Base Supply to fulfill this commitment.																	

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Air Force - SAC, Offutt O-1240 (34)

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02 (JAN 55)

0512

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.					Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.				
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)					
Food Service Organization			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished) 10.	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV							
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A 14.	B 15.						
1 - 8020				3.	4.	5.	6.	7.	8.					9.	10.						
ELEMENT, TITLE AND AFSC 1.																					
PART II-T		(111)			1		1		1	1	(24)	(31)	(17)	(19)	(20)						
Commander 6434		1			1		1		1	1			1								
Adjutant 7324		1												1							
Food Sv Supt 62000		1			1		1		1	1		1									
Food Sv Attendants 62010		12			12		12		12	12		8	4								
Apr Baker 62130		3												2	1						
Baker 62150		4	15	1	2	1	2	1	2	1	2	1			1						
Baker 62150		2	5	1	2	1	1	1	2	2											
Baker 62150		2	10	2	1	1	1	1	2	2	2										
Baker 62150		2	20	1	1	1	1	1	1	1											
Baking Supv 62170		1												1							
Apr Cook 62230		12			6		6		6	6		5	1	4	5						
Cook 62250		26	5	2	14	3	13	2	14	12											
Cook 62250		26	10	3	13	4	12	3	13	10	8	4	4	6	4						
Cook 62250		27	15	4	14	6	12	3	15	11											
Cook 62250		27	30	6	12	8	10	5	13	7	12	4	2	3	4						
Cook 62250		27	45	6	12	10	8	6	12	6	12	4	2	3	4						

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PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Phased Deployment)					ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
		Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.					Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.					Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.						
SQUADRON	T/O	TOTAL AUTHORIZED	SIZE STAGING TEAM	ALLOCATIONS (Staging Team Deployment)						PRIORITY III (One pre- and one post-strike team furnished)	ALLOCATIONS (Phased Deployment)			PHASE IV				
ELEMENT, TITLE AND AFSC				PRE-STRIKE		PRE-POST STRIKE (B/RM-47) OR TURN-AROUND (All others)		POST-STRIKE			PHASE I	PHASE II	PHASE III	A	B			
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		11.	12.	13.	14.	15.			
Food Service Organization																		
1- 8020																		
PART II-T (CONT)																		
Food Sv Supv 62270		6																
Apr Meat Cutter 62330		2																
Meat Cutter 62350		2																
Meat Cutter 62350		2																
Apr Orgn Supply Spec1 64131		2																
Orgn Supply Spec1 64151		2																
Apr Clerk 70230		1																
Clerk 70230		2																
Sr Personnel Spec1 73251		1																
First Sergeant 73170		1																

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02 (JMF 45)

0514

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.																
SQUADRON	T/O	TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phase Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phase Deployment)	
ELEMENT, TITLE AND AFSC 1.				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV				
				PRIORITY I 4.	PRIORITY III 5.	PRIORITY I 6.	PRIORITY III 7.	PRIORITY II 8.	PRIORITY III 9.					A 14.	B 15.			
Air Police Squadron		1- 8036																
NOTE: Forward Base complement personnel for this unit is shown in SAC Manual 400-1A and is further outlined in Fifteenth Air Force Letter 10P, 4 NOV 53. Only forward base personnel shown in Phase IVB are those utilized to augment deploying unit. Number of personnel indicated herein are for deployment to a NON-SAC Base. For deployment to SAC Base, delete 43 AFSC 77130 from security flight. Personnel indicated herein for staging teams are for NON-SAC Bases only. Staging Teams are not required from this unit on a SAC installation.																		
UNIT SUPPLY		(2)	5	1	1				1	1	(2)							
Supply Spec 64153		1	10	1	1				1	1								
			20	1	1				1	1								
			15	1	1				1	1								
			30	1	1				1	1								
App Ordn Supply Spec 64133		1	45	1	1				1	1	1							
MATERIAL		(3)	15	1	1				1	1	(3)							
			30	1	1				1	1								
3r Gnd Radio Mac 70450		1	45	1	1				1	1	1							
			5	1	1				1	1								
			10	1	1				1	1								
Wtms Mac 46250		1	20	1	1				1	1	1							
			15	1	1				1	1								
			30	1	1				1	1								
Wtms Mac 46250		1	45	1	1				1	1	1							
OPERATIONS		(26)	15	1			1	1			(1)				(25)			
			30	1			1	1										
Asst Ordn Off 7724		1	45	1			1	1			1							
Apr Clerk 70230		1													1			
AP Supervisor 77170		2													2			
Air Policeman 77150		22													22			

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.												
SQUADRON		ALLOCATIONS (Staging Team Deployment)												
T/O		ALLOCATIONS (Phased Deployment)												
1- 8035		ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)												
ELEMENT, TITLE AND AFSC	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
SECURITY	(172)	5	1		1			1		(158)				(14)
Security Off 7724	1	10	1		1			1		1				
Security Off 7724	1	20	1		1			1		1				
Security Off 7724	1	15	1		1			1		1				
Security Off 7724	1	30	1		1			1		1				
Security Off 7724	1	45	1		1			1		1				
Air Police Supv 77170	3	5	2	1	2	1	1	2						
Air Police Supv 77170	3	10	2	1	2	1	1	2		3				
Air Police Supv 77170	7	20	2	1	2	1	1	2		7				
Air Police Supv 77170	7	15	2	5	2	5	5	2						
Air Police Supv 77170	7	30	2	5	2	5	5	2						
Air Policeman 77150	14	45	2	5	2	5	5	2						
Apr Air Policeman 77130	46													
Apr Air Policeman 77130	46	5	12	34	12	34	4	42	30					
Apr Air Policeman 77130	46	10	22	24	22	24	4	42	20	46				
Apr Air Policeman 77130	46	20	42	4	4	4	4	42						
Apr Air Policeman 77130	46	15	32	68	32	68	8	92	60					
Apr Air Policeman 77130	100	30	62	38	62	38	8	92	30	100				
Apr Air Policeman 77130	100	45	92	8	92	8	8	92						

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHORIZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS FOR SURFACE ECHELON (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
Installations Squadron	SIZE STAGING TEAM		PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV			
T/O			PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III					A 14.	B 15.		
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
COMMAND		(2)											(1)		(1)	
Commander	5516	1			1		1		1	1					1	
First Sergeant	73170	1			1		1		1	1			1			
PERSONNEL AND ADMINISTRATION		(4)											(1)	(3)		
Apr Clerk	70230	1			1		1		1	1				1		
Clerk	70250	1			1		1		1	1			1			
Classification Spec	73250	1												1		
Personnel Spec	73251	1												1		
MAINTENANCE AND REPAIR		(43)											(8)	(27)	(11)	
Installations Engineer	5524	1			1		1		1	1					1	
Metal Prod Spec	53250	2			1		1		1	1			1		1	
Apr Sheet Metal Worker	53330	1			1		1		1	1			1			
Sheet Metal Worker	53350	1			1		1		1	1			1			
Construction Helper	55010	18												18		

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02 JAN 49

0517

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV		
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
1.				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
Installations Squadron																
1- 8149P																
MAINTENANCE AND REPAIR (CONT)																
Apr Roads & Gnd Spec1	55130	2													2	
Apr Coastr Equip Opr	55131	1													1	
Apr Masonry Concrete Wkr	55132	1											1			
Roads Grounds Spec1	55150	2													2	
Construction Equip Opr	55151	1													1	
Masonry Concrete Worker	55152	1														
Roads Grounds Surv	55170	1														
Apr Woodworker	55230	2											1	1		
Apr Painter	55231	1													1	
Woodworker	55250	1			1		1		1	1						
Building Crafts Surv	55270	1			1		1		1	1			1			

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON	T/O	TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)		
Installation Squadron			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (R/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1 - 8159P				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
MAINTENANCE AND REPAIR (CONT)					1		1		1	1						
App Orgn Supply Specl 64131		1			1		1		1	1			1			
App Clerk 70230		1			1		1		1	1			1			
Clerk 70250		1			1		1		1	1			1			
ENGINEERING AND MGT		(5)												(3)	(2)	
Surveyor 22250		2												2		
Draftsman 22350		1													1	
Sr Orgn Supply Specl 64151		1														
Clerk 70250		1													1	
FIRE PROTECTION & ACFT CREW RESCUE		(57)			1		1		1	1	(3)	(4)	(4)	(8)	(33)	
Firefighting Supt 57000		1			1		1		1	1		1				
Sr Orgn Supply Specl 64151		1													1	
Firefighting Helper 57010		15			7		7		7	7		3	4	8		
Apr Firefighter 57130		14													14	

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32 (JAN 53)

PERSONNEL DEPLOYMENT		CONDITIONS:										ALLOCATIONS (Staging Team Deployment)					ALLOCATIONS (Phased Deployment)				
SQUADRON		Columns 4 + 5 + 14 + 15 = Column 2.					Columns 8 + 9 + 14 + 15 = Column 2.					Columns 11 + 12 + 13 + 14 + 15 = Column 2.									
T/O		Columns 6 + 7 + 14 + 15 = Column 2.					Columns 4 + 8 + 10 + 14 + 15 = Column 2.					Column 11 should not exceed Column 4 + 8.									
ELEMENT, TITLE AND AFSC		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)							
1.		2.	3.	PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III	10.	PHASE I	PHASE II	PHASE III	PHASE IV							
				4.	5.	6.	7.	8.	9.		11.	12.	13.	14.	15.						
Installation Squadron																					
1. 8159P																					
FIRE PROTECTION & ACFT CREW RESCUE (CONT)																					
Firefighter	57150	15	5	2	2	2	2	2	2						11						
			10	2	2	2	2	2	2		4										
			20	2	2	2	2	2	2												
			15	2	1	1	2	1	2						5						
			30	2	1	1	2	1	2		3										
Sr Firefighter	57150	8	45	2	1	1	2	1	2												
			15		1	1		1													
			30		1	1		1			1										
			45		1	1		1						(27)	(7)						
Firefighting Supv	57170	3																			
UTILITIES AND OPERATIONS		(34)												15							
Utilities Helper	56010	15												1	1						
Apr Electrician	56130	2																			
Electrician	56150	2												2							
Sr Electrician	56150	1													1						
Apr Water Sup-SN Spec1	56330	1												1							
Sr Water Sup-SN Spec1	56350	1													1						
Water Sup-SN Supv	56370	1												1							
Apr Plumber	56430	2												1	1						

Air Force - SAC, Offutt: O-1240 (54)

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02 JAN 55

0520

PERSONNEL DEPLOYMENT		CONDITIONS:										Column 4 + 5 + 14 + 15 = Column 2.					Column 8 + 9 + 14 + 15 = Column 2.					Column 11 + 12 + 13 + 14 + 15 = Column 2.				
		Column 6 + 7 + 14 + 15 = Column 2.										Column 4 + 8 + 10 + 14 + 15 = Column 2.					Column 11 should not exceed Column 4 + 8.									
SQUADRON		ALLOCATIONS (Staging Team Deployment)															ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)						
Installation Squadron		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)																
T/O				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	PHASE IV												
1- 8159P																										
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.											
UTILITIES AND OPERATIONS (CONT)																										
Plumber	56450	2																								
Sr Plumber	56450	2												1	1											
Plumbing Supv	56470	1												1												
Sr Heating Spec	56550	1												1												
Apr Refrigeration Spec	56630	1														1										
Refrigeration Spec	56650	1												1												
Sr Refrigeration Spec	56650	1														1										
SUPPLY		(2)												(2)												
Apr Ordn Supply Spec	64131	1												1												
Ordn Supply Spec	64151	1												1												

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C2 (JAN 55)

Air Force - SAC, OHS: D-1240 (24)

0521

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.														
SQUADRON		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	PHASE I	PHASE II	PHASE III	PHASE IV		
1. ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B	
2.				4.	5.	6.	7.	8.	9.					10.	11.	12.	13.	14.	15.
Motor Vehicle Squadron																
1. 8153P																
COMMAND		(2)		1		1		1	1		(1)		(1)			
Commander	6016	1		1		1		1	1		1					
First Sergeant		1														
PERSONNEL AND ADMINISTRATION		(3)									(1)		(2)			
Apr Clerk	70230	1														
Clerk	70250	1														
Personnel Tec	73270	1		1		1		1	1							
MAINTENANCE		(34)									(5)	(5)	(5)	(21)		
Grd Equip Maint Off	4384	1														
Apr Auto Mec	47131	2		2		2		2	2		2					
Sp Veh Mec	47132	2												1	1	
Auto Mec	47151	9		1		1		1	1				1	6	6	
Sr Auto Mec	47151	6		2		2		2	2				2		4	
Sr Spec Veh Mec	47152	2												1	1	

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON		ALLOCATIONS (Staging Team Deployment)													
T/O		TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	PHASE IV	
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
Motor Vehicle Squadron															
1- 8158F															
MAINTENANCE (CONT)															
Sr Auto Body Repmn 47153	1														1
Veh Mtr Equip Eng Mec 47154	1														1
Veh Mtr Equip Elect 47155	1														1
Veh Maint Supv 47170	1														1
Veh Maint Tec 47171	2				2		2		2	2		2			
Machinist 53150	1				1		1		1	1		1			
Metal Processing Spec1 53250	1				1		1		1	1		1			1
Apr Painter 55231	1														1
Painter 55251	1													1	
Warehousing Spec1 64150	1														1
Clerk 70250	1														1

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C2 (JAN 55)

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C2 (JAN 55)

PAGE II - E - 1
C2 (JAN 55)

RECAPITULATION PHASED DEPLOYMENT OF PERSONNEL Separate Deployment of 310th Air Refueling Squadron						
10 KC-97F		AIR ECHELON			SURFACE ECHELON	
Organizational Element Personnel in Air Echelon Shown in Parenthesis		First Phase	Second Phase	Third Phase	Fourth Phase	A
WING HQ	(11)	2	6	3	0	4
AIR REFUELING SQ	(346)	228	100	18	4	0
PERIODIC MAINT SQ	(49)	4	18	17	0	0
ARM - ELEC SQ	(29)	12	10	7	0	5
FIELD MAINT SQ	(96)	33	29	36	0	21
MEDICAL GP	(4)	4	0	0	0	4
AIR BASE GP HQ	(1)	0	1	0	0	22
SUPPLY SQ	(16)	16	0	0	0	107
MOTOR VEH SQ	(13)	10	1	2	0	34
OPERATIONS SQ	(5)	4	1	0	0	43
AIR INSTL SQ	(4)	4	0	0	0	54
FOOD SERVICE SQ	(18)	10	4	4	5	20
AIR POLICE SQ	(52)	52	0	0	0	107
TOTALS	(646)	389	169	88	9	421
NORMALLY DEPLOYED IN TACTICAL AIRCRAFT	(640)	387	167	86	0	0
NORMALLY DEPLOYED IN SUPPORT AIRCRAFT	(6)	2	2	2	0	0
NOTE: a. In order to obtain full utilization of tanker aircraft, 167 people from Phase II and 86 people from Phase III should be moved with Phase I. This type utilization would only apply when remainder of wing does not deploy from home base. If tanker squadron deploys simultaneously with bomb/recon and remainder of wing air echelon, tanker utilization will be similar to that shown in Note "C" for total wing deployment.						

0525

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON		ALLOCATIONS (Staging Team Deployment)													
T/O		TOTAL AUTHORIZED	SIZE STAGING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN-AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post-strike team furnished)	ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III		PHASE I	PHASE II	PHASE III	PHASE IV	
				4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
Headquarters Bomb Wing M Jet B-47															
1- 1047P															
MAINTENANCE CONTROL		(4)			1		1		1	1		(4)			
Orgn Supply Spec1	64151	1			1		1		1	1		1			
Acft Radio Maint Tec	30170	1			1		1		1	1		1			
Clerk	70250	2			2		2		2	2					
QUALITY CONTROL		(5)			4		4		4	4		(2)	(3)		
Acft Maint Tec	43171B	4			4		4		4	4		2	2		
Acft ELS NA/ECF M21 Tec	30171	1			1		1		1	1					
OPERATIONS		(2)			1		1		1	1		(2)			
Post-Strike T.F. Comdr			5					1							
Ops Staff Off	1416	1	10					1			1*				
Weather Off	2524	1	20	1		1			1		1				
* Operations Staff Officer deploys with AREFS only if Post-Strike Team is utilized.															

Phase IVB is identical to Phase IVB in Basic Plan for full wing deployment

FORM 11-1-2
22 JAN 58

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.												
SQUADRON		ALLOCATIONS (Staging Team Deployment)												
T/O		ALLOCATIONS (Phased Deployment)												
1- 1170P-S		ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)												
ELEMENT, TITLE AND AFSC	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
COMMAND		5	1		1			1		(1)		(1)		
Pre-Strike & Turn Around TF COMDR		10	1		1			1						
Commander 0066A	1	20	1		1			1		1				
First Sergeant 73170	1			1		1		1	1					
PERSONNEL AND ADMINISTRATION		5	1		1			1		(2)	(1)	(1)	(2)	
Adjutant 7324	1	10	1		1			1						
		20	1		1			1		1				
Apr Clerk 70230	1	5		1		1		1						
		10		1		1		1						
		20	1		1			1		1				
Apr Class Spec 73230	1													
				1		1		1	1					
				1		1		1	1					
Classification Spec 73250	1			1		1		1	1			1		
				1		1		1	1					
Personnel Spec 73251	2			1		1		1	1					
INTELLIGENCE	(3)	5		1	1		1	1		(3)	1		1	
		10		1	1		1	1						
Intell Off 2054	1	20		1	1		1	1		1				
		5	1			1		1						
		10	1			1		1						
Sr Intell Opns Spec 20450	1	20	1		1			1		1				
		5		1	1			1						
		10		1	1			1						
Intell Opns Ter 20470	1	20		1	1			1		1				
COMBAT CREWS	(210)									(140)	(70)			
Pilot 1234C	60									40	20			

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Air Force - SAC, Offset O-1340 (54)

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02 (JAN 53)

0527

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.		Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.			
SQUADRON	T/O	TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC 1.			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV			
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B		
		2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.		
COMBAT CREWS											20						
Acft Obs Nav Bomb	1525P	20										10					
Acft Obs Nav	1534A	10															
Sr IN/FLT Rflg Spec1	43350	30									20	10					
IN/FLT Rflg Tec	43370	30									20	10					
Flt Eng Tec	43371	30									20	10					
Sr Abn Radic Asr	29353	30								1	20	10	(2)				
OPERATIONS AND TRAINING		(14)	5	1		1				1	(8)	(4)					
Air Ops Off	1435	1	10	1		1				1	1						
Surv Ing & Exp Off	1435	1	5		1			1	1								
			10	1		1				1							
Acft Obs Nav Bomb	1525P	1	20	1		1				1	1						
			5	1		1				1							
Communications Off	3034	1	10	1		1				1	1						
			20	1		1				1							
Acft Perf Eng	4324	1	5	1		1				1	1						
			10	1		1				1							
			20	1		1				1							

Phase IV is identical to that shown in Basic Plan for full wing deployment.

Phase IV is identical to that shown in Basic Plan
for full time deployment

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C2 (JAN 55)

0528

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.			Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.		
SQUADRON	TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)									ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)			
T/O		SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV				
ELEMENT, TITLE AND AFSC			PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B			
1.			4.	5.	6.	7.	8.	9.					10.	14.	15.		
Air Refueling Squadron																	
1- 1179P-3																	
OPERATIONS AND TRAINING (CONT)																	
Air Ops Supv 60170	1	5	1			1			1								
		10	1			1			1								
		20	1			1			1								
Apn Surv Tng & P.E. Spec1 92230	2			2		2		2	2			1	1				
				2		2		2	2								
				3		3		3	3								
Surv Tng & P.E. Spec1 92250	3			3		3		3	3			2	1				
				1		1		1	1								
				1		1		1	1								
Surv Tng & P.E. Supv 92270	1			1		1		1	1			1					
				1		1		1	1								
Apn Clerk 70230	1			1		1		1	1								
				1		1		1	1								
				1		1		1	1								
Clerk 70250	1			1		1		1	1			1					
MAINTENANCE	(108)	5	1			1			1			(71)	(24)	(12)	(1)		
		10	1			1			1								
Acft Maint Offr 4344	1	20	1			1			1			1					
				20				20		20	20						
				20				20		20	20						
Apn Acft Mec 43131B	21			20				20		20	20		8	12	1		
		5		1		1		1									
		10		1		1		1									
Apn Acft Recpr Eng Mec 43231	1	20		1		1		1				1					
		5	2	16	2	16	2	16	14								
		10		18	2	16	5	13	13								
Acft Mec 43151B	18	20		18		18	8	10	10			8	10				
		5	5	24	10	29	5	24	19								
		10	10	19	17	12	10	19	9								
Acft Recpr Eng Mec 43251	29	20	14	15	22	7	15	14				29					

Phase IVB is identical to that shown in Base'd Plan for Full Wing Deployment

Air Force - SAC, Offutt O-1240 (5)

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15 MAY 54

Air Force - SAC, Offutt O-1240 (54)

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02 (JAN 55)Phase IVB is identical to that shown in Base Plan
for full wing deployment

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CE (VAN 55)

SAC FORM 309
18 MAY 84

Air Force - SAC, Offutt O-1240 (54)

PAGE 11 - E -
CZ (JAN 55)

Phase IVB is identical to that shown in Basic Plan					
For full Ming Deployment					

PERSONNEL DEPLOYMENT		CONDITIONS:													
		Columns 4 + 5 + 14 + 15 = Column 2.				Columns 8 + 9 + 14 + 15 = Column 2.				Columns 11 + 12 + 13 + 14 + 15 = Column 2.					
		Columns 6 + 7 + 14 + 15 = Column 2.				Columns 4 + 8 + 10 + 14 + 15 = Column 2.				Column 11 should not exceed Column 4 + 8.					
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
T/O	ELEMENT, TITLE AND AFSC 1.		SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV	
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A	B
				3.	4.	5.	6.	7.	8.					9.	10.	11.	12.	13.	14.	15.
Periodic Maintenance Squadron															
1- 7171P															
DOCK MAINTENANCE		(47)		2		2		2	2		(14)	(17)	(16)		
Aprn Acft Mec 43131B		2		2		2		2	2			1	1		
Aprn Acft Recpr Eng Mec 43231		8		8		8		8	8		4		4		
Acft Mec 43151B		10		10		10		10	10			7	3		
Acft Recpr Eng Mec 43251		16		16		16		16	16		10	4	2		
Sr Acft Electrician 42350		2		2		2		2	2			1	1		
Acft Inst Mec 42250		1		1		1		1	1				1		
Acft Maint Tec 43171B		6		6		6		6	6			3	3		
Orgn Supply Specl 64151		2		2		2		2	2			1	1		
MAINTENANCE SUPERVISION		(2)		2		2		2	2			(1)	(1)		
Acft Maint Off 4344		1		1		1		1	1			1			
Clerk 70250		1		1		1		1	1				1		
									</						

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C2 (JAN 55)

PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2.										Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2.					Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.				
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)										ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)					
Field Maintenance Squadron			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I 11.	PHASE II 12.	PHASE III 13.	PHASE IV							
T/O				PRIORITY I 4.	PRIORITY III 5.	PRIORITY I 6.	PRIORITY III 7.	PRIORITY II 8.	PRIORITY III 9.					A 14.	B 15.						
1- 7169P																					
ELEMENT, TITLE AND AFSC		2.	3.	4.	5.	6.	7.	8.	9.	10.											
MAINTENANCE SUPERVISION		(1)	5	1		1	1				(1)										
Acft Maint Off 4344		1	10	1		1	1				1										
POWER PLANT		(1)		1		1		1	1				(2)								
Orgn Supply Specl 64151		1		1		1		1	1												
ENGINE TEARDOWN		(6)		4		4		4	4	4			(5)	(1)							
Acft Recpr Eng Mec 43251		4		4		4		4	4	4			4	1							
Acft Maint Tec 43171B		1		1		1		1	1	1											
POWER PACK REPAIR		(3)		2		2		2	2	2		(1)	(2)								
Acft Mec 43151B		2		2		2		2	2	2			2								
Sr Acft Recpr Eng Mec 43251		1		1		1		1	1	1		1									
AERO REPAIR		(11)		2		2		2	2	2		(10)	(1)								
App Acft Mec 43131B		1		2		2		2	2	2		1									
App Acft Recpr Eng Mec 43231		3		3		3		3	3	3		3									
Acft Mec 43151B		9		9		9		9	9	9		5	4								
Acft Maint Tec 43171B		1		1		1		1	1	1		1									
Vehicle Operator 60350		1		1		1		1	1	1			1								

Phase IVB is identical to that shown in Basic Plan for Full Time Deployment

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON		TOTAL AUTHOR- IZED	ALLOCATIONS (Staging Team Deployment)								ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
FIELD MAINTENANCE SQUADRON 7/0 1- 7169P			SIZE STAG- ING TEAM	PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV	
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A 14.	B 15.
INFLIGHT REFUELING		(10)	5	1	2	2	1	1	2	1	(3)	(6)	(1)		
Acft Hyd Mec 42152		2	10	2	1	2		1	2						
			20	3	1	3		1	2		3				
					5		5		5	5					
					5		5		5	5					
Acft Elec Assy Repmn 42350		5			5		5		5	5		4	1		
					2		2		2	2					
					2		2		2	2					
Acft Elec Assy Tec 42370		2			2		2		2	2		2			
INST AND OFFICE MACHINE REPAIR		(2)	5	1	1	1	1		2	1					
			10	1	1	2			2	1					
Acft Inst Mec 42250		2	20	2		2			2	1					
ENGINE BUILD-UP		(19)			3		3		3	3			(19)		
					3		3		3	3					
Ann Acft Repr Eng Mec 43231		3			3		3		3	3			3		
					14		14		14	14					
					14		14		14	14					
Acft Repr Eng Mec 43251		14			14		14		14	14			14		
					2		2		2	2					
					2		2		2	2					
Acft Maint Tec 43171B		3			2		2		2	2			2		
MACHINE SHOP		(1)	5		1	1		1			(1)				
			10		1	1		1							
Machinist 53150		1	20		1	1		1			1				
SHEET METAL SHOP		(12)	5		2	2	2	1	2	2	(11)	(1)			
			10		3	3	3	1	3	1					
Ann Airframe Repmn 53430		3	20		3	3			3		3				
			5	1	5	1	5	1	5	4					
			10	1	5	4	2	2	4	3					
Airframe Repmn 53450		6	20	1	5	6			5	1	6				
			5		3	1	2	1	2	2					
			10		3	1	2	1	2	2					
Airframe Repr Tec 53470		3	20		3	3		2	1	1	2	1			

Phase IV is identical to that shown in East Plan for full wing deployment

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PERSONNEL DEPLOYMENT		CONDITIONS: Columns 4 + 5 + 14 + 15 = Column 2. Columns 6 + 7 + 14 + 15 = Column 2. Columns 8 + 9 + 14 + 15 = Column 2. Columns 4 + 8 + 10 + 14 + 15 = Column 2. Columns 11 + 12 + 13 + 14 + 15 = Column 2. Column 11 should not exceed Column 4 + 8.													
SQUADRON	T/O	TOTAL AUTHOR- IZED	SIZE STAG- ING TEAM	ALLOCATIONS (Staging Team Deployment)							ALLOCATIONS (Phased Deployment)			ALLOCATIONS FOR SURFACE ECHELON (Staging or Phased Deployment)	
ELEMENT, TITLE AND AFSC 1.				PRE-STRIKE		PRE-POST STRIKE (B/RB-47) OR TURN- AROUND (All others)		POST-STRIKE		PRIORITY III (One pre- and one post- strike team fur- nished)	PHASE I	PHASE II	PHASE III	PHASE IV	
				PRIORITY I	PRIORITY III	PRIORITY I	PRIORITY III	PRIORITY II	PRIORITY III					A 14.	B 15.
Field Maintenance Squadron															
1- 7169P															
PROPELLER		(6)	5	1	4	1	4	1	4	3	(3)	(2)	(1)		
Acft Prop Mec 42151		5	10	1	4	2	3	1	4	3	3	1	1		
			20	2	3	2	3	1	4	2					
					1		1		1	1					
					1		1		1	1					
Acft Prop Tec 42171		1			1		1		1	1		1			
ELECTRICAL		(7)			1		1		1	1	(2)	(3)	(2)		
					1		1		1	1					
Acft Elec Accy Tec 42370		1			1		1		1	1		1			
			5	1	5	1	5		6	5					
			10	1	5	2	4		6	5					
Sr Acft Elec 42350		6	20	2	4	3	3		6	4	2	2	2		
HYDRAULIC		(3)	5		2		2		2	2	(1)	(2)			
			10		2	1	1	1	1	1					
Sr Acft Hyd Mec 42152		2	20		2	2	2	1	1	1	1	1			
			5		1		1		1	1					
			10		1		1		1	1					
Acft Hyd Tec 42172		1	20		1	2			1	1		1			
AUXILIARY EQUIPMENT		(1)	5	1					1						
			10	1					1						
Automotive Mec 47151		1	20	1		1			1		1				
ENGINE CHANGE		(11)	5		1		1		1	1	(9)	(5)			
			10		1		1		1	1					
Apr Acft Recpr Eng Mec 43231		1	20		1		1	1			1				
					2		2		2	2					
					2		2		2	2					
Sr Acft Mec 43151B		2			2		2		2	2		2			
			5		7	2	5	2	5	5					
			10		7	3	4	4	3	3					
Sr Acft Recpr Eng Mec 43251		7	20		7	5	2	7			7				
							</								

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PAGE III - D - 10
C2 (JAN 55)PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT		SCHEDULE FOR PHASED DEPLOYMENT					
		1st Phase		2d Phase		3d Phase	
Stock NR	Nomenclature	QTY	WT	QTY	WT	QTY	WT
	Shield Assy engine tailpipe Sec	90	340				
	Lock Assy landing gear door latch safety	15	15				
	Support assy wide open bomb bay door	30	90				
	Plug assy cool air inlet & exhaust F-30027	30	60				
	Rod fuel tank gaging	45	22				
	(b) AF Form 263 loose equip Box (12 @ 6,000#)						
	(b) ATO panels, RH & LH(60@1,230#)						
	(b) ECM antenna Assy(180@390#)						
	(b) ATO exhaust covers (15@330#)						
	(b) Aft fuselage covers(15@1,275#)						
	(b) Forward & aft wheel well covers (30 @ 540#)						
	(b) Alternate bomb bay conventional bombing configuration kits (15 @ 23,085#)						
	<u>Supply:</u>						
	Kit, chemical agent detector, M9A2					1	75
	***ECL 20-56-4, set, utility tool (1 @ 215#)						
6750-155450	*Case, shipping, Air Force organizational equip, set *** (3 @ 351#)			1	117		
7700-331867	Flashlight, 2 cell, focusing			5	3		
8600-Variable	Typewriter, stand, elite, 14"			2	120		
8700-781000	Stapler, paper fastening			2	1		
	Machine Numbering			1	1		
	**Misc pubs, files and 30 day supply of expendable office supplies for all sections (case)			3	436		

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G2 (JAN 55)PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT Stock NR Nomenclature		SCHEDULE FOR PHASED DEPLOYMENT					
		1st Phase		2d Phase		3d Phase	
		QTY	WT	QTY	WT	QTY	WT
	<u>RECAPITULATION</u>						
Command	(3)		0		0		3
Pers & Admin	(413)		0		0		413
Intel	(790)		790		0		0
Operations	(1,001)		0		,001		0
Maintenance	(19,120)		9,746		6,535		2,839
Supply	(678)		0		678		0
TOTAL	(22,005)		10,536		8,214		3,255
NOTES:	<p>* Weight indicated for shipping and technical order cases is empty weight.</p> <p>** Weight indicated for bench stocks, misc files, pubs, etc is less case weight.</p> <p>*** Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA.</p> <p>(a) UPREAL survival equipment for combat crews and passengers that deploy in unit bombardment aircraft. Weight of this equipment for crew members and passengers plus escape and evasion aids listed in Intelligence element and T/A 1-21 clothing and equipment is not included in totals since in is included in the weight of 350 pounds for each person deploying.</p> <p>(b) This AF Form 263 equipment will be boxed in a "Ready for Shipment" condition for deployment in Phase IVA. Weight of this materiel is 32,850 pounds.</p> <p>(c) This 263 equipment is installed in aircraft and is included in basic weight thereof.</p>						

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C2 (JAN 55)PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT Stock NR Nomenclature		SCHEDULE FOR PHASED DEPLOYMENT					
		1st Phase		2d Phase		3d Phase	
		QTY	WT	QTY	WT	QTY	WT
PERIODIC MAINTENANCE SQUADRON (CONT)							
<u>Dock Maintenance (CONT)</u>							
Section I - General							
	Class 08-A (lot)			1	543	1	184
	Class 13-C (lot)						
	Class 17-A (lot)	1	137				
	Class 17-B (lot)	1	170	1	900	1	355
	Class 17-C (lot)	1	222				
	Class 18 (lot)	1	560	1	150		
	Class 19-A (lot)	1	475	1	475	1	475
	Class 19-F (lot)	1	65	1	65	1	130
5030-650200	Motorcycle, two wheel, airborne			1	150		
	**Periodic Inspection Time Change						
	Replacement Spare Parts, lot					1	100
	**Bench Stock, case						
<u>Supply:</u>							
	Kit, chemical agent detector, M9A2	1	5				
	(a) ECL 20-56-4, Set, Utility						
	Tool (1 @ 215#)						
6750-155450	*Case, Shipping, Air Force			1	27	1	60
	organizational equipment, set						
7700-332400	Flashlight, 2 cell, right angle	5	2.5				
8600-Variable	Typewriter, stand, elite, 14"			1	60		
8700-781000	Sharpen, paper fastening			1	5		
9230-35-C-765-750	Dictionary, desk type					1	2
	**Misc Pubs & files, case			1	90	2	200
8600-926350	Typewriter, std elite, thpe 18"	1	65				
<u>RECAPITULATION</u>							
Command	(453)		0		0		453
Pers and Admin	(104)		0		95		309
Maint Supervision	(1,445)		172		627		646
Dock Maint	(4,956)		1,629		2,283		1,044
Supply	(511)		72		177		262
TOTALS	(7,769)		1,873		3,182		2,714
NOTES: * Weight indicated for shipping and technical order cases is empty weight.							
** Weight indicated for bench stocks, misc files, pubs etc. is less case weight.							
(a) Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA.							
Weight of this materiel is 702 pounds.							

0 5 4 7

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PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT Stock NR Description		SCHEDULE FOR PHASED DEPLOYMENT					
		1st Phase		2d Phase		3d Phase	
		QTY	WT	QTY	WT	QTY	WT
COMPOSITE	MEDICAL GROUP T/O 1-9022S						
	Equipment of Tactical Medical Support Headquarters element and Tactical Medical Support element consists of following items:						
	(b) Tube, flexible nozzle (205#) ECL 20-90-4 Air Transportable Dispensary, Medical Materiel	5	4780				
	(b) Heater, space, non-electric radiant type (2 @ 180#) (b) Burner, oil, stove, tent (2 @ 56#)						
7700-332400	(b) Can, kiltz, rectangular, 6gal cap w/carrying handle (2 @ 20#) Flashlight, 2 cell	15	7.5				
	(b) Lantern, gasoline, designed for leaded gasoline (4 @ 20#) (b) Tent, spud, M-1945, complete with pins and poles (2 @ 870#)						
8600-203300	Clock, alarm	5	5				
8600-710400	Sedl, lever, official, 1 1/2" dia	5	10				
8700-562000	Perforator, paper, 3 13/32" holes	5	20				
	Infirmery, medical equipment, (36 bed), air transportable			1	13394		
	Dental kit			1	10		
	(c) Tube, flexible nozzle (12 @ 30#) (c) Range, field, M-1937, 2 unit, set (1 @ 470#)						
	(c) ECL 20-56-4, set Utility Tool (1 @ 215#)						
3500-118102	(c) Safe, 2 drawer, combination lock (1 @ 450#) (c) Bag, water, canvas, sterilizing, 36 gal cap, complete w/ropes and cover (1 @ 50#)						
	Refrigerator, mechanically cooled elec, 8 cu ft.			2	418		
	(c) Heater, space, non-electric, radiant type (12 @ 1,080#) (c) Burner, oil, stove, tent (12 @ 336#)						
	(c) Heater, immersion type, for can, corrugated, nesting (2 @ 90#)						
	(c) Food Service Equip (1 lot @ 25#)						

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PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT Nomenclature		SCHEDULE FOR PHASED DEPLOYMENT					
		1st Phase		2d Phase		3d Phase	
Stock NR		QTY	WT	QTY	WT	QTY	WT
	OPERATIONS SQUADRON T/O 1-8157P						
<u>Command:</u>	No UEE Required						
<u>Personnel and Administration:</u>	No UEE Required						
<u>Communications Flight:</u>							
	(b) Sleeve, compressing tool, TL-217 (7 @ 56#)						
	(b) Frequency meter, BC-221 (3 @ 210#)						
	(b) Code Training Set, AN/T1Q (1 @ 28#)						
	(b) Hydrometer (1 @ .5#)						
	(b) Rectifier, power unit, RA133 (3 @ 120#)						
	Test Equipment, frequency meter, Model LR-1					1	5
3500-118102	Safe, 2 drawer, combination lock			1	450		
7CAC-612110	Oscilloscope, Navy type 03-8-U					1	17
7CAC-801318-578	Test Set, electron tube, dynamic			1	16	1	16
8600-208460	Clock, mechanical, spring driven, 8 1/2 in diameter, 26 hour dial					1	5
8600-766078	Stamp, time, electric, 0-23 hrs, day, month, year					1	7
6750-155450	Case, shipping					1	27
<u>Photo Laboratory:</u>							
	ECL 20-23-6, set, Air Force Tactical Wing, Photographic						
	Class 08-A (lot)	1	10				
	(b) Class 10-B (1 lot @ 2,753#)	1	600				
	(b) Class 10-D (1 lot @ 150#)					1	40
	Class 17-A (lot)	1	3				
	Class 17-B (lot)	1	85				
	Class 17-C (lot)	1	27				
	(b) Class 19-A (1 lot @ 115#)						
8700-544200	(b) Pens and guides, lettering, Leroy, in case (1 @ 4#)						
<u>Base Operations:</u>							
	No UEE Required						

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LIST OF LINE ITEMS BY UNIT		SCHEDULE FOR PHASED DEPLOYMENT					
Stock NR	Nomenclature	1st Phase		2d Phase		3d Phase	
		QTY	WT	QTY	WT	QTY	WT
	OPERATIONS SQUADRON T/O 1-8157P						
<u>Unit Supply:</u>	No UEE Required						
	<u>RECAPITULATION</u>						
		First Phase	Second Phase	Third Phase			
Command	No UEE						
Pers & Admin	No UEE						
Comm Flt	(543)		466	77			
Photo Lab	(765)	725		40			
Base Oprs	No UEE						
Unit Supply	No UEE						
TOTALS	(1,308)	725	466	117			
NOTES:	* Weight indicated for shipping and technical order cases is empty weight.						
	** Weight indicated for miscellaneous files and publications, etc, is less weight of shipping cases.						
(a)	No UEE authorized the Base and Transient Aircraft Maintenance element except T/A 1-21 property which is included in the weight of 300 pounds for each person deploying.						
(b)	Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA. Weight of this materiel is 9,165.5 pounds.						

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C2 (JAN 55)PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT		SCHEDULE OF PHASED DEPLOYMENT					
		1st Phase		2d Phase		3d Phase	
		QTY	WT	QTY	WT	QTY	WT
Stock NR	Nomenclature						
	SUPPLY SQUADRON T/O 1-8160P						
<u>Command:</u>	See Note (a)						
<u>Personnel and Administration:</u>							
6750-155450	*Case shipping, Air Force organization equipment, set			$\frac{1}{2}$	27		
8600-Variable	Typewriter, stand elite type 14"					1	60
8700-457074	Numbering machine, office type, hand operated, automatic action, 7 print wheels, 4 movements					1	.5
8700-563200	Perforator, paper, two $\frac{1}{4}$ " holes					1	1
8700-781000	Stapler, paper fastening			1	.5		
	**Misc files and pubs (case)			1	50		
<u>Materiel Facilities:</u>							
6750-155450	*Case, shipping, Air Force organizational equipment, set					$\frac{1}{4}$	27
8600-Variable	Typewriter, stand elite type, 14"					1	60
8700-457074	Numbering machine, office type hand operated, automatic action 7 print wheels, 4 movements					1	.5
8700-563200	Perforator, paper, hand lever three 13/32 inch holes					1	4
8700-781000	Stapler, paper fastening					1	.5
9230-35-G-765-750	Dictionary, desk type					1	2
<u>Munitions:</u>							
ECL 20-46-3	Tool Set-Special Explosive Ordnance Disposal Squad, Ord 6,J-21	1	175				
6750-155450	*Case, shipping, Air Force organizational equipment, set					$\frac{1}{4}$	30
8600-Variable	Typewriter, stand elite type 14"					1	60
8700-781000	Stapler, paper fastening					1	.5
<u>Unit Supply:</u>	See Note (a)						
<u>Petroleum:</u>	See Note (a)						

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C2 (JAN 55)PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT Nomenclature		SCHEDULE OF PHASED DEPLOYMENT					
		1st Phase		2d Phase		3d Phase	
		QTY	WT	QTY	WT	QTY	WT
Stock NR							
	SUPPLY SQUADRON (CONT)						
	<u>Property Accounting:</u>						
	*Case, technical order			1	20	1	20
6750-155450	*Case, shipping, Air Force			1	30	1	30
	organizational equipment, set					1	45
8600-159365-651	Calculating machine, 10 column						
8700-457074	Numbering machine, office type						
	hand operated, automatic action,					1	.5
	7 print wheels, 4 movements			1	1	1	1
8700-563200	Perforator, paper, two 1/4" holes			1	.5	1	.5
8700-781000	Stapler, paper fastening			1	2		
9230-35-G-765-750	Dictionary, desk type						
	**Misc files, pubs and USAF			1	100	1	100
	Stock List (lot)						
	<u>Management and Procedures:</u>						
	See Note (a)						
	<u>Inspection and Inventory:</u>						
8600-149365-651	Adding and Subtracting Machine,						
	listing, electric and hand op						
	10 column (1 @ 22#)						
	<u>Salvage and Disposal:</u>						
	See Note (a)						
	<u>Flyaway Kits:</u>						
	*Case, technical order	4	(b)	4	(b)	2	(b)
5630-650200	Motorcycle, two wheel, airborne	2	300				
	Bin, cargo	15	(b)	15	(b)	15	(b)
6750-155450	*Case, shipping, Air Force	4	(b)	3 1/2	(b)		
	organizational equipment						
	*Case, set, technical supply,	15	(b)	15	(b)	15	(b)
	type J-1A			1	60		
8600-Variable	Typewriter, stand elite type, 14"			1	.5		
8700-781000	Stapler, paper fastening						
	(b) Flyaway Kits	1	15000				
	1 - Pre-Strike B-47 Kit	1	10000				
	1 - Post-Strike B-47 Kit	1	25000				
	1 - Residue - B-47 Kit			1	50000	1	50000
	1 - B-47 Kit complete (EST)	1	42439				
	1 - KC-97 Kit complete						

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02 (JAN 55)PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT		SCHEDULE FOR PHASED DEPLOYMENT					
Stock NR	Nomenclature	1st Phase		2d Phase		3d Phase	
		QTY	WT	QTY	WT	QTY	WT
SUPPLY SQUADRON (CONT)							
Supply Service Unit:							
8600-Variable	Typewriter, elite, 14"					1	60
8700-781000	Stapler, paper fastening					1	.5
9230-35-G-785-750	Dictionary, desk type					1	2
Clothing							
Sales Store: See Note (a)							
Commissary: See Note (a)							
RECAPITULATION							
Command	(a)						
Pers & Admin	(139)				77.5		61.5
Mat Facilities	(94)						94
Munitions	(265.5)						90.5
Unit Supply	(a)	175					
Petroleum	(a)						
Property Acctg	(350.5)						
Mgt & Procedures	(a)				153.5		197
Insp & Inventory	(a)						
Salvage & Dispos	(a)						
Flyaway Kits	(192,799)						
Sup Service Unit	(62.5)	92,739		50,060.5		50,000	62.5
Clo Sales Store	(a)						
Commissary	(a)						
TOTAL	(193,711)	92,914		50,292		50,505.5	

NOTES: * Weight indicated for shipping and technical order cases is empty weight.

** Weight indicated for misc files and pubs, etc, is less weight of shipping.

(a) Denotes items not considered essential for support of initial period of operations. This equipment will be deployed in Phase IVA.

(b) Weight for flyaway kit bins, shipping cases and J-1A supply cases is included in weight of flyaway kit. Power packages and engines authorized in flyaway kits are included in Field Maintenance Squadron.

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C2 (JAN 55)

PHASED DEPLOYMENT
OF
MATERIEL

LIST OF LINE ITEMS BY UNIT		SCHEDULE FOR PHASED DEPLOYMENT					
Stock NR	Nomenclature	1st Phase		2d Phase		3d Phase	
		QTY	WT	QTY	WT	QTY	WT
	AIR POLICE SQUADRON T/O 1-8035						
	All required UME will deploy in Phase IVA. Station Set and forward base UME is sufficient for 90 day operation.						

LOADING PLAN																	
PHASE DEPLOYMENT OF PERSONNEL																	
FIRST PHASE				45 B-47				20 KC-97									
B-47 aircraft carry one crew chief passenger from the originating unit with the following exceptions: NR 1: 0002 - 310HS, NR 22: 0066 - 379BS, NR 32: 0066 - 380BS, NR 45: 0066 - 381BS. These passengers are not included in totals below. * Squadron Commander of each bombardment squadron from Phase II																	
UNIT ACFT LOADING BY TYPE & TRIP NR	310TH HQ HQ	310TH AREFS	379TH BOM SQ	380TH BOM SQ	381ST BOM SQ	310TH PER MAINT SQ	310TH FIELD MAINT SQ	310TH ARM ELEC SQ	TAC HOSP	802D HQ SQ	802D OPS SQ	802D SUP SQ	802D FOOD SER SQ	802D AIR INSTL SQ	802D MTR VEH SQ	802D AIR POLICE SQ	TOTAL
K-1G		8				6	15	7				1					37
K-2F	17	11	2	2	2		1	9									44
K-3F		2	5	2	3	5	9	15								3	44
K-4G		2										1				1	4
K-5F	7	6	3	3	3	3	2				4	3	3		3	4	44
K-6G		2										1				1	4
K-7F	5	7	3	3	3	1		13	4			2				3	44
K-8G		2										1				1	4
K-9F		2	5	5	3	3	11	11	4								44
K-10G		2										1				1	4
K-11F		7	3	3	7		3	9			4	3	2			3	44
K-12G		2										1				1	4
K-13F		4	3	3	3		8	12	4			3				4	44
K-14G		2										1				1	4
K-15F		6	3	5	3		7	9	4			2	2			3	44
K-16G		2										1				1	4
K-17F		5	3	3	3		4	7	4			3	3		4	5	44
K-18G		2										1				1	4
K-19F		5	4	5	4		5	5				4	2		5	5	44
K-20G		2										1				1	4
TOTAL	29	81	34	34	34	18	65	97	20	0	8	30	12	0	12	39	513
**	30	81	48*	49*	49*	18	65	97	20	0	8	30	12	0	12	39	558

** Total deployed in bomb and tanker aircraft (not including combat crew).

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LOADING PLAN																
PHASE DEPLOYMENT OF PERSONNEL																
UNIT ACFT LOADING BY TYPE & TRIP NR	45 B-47					20 KC-97										
	310TH HQ SQ	310TH AREFS	379TH BOM SQ	380TH BOM SQ	381ST BOM SQ	310TH PER MAINT SQ	310TH FIELD MAINT SQ	310TH ARM ELEC SQ	TAC HOSP	802D HQ SQ	802D OPS SQ	802D SUP SQ	802D FOOD SER SQ	802D AIR INSTL SQ	802D MTR VEH SQ	802D AIR POLICE SQ
							FIRST PHASE (CONT)									
SUPPORT AIRCRAFT	1	7	23	22	22	0	42	63	0	0	0	22	12	8	20	125
TOTAL 1ST PHASE	31	88	71	71	71	18	107	160	20	0	8	52	24	8	32	925
							SECOND PHASE									
SUPPORT AIRCRAFT	51	100	37	37	37	66	78	80	18	15	21	20	31	4	47	0
							THIRD PHASE									
SUPPORT AIRCRAFT	47	18	13	13	13	57	138	75	0	17	11	28	17	14	5	0

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LOADING PLAN

310TH BOMBARDMENT WING

Phased Deployment of Personnel

B-47 AIRCRAFT NR 1:	0002 - 310HS
B-47 AIRCRAFT NR 2:	43171J - 380BS
B-47 AIRCRAFT NR 3:	43171J - 381BS
B-47 AIRCRAFT NR 4:	43171J - 379BS
B-47 AIRCRAFT NR 5:	43171J - 380BS
B-47 AIRCRAFT NR 6:	43171J - 381BS
B-47 AIRCRAFT NR 7:	43171J - 379BS
B-47 AIRCRAFT NR 8:	43171J - 380BS
B-47 AIRCRAFT NR 9:	43171J - 381BS
B-47 AIRCRAFT NR 10:	43171J - 379BS
B-47 AIRCRAFT NR 11:	43171J - 380BS
B-47 AIRCRAFT NR 12:	43171J - 381BS
B-47 AIRCRAFT NR 13:	43171J - 379BS
B-47 AIRCRAFT NR 14:	43171J - 380BS
B-47 AIRCRAFT NR 15:	43171J - 381BS
B-47 AIRCRAFT NR 16:	43171J - 379BS
B-47 AIRCRAFT NR 17:	43171J - 380BS
B-47 AIRCRAFT NR 18:	43171J - 381BS
B-47 AIRCRAFT NR 19:	43171J - 379BS
B-47 AIRCRAFT NR 20:	43171J - 380BS
B-47 AIRCRAFT NR 21:	43171J - 381BS
B-47 AIRCRAFT NR 22:	0066 - 379BS

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C2 (JAN 55)Phased Deployment of Personnel (CONT)

B-47 AIRCRAFT NR 23:	43171J - 380BS
B-47 AIRCRAFT NR 24:	43171J - 381BS
B-47 AIRCRAFT NR 25:	43171J - 379BS
B-47 AIRCRAFT NR 26:	43171J - 380BS
B-47 AIRCRAFT NR 27:	43171J - 381BS
B-47 AIRCRAFT NR 28:	43171J - 379BS
B-47 AIRCRAFT NR 29:	43171J - 380BS
B-47 AIRCRAFT NR 30:	43171J - 381BS
B-47 AIRCRAFT NR 31:	43171J - 379BS
B-47 AIRCRAFT NR 32:	0066 - 380BS
B-47 AIRCRAFT NR 33:	43171J - 381BS
B-47 AIRCRAFT NR 34:	43171J - 379BS
B-47 AIRCRAFT NR 35:	43171J - 380BS
B-47 AIRCRAFT NR 36:	43171J - 381BS
B-47 AIRCRAFT NR 37:	43171J - 379BS
B-47 AIRCRAFT NR 38:	43171J - 380BS
B-47 AIRCRAFT NR 39:	43171J - 381BS
B-47 AIRCRAFT NR 40:	43171J - 379BS
B-47 AIRCRAFT NR 41:	43171J - 380BS
B-47 AIRCRAFT NR 42:	43171J - 381BS
B-47 AIRCRAFT NR 43:	43171J - 379BS
B-47 AIRCRAFT NR 44:	43171J - 380BS
B-47 AIRCRAFT NR 45:	0066 - 381BS

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C2 (JAN 55)

LOADING PLAN

310TH BOMBARDMENT WING

Phase 3 Deployment of Personnel

AIRCRAFT NR 1: KC-97G (37)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1F-43171B-F
1F-43251 -F
1F-43244 -J
1F-43171B-F
1F-43171B-F
1F-43251 -H
1F-43251 -H
1F-43251 -H
1F-43251 -H
1F-43251 -H
1F-43251 -H
1F-43251 -H
1F-43151B-F
1F-43151B-F
1F-43151B-F
1F-43151B-F
1F-43251 -J
1F-43251 -J
1F-43251 -J
1F-42250 -J
1F-42250 -J
1F-42250 -J
1F-42250 -J
1F-42151 -J
1F-42151 -J
1F-42151 -J
1F-42152 -J
1F-42152 -J
1F-42152 -J
1F-30150 -K
1F-30150 -K
1F-30170 -K
1F-30151 -K
1F-30151 -K
1F-30151 -K
1F-42250 -K
1F-64151 -L

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AIRCRAFT NR 2: KC-97F (44)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

2F-0006A -F
2F-43251 -F
2F-43171B-F
2F-70252 -A
2F-7024 -A
2F-2015 -A
2F-20450 -A
2F-20470 -A
2F-1416 -A
2F-1416 -A
2F-3024 -A
2F-3254 -A
2F-50170 -A
2F-70270 -A
2F-46170 -A
2F-29370 -A
2F-1316 -A
2F-2524 -A
2F-70250 -A
2F-70250 -A
2F-7324 -F
2F-4324 -F
2F-2054 -F
2F-70250 -F
2F-70250 -F
2F-70170 -F
2F-20450 -F
2F-20470 -F
2F-43171E-C
2F-43171E-C
2F-43171E-D
2F-43171E-D
2F-43171E-E
2F-43171E-E
2F-3234 -K
2F-30171 -K
2F-30150 -K
2F-30151 -K
2F-4364 -J
2F-30170 -K
2F-32170E-K
2F-32150E-K
2F-32370C-K
2F-3054 -E

0 5 6 0

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AIRCRAFT NR 3: KC-97F (44)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

3F-43171B-F
3F-43251 -F
3F-2054 -C
3F-20470 -C
3F-43171E-C
3F-43151E-C
3F-43151E-C
3F-43151E-D
3F-43151E-D
3F-4344 -E
3F-43151E-E
3F-43151E-E
3F-43231 -H
3F-43231 -H
3F-43231 -H
3F-43251 -H
3F-43251 -H
3F-30151 -K
3F-30170 -K
3F-30150 -K
3F-30150 -K
3F-42250 -K
3F-42250 -K
3F-10250 -K
3F-32150C-K
3F-32150C-K
3F-32150E-K
3F-46250 -K
3F-46250 -K
3F-32150E-K
3F-32150E-K
3F-42132 -J
3F-42250 -J
3F-42350 -J
3F-43250 -J
3F-53430 -J
3F-53450 -J
3F-53450 -J
3F-42350 -J
3F-42370 -J
3F-7724 -S
3F-77170 -S
3F-77130 -S

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AIRCRAFT NR 4: KC-97G (4)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

4F-43271B-F
4F-43251 -F
4F-64151 -L
4F-77130 -S

0 5 6 2

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AIRCRAFT NR 5: KC-97F (44)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

5F-43171B-F
5F-43251 -F
5F-43171B-F
5F-43251 -F
5F-1435 -F
5F-3034 -F
5F-70250 -A
5F-0036 -A
5F-2044 -A
5F-2054 -A
5F-20470 -A
5F-70250 -A
5F-1416 -A
5F-43151E-C
5F-43151E-C
5F-43151E-C
5F-47134 -J
5F-47135 -J
5F-43151E-D
5F-43151E-D
5F-43151E-D
5F-43151E-E
5F-43151E-E
5F-43151E-E
5F-43231 -H
5F-43251 -H
5F-43251 -H
5F-29250 -P
5F-29250 -P
5F-29270 -P
5F-29370 -P
5F-77130 -S
5F-77130 -S
5F-77130 -S
5F-77130 -S
5F-40300 -M
5F-60350 -M
5F-40350 -M
5F-64350 -L
5F-64350 -L
5F-64350 -L
5F-62150 -Q
5F-62150 -Q
5F-62150 -Q

0 5 6 3

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AIRCRAFT NR 6: KC-97G (4)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

6F-43171B-F
6F-43251 -F
6F-64151 -L
6F-77130 -S

0 5 6 4

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AIRCRAFT NR 7: KC-97F (44)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

7F-43171B-F
7F-43251 -F
7F-9356 -T
7F-90150 -T
7F-90230 -T
7F-90651 -T
7F-1525P -F
7F-4344 -F
7F-43152B-F
7F-43251 -F
7F-6424 -F
7F-2054 -A
7F-70250 -A
7F-2524 -A
7F-43151E-C
7F-43151E-C
7F-43151E-C
7F-43151E-D
7F-43151E-D
7F-43151E-D
7F-43151E-E
7F-43151E-E
7F-43151E-E
7F-70250 -A
7F-70250 -A
7F-64151 -H
7F-64175 -K
7F-42250 -K
7F-32350C-K
7F-32370C-K
7F-32150E-K
7F-32150E-K
7F-32170E-K
7F-30250 -K
7F-30151 -K
7F-30150 -K
7F-40250 -K
7F-46250 -K
7F-46270 -K
7F-64350 -L
7F-64350 -L
7F-77130 -S
7F-77130 -S
7F-77130 -S

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AIRCRAFT NR 8: KC-97G (4)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSC of
personnel filling slot.

8F-431718-F
8F-43251 -F
8F-64151 -L
8F-77130 -S

0 5 6 6

AIRCRAFT NR 9: KC-97F (44)

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

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AIRCRAFT NR 10: KC-97G (4)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AF3N of
personnel filling slot.

10F-431719-F
10F-43251 -F
10F-64151 -L
10F-77130 -S

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AIRCRAFT NR 11: KC-97F (44)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

11F-2054 -E
11F-20470 -E
11F-43171B-F
11F-43291 -F
11F-70290 -F
11F-435 -F
11F-43151B-F
11F-43171B-F
11F-64191 -F
11F-43151E-C
11F-43151E-C
11F-43151E-C
11F-43151E-D
11F-43151E-D
11F-43151E-D
11F-43151E-E
11F-43151E-E
11F-43151E-E
11F-43151E-E
11F-40350 -E
11F-32300-K
11F-32300-K
11F-32300-K
11F-32300-K
11F-32300-K
11F-32300-K
11F-32300-K
11F-40650 -K
11F-40650 -K
11F-46270 -K
11F-42350 -J
11F-42152 -J
11F-43291 -J
11F-64350 -L
11F-64350 -L
11F-64350 -L
11F-62250 -Q
11F-62250 -Q
11F-29250 -P
11F-29270 -P
11F-29353 -P
11F-29370 -P
11F-77130 -S
11F-77130 -S
11F-77130 -S

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AIRCRAFT NR 12: KC-97G (4)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

12F-43171B-F
12F-43251 -F
12F-64151 -L
12F-77130 -S

0 5 7 0

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

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AIRCRAFT NR 14: KC-97F (4)

Mobility Number:

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

14F-43171B-F
14F-43281 -F
14F-64151 -L
14F-77130 -S

0 5 7 2

Mobility Number

For use of Squadron Mobility Officers
to record name, rank and AFSN of
personnel filling slot.

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AIRCRAFT NR 16: KC-97G (4)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

16F-43171B-F
16F-43253 -F
16F-64151 -L
16F-77130 -S

0 5 7 4

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AIRCRAFT NR 17: KC-97F (44)

Mobile Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

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AIRCRAFT NR 18: KC-97G (4)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

18F-43171B-F
18F-43251 -F
18F-64151 -L
18F-77130 -S

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

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AIRCRAFT NR 20: KC-97G (4)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

20F-43171B-F
20F-43251-F
20F-64173-L
20F-77130-S

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LOADING PLAN

SUPPORT AIRCRAFT

310TH BOMBARDMENT WING

Phased Deployment of Personnel

Listed in Order of Priority

PHASE I

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
Personnel filling slot.

1-Y-4344 -A
2-Y-43171E-C
3-Y-43171E-D
4-Y-43171E-E
5-Y-43151E-C
6-Y-43151E-C
7-Y-43151E-C
8-Y-43151E-C
9-Y-43151E-C
10-Y-43151E-D
11-Y-43151E-D
12-Y-43151E-D
13-Y-43151E-D
14-Y-43151E-D
15-Y-43151E-E
16-Y-43151E-E
17-Y-43151E-E
18-Y-43151E-E
19-Y-43151E-E
20-Y-53450 -J
21-Y-43171E-J
22-Y-43171E-J
23-Y-43250 -J
24-Y-43250 -J
25-Y-43151E-C
26-Y-43151E-D
27-Y-42350 -J
28-Y-42350 -J
29-Y-42350 -J
30-Y-42350 -J
31-Y-42250 -J
32-Y-42250 -J
33-Y-42152 -J
34-Y-42152 -J
35-Y-47154 -J
36-Y-47155 -J
37-Y-3234 -K

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PHASE I (CONT)

Mobility Number

For us of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

38-Y-32170E-K
39-Y-32170E-K
40-Y-32170E-K
41-Y-32150E-K
42-Y-32150E-K
43-Y-32150E-K
44-Y-32150E-K
45-Y-30170-K
46-Y-30150-K
47-Y-30150-K
48-Y-30150-K
49-Y-30150-K
50-Y-30150-K
51-Y-43270-K
52-Y-44131-L
53-Y-43251-LF
54-Y-43270-LF
55-Y-43251-LF
56-Y-43250-LF
57-Y-43151E-C
58-Y-43151E-C
59-Y-43151E-C
60-Y-44131-C
61-Y-70250-C
62-Y-43151E-D
63-Y-43151E-D
64-Y-43151E-D
65-Y-70250-D
66-Y-43151E-E
67-Y-43151E-E
68-Y-43151E-E
69-Y-40350-E
70-Y-70250-E
71-Y-42250-K
72-Y-32350C-K
73-Y-32350C-K
74-Y-32150E-K
75-Y-32150E-K
76-Y-32170E-K
77-Y-32170E-K
78-Y-30131-K
79-Y-30151-K
80-Y-30150-K
81-Y-30170-K
82-Y-40250-K
83-Y-46250-K
84-Y-46250-K

0 5 8 0

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PHASE I (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

84-Y-42250 -K
85-Y-42250 -J
86-Y-53450 -J
87-Y-53450 -J
88-Y-53450 -J
89-Y-53470 -J
90-Y-53450 -J
91-Y-53450 -J
92-Y-53450 -J
93-Y-53450 -J
94-Y-53450 -J
95-Y-53450 -L
96-Y-53450 -L
97-Y-53450 -L
98-Y-53450 -L
99-Y-53450 -L
100-Y-53450 -Q
101-Y-53450 -Q
102-Y-53450 -Q
103-Y-53450 -Q
104-Y-53450 -Q
105-Y-53450 -Q
106-Y-53450 -Q
107-Y-53450 -Q
108-Y-53450 -Q
109-Y-53450 -Q
110-Y-53450 -Q
111-Y-53450 -Q
112-Y-53450 -R
113-Y-53450 -R
114-Y-53450 -R
115-Y-53450 -R
116-Y-53450 -R
117-Y-53450 -M
118-Y-53450 -M
119-Y-53450 -M
120-Y-53450 -M
121-Y-43151 -F
122-Y-43151 -F
123-Y-43151B-F
124-Y-43151B-C
125-Y-43151B-C
126-Y-43151B-C
127-Y-43151B-C
128-Y-43151B-C
129-Y-43151B-D
130-Y-43151B-D

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PAGE I (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

131-Y-4314E-B
132-Y-4315E-D
133-Y-4316E-D
134-Y-4317E-E
135-Y-4318E-E
136-Y-4319E-E
137-Y-4320E-E
138-Y-4321E-E
139-Y-4322E-E
140-Y-4323E-E
141-Y-4324E-E
142-Y-4325E-E
143-Y-4326E-E
144-Y-4327E-E
145-Y-4328E-E
146-Y-4329E-E
147-Y-4330E-E
148-Y-4331E-E
149-Y-4332E-E
150-Y-4333E-E
151-Y-4334E-E
152-Y-4335E-E
153-Y-4336E-E
154-Y-4337E-E
155-Y-4338E-E
156-Y-4339E-E
157-Y-4340E-E
158-Y-4341E-E
159-Y-4342E-E
160-Y-4343E-E
161-Y-4344E-E
162-Y-4345E-E
163-Y-4346E-E
164-Y-4347E-E
165-Y-4348E-E
166-Y-4349E-E
167-Y-4350E-E
168-Y-4351E-E
169-Y-4352E-E
170-Y-4353E-E
171-Y-4354E-E
172-Y-4355E-E
173-Y-4356E-E
174-Y-4357E-E
175-Y-4358E-E
176-Y-4359E-E
177-Y-4360E-E

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

178-Y-77130 -S
179-Y-77130 -S
180-Y-77130 -S
181-Y-77130 -S
182-Y-77130 -S
183-Y-77130 -S
184-Y-77130 -S
185-Y-77130 -S
186-Y-77130 -S
187-Y-77130 -S
188-Y-77130 -S
189-Y-77130 -S
190-Y-77130 -S
191-Y-57130 -R
192-Y-57130 -R
193-Y-57130 -R
194-Y-57130 -R
195-Y-40130 -M
196-Y-40130 -M
197-Y-40130 -M
198-Y-40130 -M
199-Y-40130 -M
200-Y-40130 -M
201-Y-40130 -M
202-Y-40130 -M
203-Y-43151E-C
204-Y-43151E-C
205-Y-43151E-C
206-Y-43151E-C
207-Y-43151E-C
208-Y-43151E-C
209-Y-43151E-D
210-Y-43151E-D
211-Y-43151E-D
212-Y-43151E-D
213-Y-43151E-D
214-Y-43151E-D
215-Y-43151E-E
216-Y-43151E-E
217-Y-43151E-E
218-Y-43151E-E
219-Y-43151E-E
220-Y-32150E-K
221-Y-32150E-K
222-Y-32150E-K
223-Y-32150E-K

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

221-Y-32170B-K
222-Y-32170B-K
223-Y-32170B-K
224-Y-32170B-K
225-Y-32170B-K
226-Y-32170B-K
227-Y-32170B-K
228-Y-32170B-K
229-Y-32170B-K
230-Y-32170B-K
231-Y-32170B-K
232-Y-32170B-K
233-Y-32170B-K
234-Y-32170B-K
235-Y-32170B-K
236-Y-32170B-K
237-Y-32170B-K
238-Y-32170B-K
239-Y-32170B-K
240-Y-32170B-K
241-Y-32170B-K
242-Y-32170B-K
243-Y-32170B-K
244-Y-32170B-K
245-Y-32170B-K
246-Y-32170B-K
247-Y-32170B-K
248-Y-32170B-K
249-Y-32170B-K
250-Y-32170B-K
251-Y-32170B-K
252-Y-32170B-K
253-Y-32170B-K
254-Y-32170B-K
255-Y-32170B-K
256-Y-32170B-K
257-Y-32170B-K
258-Y-32170B-K
259-Y-32170B-K
260-Y-32170B-K
261-Y-32170B-K
262-Y-32170B-K
263-Y-32170B-K
264-Y-32170B-K
265-Y-32170B-K
266-Y-32170B-K
267-Y-32170B-K
268-Y-32170B-K
269-Y-32170B-K
270-Y-32170B-K

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

271-Y-32170E-K
272-Y-32170E-K
273-Y-32170E-K
274-Y-53450 -J
275-Y-53450 -J
276-Y-53450 -J
277-Y-53450 -J
278-Y-53450 -J
279-Y-64350 -L
280-Y-64350 -L
281-Y-64350 -L
282-Y-64350 -L
283-Y-62250 -Q
284-Y-62250 -Q
285-Y-62250 -Q
286-Y-7724 -S
287-Y-77170 -S
288-Y-77130 -S
289-Y-77130 -S
290-Y-77130 -S
291-Y-77130 -S
292-Y-77130 -S
293-Y-77130 -S
294-Y-77130 -S
295-Y-77130 -S
296-Y-77130 -S
297-Y-77130 -S
298-Y-77130 -S
299-Y-77130 -S
300-Y-77130 -S
301-Y-77130 -S
302-Y-77130 -S
303-Y-77130 -S
304-Y-77130 -S
305-Y-77130 -S
306-Y-77130 -S
307-Y-77130 -S
308-Y-77130 -S
309-Y-77130 -S
310-Y-77130 -S
311-Y-77130 -S
312-Y-77130 -S
313-Y-77130 -S
314-Y-77130 -S
315-Y-77130 -S
316-Y-77130 -S

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PHASE I (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

317-Y-77130 -S
318-Y-77130 -S
319-Y-77130 -S
320-Y-77130 -S
321-Y-77130 -S
322-Y-77130 -S
323-Y-77130 -S
324-Y-77130 -S
325-Y-77130 -S
326-Y-77130 -S
327-Y-77130 -S
328-Y-77130 -S
329-Y-77130 -S
330-Y-77130 -S
331-Y-77130 -S
332-Y-77130 -S
333-Y-77130 -S
334-Y-77130 -S
335-Y-77130 -S
336-Y-77130 -S
337-Y-77130 -S
338-Y-77130 -S
339-Y-77130 -S
340-Y-77130 -S
341-Y-77130 -S
342-Y-77130 -S
343-Y-77130 -S
344-Y-77130 -S
345-Y-77130 -S
346-Y-77130 -S
347-Y-77130 -S
348-Y-77130 -S
349-Y-77130 -S
350-Y-77130 -S
351-Y-77130 -S
352-Y-77130 -S
353-Y-77130 -S
354-Y-77130 -S
355-Y-77130 -S
356-Y-77130 -S
357-Y-77130 -S
358-Y-77130 -S
359-Y-77130 -S
360-Y-77130 -S
361-Y-77130 -S
362-Y-77130 -S

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PHASE I (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

363-Y-77130 -S
364-Y-77130 -S
365-Y-77130 -S
366-Y-77130 -S
367-Y-77170 -S

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368-2Y-6416 -A
369-2Y-64151 -A
370-2Y-70250 -A
371-2Y-73251 -A
372-2Y-70270 -A
373-2Y-0016 -A
374-2Y-70250 -A
375-2Y-73251 -A
376-2Y-73270 -A
377-2Y-7321 -C
378-2Y-73251 -C
379-2Y-20450 -C
380-2Y-1245 -C
381-2Y-1245 -C
382-2Y-1245 -C
383-2Y-1245 -C
384-2Y-7324 -D
385-2Y-73251 -D
386-2Y-20450 -D
387-2Y-1245 -D
388-2Y-1245 -D
389-2Y-1245 -D
390-2Y-1245 -D
391-2Y-7324 -E
392-2Y-43251 -E
393-2Y-20450 -E
394-2Y-1245 -E
395-2Y-1245 -E
396-2Y-1245 -E
397-2Y-1245 -E
398-2Y-73251 -F
399-2Y-1234C -F
400-2Y-1234C -F
401-2Y-1234C -F
402-2Y-1234C -F
403-2Y-1234C -F

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PHASE II (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

404-2Y-12340 -F
405-2Y-12340 -F
406-2Y-12340 -F
407-2Y-12340 -F
408-2Y-12340 -F
409-2Y-12340 -F
410-2Y-12340 -F
411-2Y-12340 -F
412-2Y-12340 -F
413-2Y-12340 -F
414-2Y-12340 -F
415-2Y-12340 -F
416-2Y-4316 -H
417-2Y-70250 -H
418-2Y-70251 -H
419-2Y-4314 -H
420-2Y-4314 -H
421-2Y-4315E-H
422-2Y-4315B-H
423-2Y-4315E-H
424-2Y-4315E-H
425-2Y-4315E-H
426-2Y-4315E-H
427-2Y-4316 -K
428-2Y-4316 -K
429-2Y-70251 -K
430-2Y-44151 -K
431-2Y-44151 -K
432-2Y-44151 -K
433-2Y-44151 -K
434-2Y-44151 -K
435-2Y-44152 -K
436-2Y-70250 -K
437-2Y-70250 -K
438-2Y-70250 -K
439-2Y-70250 -K
440-2Y-42250 -K
441-2Y-42270 -K
442-2Y-4316 -J
443-2Y-70250 -J
444-2Y-73270 -J
445-2Y-44151 -J
446-2Y-70250 -J
447-2Y-80271 -J
448-2Y-43251 -J
449-2Y-4314 -J
450-2Y-4315B-J

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

451-2Y-43231 -J
452-2Y-43231 -J
453-2Y-43231 -J
454-2Y-43151B-J
455-2Y-43151B-J
456-2Y-43151B-J
457-2Y-9025 -T
458-2Y-9416 -T
459-2Y-9826 -T
460-2Y-40550 -T
461-2Y-70250 -T
462-2Y-90250 -T
463-2Y-90250 -T
464-2Y-90350 -T
465-2Y-90450 -T
466-2Y-90550 -T
467-2Y-90670 -T
468-2Y-90670 -T
469-2Y-90750 -T
470-2Y-90950 -T
471-2Y-90951 -T
472-2Y-62230 -T
473-2Y-62250 -T
474-2Y-62250 -T
475-2Y-7016 -N
476-2Y-70270 -N
477-2Y-7924 -N
478-2Y-7924 -N
479-2Y-7344 -N
480-2Y-6834 -N
481-2Y-22350 -N
482-2Y-68150 -N
483-2Y-83251 -N
484-2Y-83250 -N
485-2Y-83250 -N
486-2Y-68170 -N
487-2Y-6774 -N
488-2Y-67150 -N
489-2Y-67150 -N
490-2Y-1416 -P
491-2Y-73270 -P
492-2Y-23010 -P
493-2Y-23230 -P
494-2Y-23250 -P
495-2Y-7324 -L
496-2Y-46130 -L
497-2Y-46130 -L

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

498-2Y-46130 -L
499-2Y-46130 -L
500-2Y-62000 -Q
501-2Y-62010 -Q
502-2Y-62010 -Q
503-2Y-62010 -Q
504-2Y-62010 -Q
505-2Y-62010 -Q
506-2Y-6016 -M
507-2Y-43270 -M
508-2Y-47131 -M
509-2Y-47131 -M
510-2Y-47171 -M
511-2Y-47171 -M
512-2Y-53130 -M
513-2Y-60331 -M
514-2Y-64151 -M
515-2Y-60351 -M
516-2Y-57000 -R
517-2Y-57010 -R
518-2Y-57610 -R
519-2Y-57010 -R
520-2Y-1418 -A
521-2Y-70270 -A
522-2Y-4044 -A
523-2Y-2054 -A
524-2Y-1245 -A
525-2Y-1435 -A
526-2Y-3244 -A
527-2Y-4324 -A
528-2Y-20471 -A
529-2Y-1525B -C
530-2Y-1525B -C
531-2Y-1525B -C
532-2Y-1525B -C
533-2Y-1525B -C
534-2Y-1525B -C
535-2Y-1525B -C
536-2Y-1525B -D
537-2Y-1525B -D
538-2Y-1435 -D
539-2Y-1435 -D
540-2Y-1435 -D
541-2Y-3024 -D
542-2Y-60170 -D
543-2Y-1245 -E
544-2Y-1245 -E

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

545-2Y-1225 -E
546-2Y-1525B -E
547-2Y-1525B -E
548-2Y-1525B -E
549-2Y-1525B -E
550-2Y-1534A -F
551-2Y-1534A -F
552-2Y-1534A -F
553-2Y-1534A -F
554-2Y-1534A -F
555-2Y-1534A -F
556-2Y-1534A -F
557-2Y-43350 -F
558-2Y-43350 -F
559-2Y-43350 -F
560-2Y-43370 -F
561-2Y-43370 -F
562-2Y-43370 -F
563-2Y-43370 -F
564-2Y-43370 -F
565-2Y-29333 -F
566-2Y-43141B -F
567-2Y-43151B -F
568-2Y-43151B -F
569-2Y-43151B -F
570-2Y-43151B -F
571-2Y-43151B -H
572-2Y-43151B -H
573-2Y-43151B -H
574-2Y-43151B -H
575-2Y-43151B -H
576-2Y-43151B -H
577-2Y-43151B -H
578-2Y-43151B -H
579-2Y-43251 -H
580-2Y-43251 -H
581-2Y-43251 -H
582-2Y-42270 -K
583-2Y-42270 -K
584-2Y-3216 -K
585-2Y-32170E -K
586-2Y-70250 -K
587-2Y-32370C -K
588-2Y-46250 -K
589-2Y-46250 -K
590-2Y-46250 -K
591-2Y-46250 -K

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

592-ZY-46230 -K
593-ZY-46230 -K
594-ZY-46230 -K
595-ZY-46230 -K
596-ZY-70150 -K
597-ZY-43151B-J
598-ZY-43151B-J
599-ZY-43151B-J
600-ZY-43151B-J
601-ZY-43151B-J
602-ZY-43151B-J
603-ZY-43151B-J
604-ZY-43151B-J
605-ZY-43151B-J
606-ZY-43151B-J
607-ZY-43151B-J
608-ZY-43151B-J
609-ZY-43151B-J
610-ZY-43151B-J
611-ZY-43151B-J
612-ZY-43151B-J
613-ZY-43151B-J
614-ZY-43151B-J
615-ZY-43151B-J
616-ZY-43151B-J
617-ZY-43151B-J
618-ZY-43151B-J
619-ZY-43151B-J
620-ZY-43151B-J
621-ZY-43151B-J
622-ZY-43151B-J
623-ZY-43151B-J
624-ZY-43151B-J
625-ZY-43151B-J
626-ZY-43151B-J
627-ZY-43151B-J
628-ZY-43151B-J
629-ZY-43151B-J
630-ZY-43151B-J
631-ZY-43151B-J
632-ZY-43151B-J
633-ZY-43151B-J
634-ZY-43151B-J
635-ZY-43151B-J
636-ZY-43151B-J
637-ZY-43151B-J

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PHASE II (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

638-2Y-60170 -C
639-2Y-92250 -C
640-2Y-92250 -C
641-2Y-92250 -C
642-2Y-6424 -C
643-2Y-64151 -C
644-2Y-64151 -C
645-2Y-1245 -D
646-2Y-1245 -D
647-2Y-1245 -D
648-2Y-1525B -D
649-2Y-1525B -D
650-2Y-1525B -D
651-2Y-92250 -D
652-2Y-92250 -D
653-2Y-1245 -E
654-2Y-1245 -E
655-2Y-1245 -E
656-2Y-1525B -E
657-2Y-1525B -E
658-2Y-1525B -E
659-2Y-1435 -E
660-2Y-1435 -E
661-2Y-12340 -F
662-2Y-12340 -F
663-2Y-12340 -F
664-2Y-1534A -F
665-2Y-1534A -F
666-2Y-1534A -F
667-2Y-1534A -F
668-2Y-43350 -F
669-2Y-43350 -F
670-2Y-43350 -F
671-2Y-43371 -F
672-2Y-43371 -F
673-2Y-43371 -F
674-2Y-43371 -F
675-2Y-29353 -F
676-2Y-29353 -F
677-2Y-29353 -F
678-2Y-92230 -F
679-2Y-92230 -F
680-2Y-43151B-F
681-2Y-43151B-F
682-2Y-43151B-F
683-2Y-43151B-F
684-2Y-64131 -F

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

685-2Y-43171E-H
686-2Y-43171B-H
687-2Y-43171B-H
688-2Y-43171B-H
689-2Y-43171E-H
690-2Y-43171E-H
691-2Y-43171E-H
692-2Y-64151 -H
693-2Y-64151 -H
694-2Y-64151 -H
695-2Y-70250 -H
696-2Y-42350 -H
697-2Y-42350 -H
698-2Y-42270 -J
699-2Y-42230 -J
700-2Y-42250 -J
701-2Y-42250 -J
702-2Y-42250 -J
703-2Y-58151 -J
704-2Y-58170 -J
705-2Y-53170 -J
706-2Y-53470 -J
707-2Y-53270 -J
708-2Y-42151 -J
709-2Y-42171 -J
710-2Y-42152 -J
711-2Y-42172 -J
712-2Y-42172 -J
713-2Y-43151B-J
714-2Y-43151B-J
715-2Y-43151E-J
716-2Y-64151 -J
717-2Y-70250 -J
718-2Y-29150 -P
719-2Y-29150 -P
720-2Y-29150 -P
721-2Y-29150 -P
722-2Y-29331 -P
723-2Y-46150 -L
724-2Y-46150 -L
725-2Y-64174 -L
726-2Y-6424 -L
727-2Y-64010 -L
728-2Y-62230 -Q
729-2Y-62230 -Q
730-2Y-62250 -Q
731-2Y-62250 -Q

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PHASE II (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

732-2Y-62350 -Q
733-2Y-62350 -Q
734-2Y-64151 -Q
735-2Y-60170 -A
736-2Y-60450 -A
737-2Y-43171B -A
738-2Y-43171B -A
739-2Y-70250 -A
740-2Y-60170 -A
741-2Y-68150 -A
742-2Y-68150 -A
743-2Y-4354 -A
744-2Y-32170B -A
745-2Y-43171B -A
746-2Y-43171B -A
747-2Y-1245 -C
748-2Y-1245 -C
749-2Y-1245 -C
750-2Y-1245 -C
751-2Y-1245 -C
752-2Y-1525B -C
753-2Y-1525B -C
754-2Y-1435 -C
755-2Y-1245 -D
756-2Y-1245 -D
757-2Y-1245 -D
758-2Y-1245 -D
759-2Y-1525B -D
760-2Y-1525B -D
761-2Y-70250 -D
762-2Y-6424 -D
763-2Y-1245 -E
764-2Y-1245 -E
765-2Y-1435 -E
766-2Y-3024 -E
767-2Y-60170 -E
768-2Y-92250 -E
769-2Y-92250 -E
770-2Y-70250 -E
771-2Y-43350 -F
772-2Y-43350 -F
773-2Y-43350 -F
774-2Y-43370 -F
775-2Y-43370 -F
776-2Y-43370 -F
777-2Y-43371 -F
778-2Y-43371 -F

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

779-2Y-43371 -F
780-2Y-43353 -F
781-2Y-43353 -F
782-2Y-43111B-F
783-2Y-43111B-F
784-2Y-43111B-F
785-2Y-43111B-F
786-2Y-43111B-E
787-2Y-43111B-E
788-2Y-43111B-E
789-2Y-43111B-E
790-2Y-43111B-H
791-2Y-43111B-H
792-2Y-43111B-H
793-2Y-43111B-H
794-2Y-43111B-H
795-2Y-43111B-H
796-2Y-43111B-H
797-2Y-43301 -H
798-2Y-43250 -K
799-2Y-43250 -K
800-2Y-43250 -K
801-2Y-43250 -K
802-2Y-43250 -K
803-2Y-43250 -K
804-2Y-43250 -K
805-2Y-43250 -K
806-2Y-43250 -K
807-2Y-43250 -K
808-2Y-46250 -K
809-2Y-46250 -K
810-2Y-46270 -K
811-2Y-32150B-K
812-2Y-32150B-K
813-2Y-32150B-K
814-2Y-32150C-K
815-2Y-32150C-K
816-2Y-32150C-K
817-2Y-32150D-K
818-2Y-32150D-K
819-2Y-32150E-K
820-2Y-32150E-K
821-2Y-30270 -K
822-2Y-30191 -K
823-2Y-3234 -K
824-2Y-46270 -K
825-2Y-30130 -K

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

815-2Y-30150 -K
816-2Y-30170 -K
818-2Y-30170 -K
819-2Y-30180 -K
810-2Y-43171E-A
811-2Y-43171E-A
812-2Y-43171E-A
813-2Y-40230 -A
814-2Y-70240 -A
815-2Y-40130 -A
816-2Y-40140 -A
817-2Y-40230 -A
818-2Y-40230 -A
819-2Y-50170 -A
820-2Y-40170 -A
821-2Y-40170 -A
822-2Y-42180 -A
823-2Y-42180 -A
824-2Y-42180 -A
825-2Y-42180 -A
826-2Y-40150 -A
827-2Y-40150 -A
828-2Y-40150 -A
829-2Y-40150 -A
830-2Y-40150 -A
831-2Y-40150 -A
832-2Y-40150 -A
833-2Y-40150 -A
834-2Y-40150 -A
835-2Y-40150 -A
836-2Y-40150 -A
837-2Y-40150 -A
838-2Y-40150 -A
839-2Y-40150 -A
840-2Y-40150 -A
841-2Y-40150 -A
842-2Y-40150 -A
843-2Y-40150 -A
844-2Y-40150 -A
845-2Y-40150 -A
846-2Y-40150 -A
847-2Y-40150 -A
848-2Y-40150 -A
849-2Y-40150 -A
850-2Y-40150 -A
851-2Y-40150 -A
852-2Y-40150 -A
853-2Y-40150 -A
854-2Y-40150 -A
855-2Y-40150 -A
856-2Y-40150 -A
857-2Y-40150 -A
858-2Y-40150 -A
859-2Y-40150 -A
860-2Y-40150 -A
861-2Y-40150 -A
862-2Y-40150 -A
863-2Y-40150 -A
864-2Y-40150 -A
865-2Y-40150 -A
866-2Y-40150 -A
867-2Y-40150 -A
868-2Y-40150 -A
869-2Y-40150 -A
870-2Y-40150 -A
871-2Y-40150 -A
872-2Y-40150 -A

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PHASE II (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

873-ZY-1247 -C
874-ZY-1248 -C
875-ZY-1249 -C
876-ZY-1250 -D
877-ZY-1251 -D
878-ZY-1252 -D
879-ZY-1253 -D
880-ZY-1254 -D
881-ZY-1255 -D
882-ZY-1256 -D
883-ZY-1257 -E
884-ZY-1258 -E
885-ZY-1259 -E
886-ZY-1260 -E
887-ZY-1261 -E
888-ZY-1262 -E
889-ZY-1263 -E
890-ZY-1264 -F
891-ZY-1265 -F
892-ZY-1266 -F
893-ZY-1267 -F
894-ZY-1268 -F
895-ZY-1269 -F
896-ZY-1270 -F
897-ZY-1271 -F
898-ZY-1272 -F
899-ZY-1273 -F
900-ZY-1274 -F
901-ZY-1275 -F
902-ZY-1276 -F
903-ZY-1277 -F
904-ZY-1278 -F
905-ZY-1279 -F
906-ZY-1280 -F
907-ZY-1281 -F
908-ZY-1282 -F
909-ZY-1283 -F
910-ZY-1284 -F
911-ZY-1285 -F
912-ZY-1286 -H
913-ZY-1287 -H
914-ZY-1288 -H
915-ZY-1289 -H
916-ZY-1290 -H
917-ZY-1291 -H
918-ZY-1292 -H
919-ZY-1293 -H

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PHASE II (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

920-2Y-64151 -H
921-2Y-64151 -H
922-2Y-64151 -H
923-2Y-32350C-F
924-2Y-32350C-K
925-2Y-32351 -F
926-2Y-32170E-F
927-2Y-32170E-K
928-2Y-32170E-K
929-2Y-30151 -K
930-2Y-30151 -K
931-2Y-30151 -K
932-2Y-30151 -K
933-2Y-30151 -K
934-2Y-30171 -K
935-2Y-30171 -K
936-2Y-32170E-K
937-2Y-32350C-K
938-2Y-32350 -K
939-2Y-30151 -K
940-2Y-30151 -K
941-2Y-30250 -K
942-2Y-30250 -K
943-2Y-42150 -J
944-2Y-42350 -J
945-2Y-42350 -J
946-2Y-42350 -J
947-2Y-42350 -J
948-2Y-42350 -J
949-2Y-42350 -J
950-2Y-42350 -J
951-2Y-42350 -J
952-2Y-43171E-J
953-2Y-43171E-J
954-2Y-64151 -J
955-2Y-64151 -J
956-2Y-62250 -Q
957-2Y-62250 -Q
958-2Y-62250 -Q
959-2Y-62250 -Q
960-2Y-62350 -Q
961-2Y-73251 -Q
962-2Y-43151E-H
963-2Y-43151E-H
964-2Y-43151E-H
965-2Y-43151E-H
966-2Y-43151E-H

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PHASE II (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

967-2Y-64151 -H
968-2Y-43171B-A
969-2Y-70250 -A
970-2Y-0006 -A
971-2Y-80170 -A
972-2Y-25270 -A

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973-3Y-73170 -A
974-3Y-70230 -A
975-3Y-70230 -A
976-3Y-7324 -A
977-3Y-73051 -A
978-3Y-1416 -A
979-3Y-43171E-C
980-3Y-43171E-C
981-3Y-43171E-C
982-3Y-43171E-D
983-3Y-43171E-D
984-3Y-43171E-D
985-3Y-43171E-E
986-3Y-43171E-E
987-3Y-43171E-E
988-3Y-73170 -F
989-3Y-73250 -F
990-3Y-92230 -F
991-3Y-70250 -H
992-3Y-70250 -H
993-3Y-43171B-H
994-3Y-46230 -K
995-3Y-46270 -K
996-3Y-73251 -J
997-3Y-64151 -J
998-3Y-70250 -J
999-3Y-70270 -A
1000-3Y-70250 -A
1001-3Y-4355 -A
1002-3Y-50171 -A
1003-3Y-43171E-A
1004-3Y-43171E-A
1005-3Y-70250 -A
1006-3Y-73250 -A
1007-3Y-43171E-C

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PHASE III (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1008-3Y-43171E-C
1009-3Y-43171E-C
1010-3Y-44131 -C
1011-3Y-70230 -C
1012-3Y-73170 -C
1013-3Y-73250 -C
1014-3Y-73251 -C
1015-3Y-92270 -C
1016-3Y-70230 -D
1017-3Y-43171E-D
1018-3Y-43171E-D
1019-3Y-43171E-D
1020-3Y-44131 -D
1021-3Y-70230 -D
1022-3Y-73170 -D
1023-3Y-73250 -D
1024-3Y-73251 -D
1025-3Y-92270 -D
1026-3Y-70230 -D
1027-3Y-43171E-E
1028-3Y-43171E-E
1029-3Y-43171E-E
1030-3Y-44131 -E
1031-3Y-70230 -E
1032-3Y-73170 -E
1033-3Y-73250 -E
1034-3Y-73251 -E
1035-3Y-92270 -E
1036-3Y-70230 -E
1037-3Y-92250 -F
1038-3Y-43131B-F
1039-3Y-43131B-F
1040-3Y-43131B-F
1041-3Y-43131B-F
1042-3Y-43131B-F
1043-3Y-43131B-F
1044-3Y-43131B-F
1045-3Y-43131B-F
1046-3Y-43131B-F
1047-3Y-43131B-F
1048-3Y-43131B-F
1049-3Y-43131B-F
1050-3Y-42010 -F
1051-3Y-70230 -F
1052-3Y-43131B-H
1053-3Y-43131B-H
1054-3Y-43131B-H

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PHASE III (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1055-3Y-43151E-H
1056-3Y-43151E-H
1057-3Y-43151E-H
1058-3Y-43251 -H
1059-3Y-43251 -H
1060-3Y-42350 -H
1061-3Y-42350 -H
1062-3Y-43171E-H
1063-3Y-43171E-H
1064-3Y-43171B-H
1065-3Y-43171B-H
1066-3Y-64151 -H
1067-3Y-64151 -K
1068-3Y-42250 -K
1069-3Y-42250 -K
1070-3Y-32000 -K
1071-3Y-70230 -K
1072-3Y-32350C-K
1073-3Y-32350C-K
1074-3Y-32350C-K
1075-3Y-32350C-K
1076-3Y-32350C-K
1077-3Y-32350C-K
1078-3Y-46230 -K
1079-3Y-46230 -K
1080-3Y-32150E-K
1081-3Y-32150E-K
1082-3Y-32150B-K
1083-3Y-32150C-K
1084-3Y-32150D-K
1085-3Y-32150E-K
1086-3Y-32170E-K
1087-3Y-30250 -K
1088-3Y-30250 -K
1089-3Y-30270 -K
1090-3Y-30151 -K
1091-3Y-30171 -K
1092-3Y-30170 -K
1093-3Y-43171B-J
1094-3Y-43171E-J
1095-3Y-64151 -J
1096-3Y-70230 -J
1097-3Y-43251 -J
1098-3Y-43151B-J
1099-3Y-43151B-J
1100-3Y-4344 -J

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1101-3Y-43151E-J
1102-3Y-43151E-J
1103-3Y-43151E-J
1104-3Y-42350-J
1105-3Y-42250-J
1106-3Y-43231-J
1107-3Y-43230-J
1108-3Y-43230-J
1109-3Y-43230-J
1110-3Y-43231-J
1111-3Y-43231-J
1112-3Y-43231-J
1113-3Y-43231-J
1114-3Y-43250-J
1115-3Y-43250-J
1116-3Y-43250-J
1117-3Y-43250-J
1118-3Y-43250-J
1119-3Y-43250-J
1120-3Y-43250-J
1121-3Y-43250-J
1122-3Y-43250-J
1123-3Y-43250-J
1124-3Y-43250-J
1125-3Y-43250-J
1126-3Y-43250-J
1127-3Y-43250-J
1128-3Y-53130-J
1129-3Y-53130-J
1130-3Y-53170-J
1131-3Y-53230-J
1132-3Y-53250-J
1133-3Y-58151-J
1134-3Y-58250-J
1135-3Y-42350-J
1136-3Y-42330-J
1137-3Y-42330-J
1138-3Y-64151-J
1139-3Y-70250-J
1140-3Y-70250-N
1141-3Y-7824-N
1142-3Y-70230-N
1143-3Y-70272-N
1144-3Y-70250-N
1145-3Y-70250-N
1146-3Y-7324-N

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1147-3Y-70250 -N
1148-3Y-73250 -N
1149-3Y-73270 -N
1150-3Y-73251 -N
1151-3Y-68150 -N
1152-3Y-67150 -N
1153-3Y-67150 -N
1154-3Y-67150 -N
1155-3Y-70250 -P
1156-3Y-23010 -P
1157-3Y-23230 -P
1158-3Y-23230 -P
1159-3Y-34350 -P
1160-3Y-34350 -P
1161-3Y-29130 -P
1162-3Y-29230 -P
1163-3Y-29351 -P
1164-3Y-30470 -P
1165-3Y-64173 -P
1166-3Y-64150 -L
1167-3Y-64150 -L
1168-3Y-64150 -L
1169-3Y-64150 -L
1170-3Y-64171 -L
1171-3Y-64171 -L
1172-3Y-46130 -L
1173-3Y-46130 -L
1174-3Y-46130 -L
1175-3Y-46171 -L
1176-3Y-6434 -Q
1177-3Y-62010 -Q
1178-3Y-62010 -Q
1179-3Y-62010 -Q
1180-3Y-62010 -Q
1181-3Y-62230 -Q
1182-3Y-62250 -Q
1183-3Y-62250 -Q
1184-3Y-62250 -Q
1185-3Y-73170 -R
1186-3Y-70250 -R
1187-3Y-53250 -R
1188-3Y-53330 -R
1189-3Y-53350 -R
1190-3Y-55250 -R
1191-3Y-55270 -R
1192-3Y-64131 -R
1193-3Y-70230 -R

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1194-3Y-70450 -R
1195-3Y-57010 -R
1196-3Y-57010 -R
1197-3Y-57010 -R
1198-3Y-57010 -R
1199-3Y-47151 -M
1200-3Y-47151 -M
1201-3Y-47151 -M
1202-3Y-60330 -M
1203-3Y-60330 -M
1204-3Y-20451 -A
1205-3Y-20471 -A
1206-3Y-1245 -A
1207-3Y-1245 -A
1208-3Y-1244 -A
1209-3Y-2044 -A
1210-3Y-60170 -A
1211-3Y-60170 -A
1212-3Y-70280 -A
1213-3Y-3016 -A
1214-3Y-70280 -A
1215-3Y-43151E-H
1216-3Y-43151E-H
1217-3Y-43151E-H
1218-3Y-43151E-H
1219-3Y-43151E-H
1220-3Y-43151E-H
1221-3Y-43231 -H
1222-3Y-43151E-H
1223-3Y-43151E-H
1224-3Y-43151E-H
1225-3Y-43151E-H
1226-3Y-43151E-H
1227-3Y-43151E-H
1228-3Y-43151E-H
1229-3Y-42350 -H
1230-3Y-42350 -H
1231-3Y-42350 -H
1232-3Y-43171B-H
1233-3Y-64131 -H
1234-3Y-32350C-K
1235-3Y-32350C-K
1236-3Y-32350C-K
1237-3Y-32350C-K
1238-3Y-32350C-K
1239-3Y-32350C-K
1240-3Y-32350C-K

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1241-3Y-32150C-K
1242-3Y-32150C-K
1243-3Y-32150C-K
1244-3Y-32150E-K
1245-3Y-32150E-K
1246-3Y-32150B-K
1247-3Y-32150C-K
1248-3Y-32150D-K
1249-3Y-32150E-K
1250-3Y-32170B-K
1251-3Y-30250 -K
1252-3Y-30250 -K
1253-3Y-30151 -K
1254-3Y-43251 -J
1255-3Y-43251 -J
1256-3Y-43251 -J
1257-3Y-43151B-J
1258-3Y-43151B-J
1259-3Y-43151B-J
1260-3Y-43151B-J
1261-3Y-43151E-J
1262-3Y-43171E-J
1263-3Y-430250 -J
1264-3Y-43230 -J
1265-3Y-43231 -J
1266-3Y-43230 -J
1267-3Y-43230 -J
1268-3Y-43251 -J
1269-3Y-43251 -J
1270-3Y-43251 -J
1271-3Y-43251 -J
1272-3Y-43251 -J
1273-3Y-43250 -J
1274-3Y-43250 -J
1275-3Y-43250 -J
1276-3Y-43250 -J
1277-3Y-43250 -J
1278-3Y-43250 -J
1279-3Y-43250 -J
1280-3Y-43250 -J
1281-3Y-43250 -J
1282-3Y-43250 -J
1283-3Y-43250 -J
1284-3Y-43250 -J
1285-3Y-55251 -J
1286-3Y-43230 -J
1287-3Y-43230 -J

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Mobility Number.

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1288-3Y-43230 -J
1289-3Y-43230 -J
1290-3Y-43230 -J
1291-3Y-43230 -J
1292-3Y-53170 -J
1293-3Y-53230 -J
1294-3Y-42131 -J
1295-3Y-48131 -J
1296-3Y-42350 -J
1297-3Y-42350 -J
1298-3Y-42350 -J
1299-3Y-42350 -J
1300-3Y-6416 -A
1301-3Y-60171 -A
1302-3Y-43171E-A
1303-3Y-43171E-A
1304-3Y-43171E-A
1305-3Y-70230 -A
1306-3Y-70230 -A
1307-3Y-73170 -L
1308-3Y-70230 -L
1309-3Y-43171E-L
1310-3Y-43171E-L
1311-3Y-64131 -L
1312-3Y-60350 -L
1313-3Y-46170 -L
1314-3Y-46170 -L
1315-3Y-46170 -L
1316-3Y-64132 -L
1317-3Y-64132 -L
1318-3Y-62250 -Q
1319-3Y-62250 -Q
1320-3Y-62250 -Q
1321-3Y-62270 -Q
1322-3Y-62270 -Q
1323-3Y-64151 -Q
1324-3Y-70230 -Q
1325-3Y-70230 -Q
1326-3Y-43151E-H
1327-3Y-43151E-H
1328-3Y-43151E-H
1329-3Y-43151E-H
1330-3Y-43151E-H
1331-3Y-43151E-H
1332-3Y-42250 -H
1333-3Y-42250 -H
1334-3Y-60350 -H

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1335-3Y-64151 -H
1336-3Y-42250 -J
1337-3Y-43231 -J
1338-3Y-43230 -J
1339-3Y-43230 -J
1340-3Y-43230 -J
1341-3Y-43251 -J
1342-3Y-43251 -J
1343-3Y-43250 -J
1344-3Y-43250 -J
1345-3Y-43250 -J
1346-3Y-58151 -J
1347-3Y-43250 -J
1348-3Y-43250 -J
1349-3Y-43250 -J
1350-3Y-43250 -J
1351-3Y-43250 -J
1352-3Y-55250 -J
1353-3Y-42350 -J
1354-3Y-42350 -J
1355-3Y-42350 -J
1356-3Y-42251 -J
1357-3Y-42132 -J
1358-3Y-42132 -J
1359-3Y-43131E -J
1360-3Y-32350C -K
1361-3Y-32350C -K
1362-3Y-32350C -K
1363-3Y-32350C -K
1364-3Y-32350C -K
1365-3Y-32330C -K
1366-3Y-32330C -K
1367-3Y-32330C -K
1368-3Y-32150E -K
1369-3Y-30250 -K
1370-3Y-30151 -K
1371-3Y-30151 -K
1372-3Y-40230 -K
1373-3Y-40230 -K
1374-3Y-40230 -K
1375-3Y-40250 -K
1376-3Y-64152 -L
1377-3Y-64152 -L
1378-3Y-64151 -L
1379-3Y-64130 -L
1380-3Y-64130 -L

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Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1381-3Y-64152 -L
1382-3Y-70230 -L
1383-3Y-73170 -J
1384-3Y-73250 -J
1385-3Y-40350 -J
1386-3Y-43251 -J
1387-3Y-43251 -J
1388-3Y-43251 -J
1389-3Y-43250 -J
1390-3Y-43250 -J
1391-3Y-43250 -J
1392-3Y-43250 -J
1393-3Y-43250 -J
1394-3Y-53170 -J
1395-3Y-58170 -J
1396-3Y-42370 -J
1397-3Y-42350 -J
1398-3Y-42350 -J
1399-3Y-42251 -J
1400-3Y-64151 -J
1401-3Y-64173 -J
1402-3Y-73170 -H
1403-3Y-70230 -H
1404-3Y-73250 -H
1405-3Y-43171E-H
1406-3Y-43171E-H
1407-3Y-43251 -H
1408-3Y-43251 -H
1409-3Y-43171E-H
1410-3Y-43171E-H
1411-3Y-64151 -H
1412-3Y-73170 -K
1413-3Y-73251 -K
1414-3Y-73251 -K
1415-3Y-64151 -K
1416-3Y-64152 -K
1417-3Y-70250 -K
1418-3Y-32350C-K
1419-3Y-32350C-K
1420-3Y-32350C-K
1421-3Y-32350C-K
1422-3Y-32170E-K
1423-3Y-72171 -N
1424-3Y-80270 -A
1425-3Y-4334 -A
1426-3Y-43171E-A
1427-3Y-43171E-A

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PHASE III (CONT)

Mobility Number

For use of Squadron Mobility Officer
to record name, rank and AFSN of
personnel filling slot.

1428-3Y-43171B-A
1429-3Y-43171B-A
1430-3Y-70250 -A
1431-3Y-70250 -A
1432-3Y-70250 -A
1433-3Y-70250 -A
1434-3Y-0066 -A
1435-3Y-70250 -A
1436-3Y-54175 -A
1437-3Y-54173 -A
1438-3Y-43171B-A

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PART V

STANDARD OPERATING PROCEDURES

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310th Bombardment Wing E-Day Activities

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Section I

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SOP #8 - Duties of Troop Commanders

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PART V

STANDARD OPERATING PROCEDURES (CONT)

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SOP #19 - Packing and Crating of Equipment for Staging Team

Section V

SOP #20 - Cargo and Personnel Documentation

Section W

SOP #21 - Task Force Identification Vests

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SOP #22 - Handling and Safeguarding Classified Material

Section Y

SOP #23 - Reports Required Incident to Deployment

Section Z

SOP #24 - Composition of Advance Survey Team

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higher command authority, USE property may be deployed. When authorization has been obtained effected items will be transferred from USE to UME and accounted for as outlined in paragraph 3a(1)(a).

- (a) Upon notification of deployment, the Unit Supply Officer will arrange for sufficient covered storage space within the squadron area that may be properly secured. As soon as practicable after receipt of the deployment order all USE property not required in the preparation of the unit for deployment will be placed in the designated storage area.
- (b) The Unit Supply Officer and Assistant Unit Supply Officer will conduct a joint inventory of all USE property and effect a transfer in accordance with existing directives.
- (c) In the event the period of TDY exceeds 90 days all USE property will be returned to Base Supply.

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SOP #5 - Personnel

1. SCOPE: The purpose of this Standard Operating Procedure is to outline the procedure of manning mobility positions, maintaining mobility cards and to provide check lists to insure that personnel records are in constant readiness.

2. RESPONSIBILITY: The responsibility for manning positions and maintaining a current mobility card file rests with the Wing Personnel Mobility Officer, 802d Air Base Personnel Officer and Unit Mobility Officer.

3. PERSONNEL MOBILITY NUMBER: The mobility number consists of four (4) groups of numbers and letters, determined as follows:

a. A number indicating aircraft or support priority.

- (1) Aircraft to which assigned, for those assigned movement in tactical aircraft.
- (2) Priority within the wing for those assigned movement in support aircraft. Personnel with mobility numbers on thru however many may deploy by support aircraft regardless of aircraft type.

b. A letter, or a number and a letter, designates movement in a tactical or support aircraft as follows:

- (1) 379th Bombardment Squadron - - - - C
- (2) 380th Bombardment Squadron - - - - D
- (3) 381st Bombardment Squadron - - - - E
- (4) 310th Air Refueling Squadron - - - - F
- (5) 1st Phase Support - - - - - 1Y
- (6) 2d Phase Support - - - - - 2Y
- (7) 3d Phase Support - - - - - 3Y

c. Mobility assignment by AFSC.

d. One letter or a set of two letters. The first indicates the parent unit of the individual. The second letter, if used, shows unit to which individual will be attached for administrative purposes. The letter code to be used for this fourth group is identical to that used for marking cargo, as follows:

- (1) HQ SQ 310th Bombardment Wing - - - - A

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- (2) 379th Bombardment Squadron - - - - C
- (3) 380th Bombardment Squadron - - - - D
- (4) 381st Bombardment Squadron - - - - E
- (5) 310th Air Refueling Squadron - - - - F
- (6) 310th Periodic Maintenance Squadron- H
- (7) 310th Field Maintenance Squadron - - J
- (8) 310th ARMT and ELCT MAINT Squadron - K
- (9) 802d Supply Squadron - - - - - L
- (10) 802d Motor Vehicle Squadron - - - - M
- (11) HQ SQ 802d Air Base Group - - - - N
- (12) 802d Operations Squadron - - - - P
- (13) 802d Food Service Squadron - - - - Q
- (14) 802d Installations Squadron - - - - R
- (15) 802d Air Police Squadron - - - - S
- (16) 310th Medical Group- - - - - T

e. Example of Mobility Numbers:

- (1) An airman assigned to the 381st Bombardment Squadron filling a mobility position as 43171E, departing on the third tactical aircraft of his squadron, would have a mobility number of 3-E-43171E-E.
- (2) An officer assigned to the 310th Headquarters Squadron, filling a mobility position as a 6416, departing on a support aircraft of the 2d phase and having a support priority of 470 in the Wing would have a mobility number of 470-2Y-6416-A.
- (3) An airman assigned to the 310th Field Maintenance Squadron who will be attached to the 379th Bombardment Squadron, filling a mobility position as 64131, departing in the sixth tactical aircraft of the 381st Bombardment Squadron will have a mobility number of 6-E-64131-JC.

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4. ELIGIBILITY FOR TDY MOVEMENT TO AN OVERSEAS AREA:

a. Personnel deploying will have sufficient retainability to insure that the duration of TDY will be completed. Personnel who will become eligible for separation under current directives subsequent to the return of the unit must have a minimum of fourteen working days remaining to complete processing for separation.

b. Airmen whose term of service will expire prior to completion of prescribed TDY period will not accompany a unit outside the continental limits of the United States unless they volunteer to extend their enlistment under the provisions of AFR 39-9, to cover the period of TDY, return to their permanent station and process for separation.

c. Airmen who so desire may be discharged and reenlisted to fill their own vacancy while on duty at the TDY station. However, those electing this action will be advised that re-enlistment leave and the allowance incidental thereto will not be granted until their return to permanent station in the United States upon completion of TDY.

d. The provisions of AFR 35-65 will apply for the return of personnel to the ZI for emergency reasons during the period of TDY. Personnel will not be returned to the ZI for any reasons prior to completion of TDY without prior approval of the Theatre Commander and the Commanding General, Strategic Air Command.

e. Immediately upon notification that the 310th Bombardment Wing is being considered for a future maneuver, rotation, or deployment, the mission requirement will be computed and compared with the existing unit capability to ascertain the degree to which the current assets will permit accomplishment of the mission. In the event it is determined that the unit does not possess the capability to fully perform the maneuver, rotation, or deployment, deficiencies will be submitted to the Wing Logistics Office not later than seven days after notification. Wing Logistics will consolidate shortages and render report to Fifteenth Air Force not later than fifteen days subsequent to notification (Reference Fifteenth AFR 400-2).

f. Personnel in the following categories will not normally accompany the unit upon deployment:

- (1) Officers who have submitted resignations under the provisions of paragraph 6 or 7, AFR 36-12.
- (2) Officers who have been recommended for elimination under AFR 35-66 as amended or AFR 36-2 as amended.

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- (3) Officers who have been nominated as principal or alternate for assignment to one of the service schools, including USAFIT and Pilot Training, unless it can be determined that personnel will be available for such assignment on the established reporting date.
- (4) Personnel undergoing investigation or awaiting trial by courts martial.
- (5) Airmen who are considered tentatively qualified for aviation cadet training. These airmen are as follows:
 - (a) Airmen who have made application and have successfully passed the AC OCS examining board and are high school graduates.
 - (b) Airmen who have made application and have successfully passed their physical examination for flying and possess two or more years of college.
- (6) Airmen who have made application for OCS and meet the provisions of AFM 35-7, 1 APR 53.
- (7) Personnel granted deferment under the provisions of AFR 35-39 as amended.
- (8) Personnel attending formal or special technical training courses. Key personnel may be recalled from schools only upon approval of Headquarters SAC. Commanders considering such withdrawals necessary to meet operational commitments will forward complete justification to Headquarters SAC thru channels in each case.
- (9) Personnel on whom action has been initiated under AFR 35-62, as amended, as security risks will be re-assigned from deploying units.

5. MOBILITY POSITION AND MOBILITY CARD:

- a. The Wing Logistics Officer will assign mobility numbers to assigned and supporting units of the 310th Bombardment Wing.
- b. Action upon receipt of mobility numbers:
 - (1) Squadron Commanders, thru their Personnel Officer, will select from the list of eligible those (best) qualified and assign them to the required mobility positions.

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- (2) Upon assignment to a mobility position, an individual must, of necessity, be "frozen" to his squadron and duty assignment unless sufficient justification for removal arises. In the event removal from a mobility position is necessary, replacement will be made immediately from the list of "alternate personnel" maintained in each organization.

c. Mobility Cards (See illustration NR 3, PAGE V-G-8) for all personnel assigned to a mobility position. The original will be retained by the Squadron Personnel Mobility Officer. The duplicate card will be forwarded to the Wing Personnel Mobility Officer to be placed in the master control file (procedure for the master file is outlined in paragraph 13 of this SOP)

- (1) The Squadron mobility card file will be assembled into five sections as follows:
 - (a) The first section will contain cards on all personnel departing by tactical aircraft (B-47, KC-97's).
 - (b) The second, third and fourth sections will include cards for personnel departing on these respective phases. Cards will be filed in sequence, according to mobility priority, within the phase. Each file will contain a mobility card for each required position, regardless of availability of personnel to fill the slot. The cards may be tabbed to indicate status of personnel or separate files may be established for this purpose.
 - (c) The fifth section will contain cards on all personnel in the squadron who are surplus to mobility requirements. Personnel selected as alternates may be indicated by tabs or a separate file established.

6. It is extremely important that all personnel assigned to mobility positions be carefully indoctrinated as to the necessity for being prepared to move out at any moment. Allotments, will, power of attorney, etc., cannot be handled under the emergency conditions prevailing after E-Day. These matters should be initiated immediately after assignment to a mobility position.

7. RECORDS:

a. A mobility records jacket (DD Form 380AF or WDAGO Form 801) will be established for each individual and will be marked in pencil in the upper right corner with the individuals name and mobility number.

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b. Records, with the exception of medical records, of individuals assigned mobility positions or as alternates thereto will be processed and kept current but will not be placed in mobility records jacket until "E" Day. The following forms will be processed immediately upon notice of "E" Day, and will accompany individuals when TDY is thirty (30) days or more (SAC Regulation 35-3).

- (1) WDAGO Form 8-117 - Immunization Register.
- (2) Form PHS-731 (1HR) - International Certificate of
Innoculation and Vaccination.
- (3) DD Form 4 - Enlistment Record.
- (4) NME Form 113 - Military Pay Record and Individual
Pay Plates
- (5) WDAGO Form 230 or 24A - Service Record.
- (6) DD Form 93, Record of Emergency Data.
- (7) DD Form 5 - Flight Record.
- (8) AF Form 538 - Organizational Clothing and Equipment
Record.
- (9) WDAGO Form 20 (Photostat) - Airman's Qualification
Card, Original
- (10) WDAGO Form 66 (Photostat) - Officers Qualification
Card.
- (11) Register of Dental Patients (both treatment forms
and WDAGO Form 8-116 - Dental Identification Record).
- (12) Identification Tags.

c. Medical Records: Upon announcement of "E" Day all units will, within one (1) hours, hand carry a roster of all mobility personnel being deployed to the flight surgeon's office. Medical records for subject personnel will be withdrawn from the files, packed and will accompany the Flight Surgeon.

d. FINAL PROCESSING:

- (1) Upon the announcement of "E" Day, final processing teams will be established as required by PAGE 1-A-8, Part I, of this manual. The processing teams will

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process records of all personnel assigned mobility positions. Personnel will be processed in sequence, according to mobility number, and aircraft number, by the Wing final processing team. Squadrons will be notified as to sequence of deploying personnel to ground training building for processing.

- (2) Processing will consist of a final check (see illus number 5 (Page V-G-10)). When the final records check is complete, the records will be placed in the records jacket along with the final processing check sheet. When TDY is less than thirty (30) days, only forms 1, 2 and 7 listed on the final processing check sheet are included.
- (3) When the last person on the troop commander's aircraft loading list has proceeded thru the processing line, records will be packed in a mobility box or envelope (for personnel departing on tactical aircraft), and two copies of a records receipt will be signed by the troop commander. Personnel records and duplicate copy of the signed receipt will then be turned over to the troop commander. Personnel records will be turned over to the personnel officer upon arrival at final destination.
- (4) After the last person on his loading list has completed processing, the troop commander will pick up all pay records at the Base finance office, sign a receipt, and deposit them in the mobility boxes together with the personnel records. Mobility boxes will be sealed prior to loading on the aircraft. Pay records of personnel departing on tactical aircraft will be obtained from the Base Finance Office by the squadron adjutant and placed in the individual mobility jackets prior to final records check. Upon arrival at the final destination, pay records will be turned over to the finance officer.

8. Upon receipt of support aircraft departures, arrangements will be made by the Commercial Transportation Officer and the Wing Personnel Officer, 310th Bombardment Wing, for reception of personnel assigned each aircraft. Each increment will report to departure area not later than four (4) hours prior to take-off time. The Commercial Transportation Officer is responsible for the briefing of personnel on travel via MATS aircraft, or strategic support aircraft, weighing in, ticketing baggage, manifesting, and the collection from each officer for individual rations. At no time will personnel be allowed to leave departure area during this period without approval of Commercial Transportation Officer. Facilities will be available in Hangar 1 to satisfy all needs.

9. After completion of processing and immediately prior to take-off, each aircraft increment will be turned over to the Troop Commander

(Narrative Continued on PAGE V - G - 13)

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(duties are outlined in SOP #8). In the event an aircraft returns because of mechanical difficulties, personnel will remain in the departure area for further instructions.

10. MOBILITY MASTER PERSONNEL FILE:

a. PURPOSE: The systems set forth herein is designed to provide a current central file of individuals assigned to mobility positions in the Air Echelon that will permit preparation of rosters for use in alerting, manifesting, and publication of orders for all individuals to be deployed by air.

b. PROCEDURE FOR INITIAL ESTABLISHMENT: The Wing Personnel Mobility Officer will maintain the master file of mobility cards. Card files will have four sections to correspond with sections one thru four of Squadron mobility card file.

c. Periodic check of the master file against organizational file will be made as designated by the Wing Personnel Mobility Officer.

11. REPORTS: The following reports are exempt from Reports Control Symbol under provisions of paragraph 9b(13)(b), AFR 174-1.

a. The Unit Personnel Mobility Officer will report changes by Disposition Form (see illus number 8). This report will be hand carried with the morning report to Wing Personnel not later than twenty four hours after the change occurs. Report will contain list of deletions and additions by name, rank, AFSN and mobility number. Change of status will be given in such a manner to allow the master file to be changed reflecting the change. Change will include change of mobility position, change of status, etc. Duplicate copy of mobility card for all additions will be attached to report of change.

b. Within two hours after notification of a mobility alert the Unit Personnel Mobility Officer will submit the report listing the following information:

- (1) A list of personnel on TDY and leave. This report will include name, grade, AFSN, mobility number and TDY or leave address. The Wing Personnel Mobility Officer will, at the discretion of the Wing Commander, recall personnel to this station by means of a telegram (see illus number 6 and 7).
- (2) A current mobility roster listing all mobility numbers in numerical sequence and personnel assigned these numbers will be submitted at the time specified above.

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SOP #6 - Publication and Distribution of Mobility Orders
(15AFR 11-3)

1. SCOPE: This Standard Operating Procedure is designed to cover the procedure involved in Publication and Distribution of Mobility Orders.

2. RESPONSIBILITY:

a. The Air Base Group Adjutant will establish a Mobility Plan orders unit in accordance with paragraph 4a, 15AFR 11-3.

b. Squadron personnel officers will prepare lists of personnel by flight. This list will contain names, grades, serial numbers and other required data for personnel, grouped by aircraft to which tentatively assigned. Upon release of a flight by operations, the personnel officer will dispatch the listing for that particular aircraft to the officer in charge of the Mobility Orders unit. He will be responsible that the list, as dispatched is current and contains any last minute changes.

c. Delivery of Published Orders:

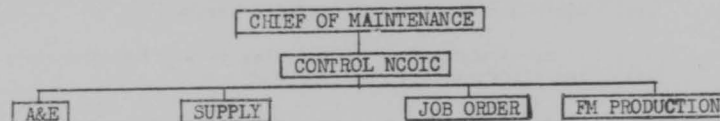
- (1) Tactical Aircraft: After orders are reproduced, five copies for each officer and airman will be delivered to the squadron operations officer of the unit to which the aircraft is assigned, who will, in turn, deliver the orders to the aircraft commander for distribution to personnel traveling in his aircraft.
- (2) Support Aircraft: Delivery of published orders will be made to the Troop Commander traveling in each support aircraft who will distribute the orders.

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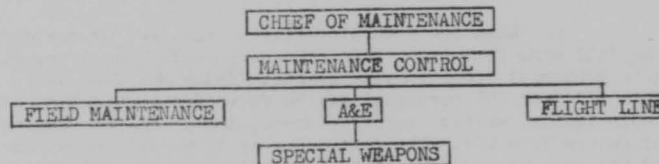
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SOP #15 - Staging Team Maintenance Plan

1. SCOPE: This Standard Operational Procedure applies to all personnel assigned to Staging Team Operation.
2. RESPONSIBILITY: The Chief of Maintenance is responsible to see that the provisions of this SOP are carried out properly.
3. PROCEDURES:
 - a. Immediately upon notification of a Staging Team Operation, the Chief of Maintenance will assemble the Staging Team Personnel and brief them on the nature of the operation.
 - b. The control unit personnel will be designated and individual assignment of tasks will be made. The following is the organizational arrangement within the control unit.



- c. The following diagram outlines the organization of the specialized maintenance activity



- d. Immediately upon arrival of each aircraft the refueling will be completed and a preliminary survey of aircraft discrepancies or difficulties will be made.
- e. The Work Order Request will be initiated by the crew chief, and turned over to designated flight chief to be held awaiting the arrival of the Staging Team.
- f. Upon arrival of the first member of the control unit, the unit will go into operation and notice will be given to the flight line personnel to deliver their work orders to the unit. The job request file will be initiated at this time.
- g. Upon arrival of the remainder of specialists and control personnel, the dispatch of specialists will begin. As specialists are dispatched the work orders will be placed in an "in work" file and as each job is completed they will be placed in a "completed file".

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h. Upon completion of all work orders the specialists will be dispatched on pre-flight for the impending operations. Upon completion of the pre-flight the specialist will be on stand by in their quarters awaiting the crew pre-flight and take off.

i. Refueling and parking procedures and sequence will be established upon receipt of Logistical Summaries of the Forward Base assigned to this Wing.

j. Post-Strike inspections will be limited to "Safety-of-Flight" crew write-ups on Part II of the Form 1.

k. Maintenance time standards for various operations will be made as an appendix to these instructions, when such standards have been established by this Wing.

l. The maximum "on ground" time for servicing and Pre-Strike Maintenance will be 12 hours for the first aircraft to arrive and 3 hours for the last aircraft to arrive.

m. A minimum of 10 vehicles (6 - $\frac{1}{2}$ ton pick-ups; 4 - $1\frac{1}{2}$ ton stake and platform) will be required.

n. A minimum of 6 type F-6 Refueling units will be required.

o. Station Set requirements cannot be determined until such time as forward base survey is completed.

p. When one aircraft, flight, squadron or any group less than the full wing deploys or participates in a TDY maneuver, all maintenance personnel deployed will maintain daily SAC Form 327. This SAC Form 327 from TDY personnel may be forwarded to the Wing on a recurring basis (daily, weekly, etc) for processing or may be submitted at time of return from TDY. The forwarding of forms will be at the discretion of the Wing Chief of Maintenance considering the following:

- (1) Number of personnel involved.
- (2) Period of TDY.
- (3) Mark sensing capability at home station. These cards will be used only for a special report by code and prefix for analysis of personnel utilization and establishing TDY work standards. The Wing will report 8 hours per day per man deployed (or less, as on Saturday or day of return) in code 73, "TDY Support of Wing Aircraft", for maintenance manhour report. This procedure does not apply to a full wing rotational deployment to the United Kingdom. (Ref SAC LTR ST, 16 NOV 54). However, if the full wing is deployed to areas other than the United Kingdom the procedures outlined herein will apply.

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SOP #22 - Handling and Safeguarding Classified Material

1. SCOPE: This directive is applicable to all personnel caused to deploy under the 310th Bombardment Wing Mobility Plan.
2. RESPONSIBILITY: All personnel are responsible for compliance with this directive.
3. PROCEDURES: All classified material selected for shipment to a forward base should be carefully screened in order that only essential material be transported. After the material is selected, it should be inventoried and a packing list in duplicate prepared. One copy of the packing list should accompany the documents being shipped and one copy should remain with the rear echelon detachment.
 - a. TOP SECRET MATERIAL: All TOP SECRET Material to be moved either to or from a forward base will be prepared in the following manner:
 - (1) Material will be packaged in such a manner as to avoid bursting in the event the package is dropped. All material will be double wrapped, the Inner Wrapping will bear the classification stamp, the Addressee and Addressor. The Outside Wrapping will have typed or stamped the Addressee and Addressor and an identification number (log number). The Outside Wrapping will not bear a classification stamp.
 - (2) In the event TOP SECRET Material is stored overnight or for a short time at an enroute base the Courier will first contact the Controller at the base, who will make available storage facilities until such time as the Courier departs. All Officers acting as Couriers will procure a receipt from the Controller or Security Officer designated by the Controller when storing material. This receipt will be surrendered to the Controller or Security Officer when the package is returned to the Courier.
 - (3) Upon arrival at destination, Courier will surrender all material to the Addressee or appropriate TOP SECRET Control Officer.
 - (4) When an officer is designated as a Courier for TOP SECRET Material, the Wing Adjutant will prepare a letter of authorization to identify the officer as a Courier and to further identify the package or packages he is carrying. The Courier will keep this letter in his possession at all times. Sample letters are attached hereto as Attachments 1 and 2.

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- (5) All Couriers will be armed while carrying Classified Material.

b. SECRET AND CONFIDENTIAL MATERIAL: SECRET and CONFIDENTIAL Materiel to be moved either to or from a forward base will be prepared as follows:

- (1) Only material necessary for the proper functioning of the unit or squadron will be moved to a forward base. Material will be placed in mobility boxes for shipment, unless it is deemed necessary that material be hand carried, whereupon it will be handled in the same manner as prescribed for TOP SECRET Material. No identifying marks will be placed on the Mobility box other than the normal shipping instructions.
- (2) Once the material is in the box, it will be safeguarded until such time as it is placed upon the aircraft for transportation. At no time will this box be left unguarded while waiting for transportation or upon arrival at forward base. The aircraft materiel manifest will have indicated thereon the presence of boxes of classified material. Cargo Custodians will be appointed by the Wing Logistics Officer prior to deployment for the purpose of safeguarding the classified material.

c. DISPATCHING MESSAGES WHILE ENROUTE: In the event it becomes necessary to dispatch a message while enroute to a forward base or upon arrival thereat the Controller at the enroute or forward base should be contacted and the message given to him for transmission. The Controller at enroute bases in the ZI will also have available "long-line" facilities to SAC, 15AF and the home base in the event an emergency arises wherein the time element would prevent the sending of a message. Classified material will not be discussed over the "long-line".

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HEADQUARTERS
310TH BOMBARDMENT WING (MEDIUM)
Smoky Hill Air Force Base
Salina, Kansas

310AG

SUBJECT: To Identify Captain John Doe, 6555A, as an Official Courier

TO: WHOM IT MAY CONCERN

1. The above named officer is acting in an official capacity as courier for Headquarters, 310th Bombardment Wing (Medium) and is carrying _____ (number) _____ (packages, folders, etc) addressed to the _____ (unit) _____ from Headquarters, 310th Bombardment Wing (Medium)

2. This _____ (package, folder, etc) is/are further identified by the inscriptions on the covers "OFFICIAL UNITED STATES AIR FORCE COMMUNICATIONS. EXEMPT FROM CENSORSHIP", followed by the signature of the Adjutant, Headquarters, 310th Bombardment Wing (Medium)

FOR THE COMMANDER:

ATTACHMENT #1 (SOP #22)

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In addition to complete address and return address, the
outer surface of each official cover will be marked:

"OFFICIAL UNITED STATES AIR FORCE COMMUNICATIONS, EXEMPT
FROM CENSORSHIP"

Followed by the official signature of the certifying Officer.

ATTACHMENT #2 (SOP #22)

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SOP #23 - Reports Required Incident to Deployment

1. SCOPE: This SOP is applicable to Materiel, Personnel, and Operations Sections responsible for submission of the Special Reports required.

2. RESPONSIBILITY: It is the responsibility of the Director of Personnel, Wing Logistics Officer, and the Wing Operations Control Room Officer to submit the Special Reports required.

3. PROCEDURE:

a. MATERIEL:

- (1) The Fifteenth Air Force U-14 Report is required to be submitted in accordance with Fifteenth Air Force Regulation 400-1. Submission dates are the 1st of the month, 90, 60, and 30 days prior to departure.
- (2) The report required by paragraph 24 of SAC Regulation 400-3, on Aircraft Departure and Arrival Notices, will be the responsibility of the Assistant Commercial Transportation Officer to submit daily from the forward station.

b. PERSONNEL:

- (1) The Wing Personnel Officer will immediately, on notification of an impending maneuver, notify the 802d Air Division Personnel Officer of all shortages in assigned personnel to support the maneuver.

c. OPERATIONS:

- (1) The following reports are required by SAC Regulation 55-11, 3 NOV 53. These reports will be submitted for all TDY or EWP deployments, unless specifically relieved by the applicable Operations Order.

(a) 310th Bombardment Wing Control Room.

- 1 Route and Support Report.
- 2 Departure Report.
- 2 Arrival Report.
- 4 Daily Aircraft Location Report.
- 2 Delay Report.
- 6 Load Report (S3S Aircraft only).

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- (a) Aircraft Commander
 - 1 Departure Report.
 - 2 Arrival Report.
 - 3 Delay Report.
 - 4 Position Report.
- (b) 310th Bombardment Wing Comptroller.
 - 1 TDY Final Mission Report.

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SOP #24 - Composition of Advance Survey Team

1. PURPOSE: To prescribe and designate certain Wing activities as a portion of the Advance Survey Team authorized under the provisions of SAC Regulation 55-41.

2. SCOPE: This SOP is applicable when the utilization of an Advance Survey Team is imminent.

3. SPECIFIC: The Advance Survey Team should consist of, but not be limited to, the following:

- a. Wing Commander or Deputy.
- b. Wing Intelligence Officer.
- c. Wing Plans Officer.
- d. Wing Communications Officer.
- e. Wing Logistics Officer and NCO or Director of Materiel and Logistics NCO.
- f. Chief of Maintenance.
- g. Air Refueling Squadron Commander (to check on tanker base)
- h. FAK Officer or NCO.
- i. Air Police Officer or Wing Security Officer.
- j. Field Maintenance Officer and two (2) NCO's.
- k. Armament and Electronics Maintenance Officer and two (2) NCO's.

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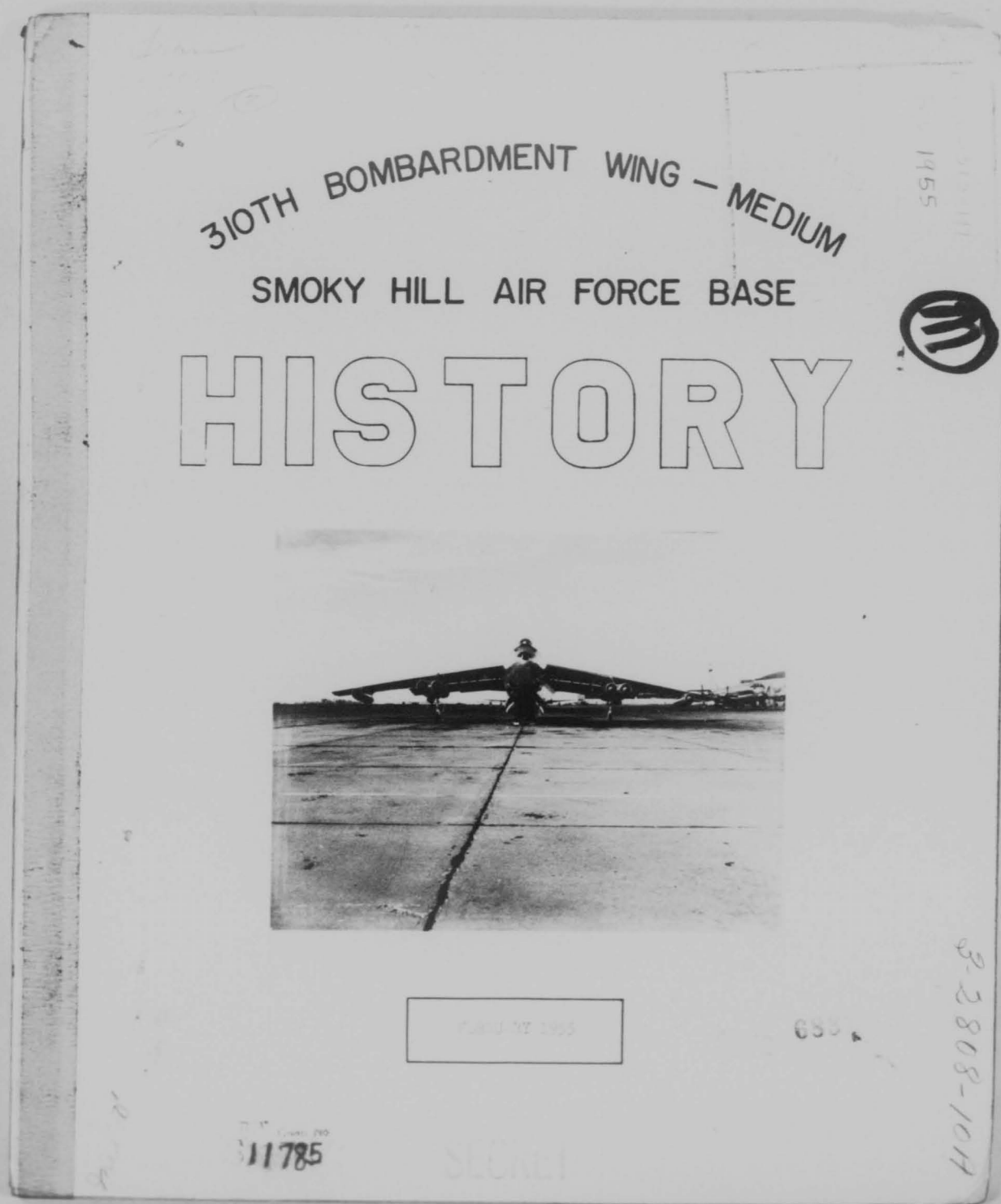
Newly Completed 310th Bomb Wing Headquarters
Building.

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Feb 1955

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310TH BOMBARDMENT GRP, BENTON

ROCKY HILL AIR FORCE BASE

SALENA, KANSAS

FEBRUARY 1955

8000 AIR DIVISION

FIFTEENTH AIR FORCE

STRATEGIC AIR COMMAND

This document is classified
SECRET in accordance with
AFR 205-1, par 23B(4).

RSI Cont No
§ 11785

John H. de Russy
JOHN H. de RUSSY
Colonel USAF
Commander

3-2808-104

Monitored by Lieutenant Frank E. Wagner, Wing Adjutant

Prepared by S/Sgt. Fred J. Westler, Wing Historian

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CHRONOLOGY

4 February 1955

Release made to newspapers that the 310th Bombardment Wing would deploy to the United Kingdom sometime in March 1955.

7 February 1955

310th ADVON to Upper Heyford AFB to check on facilities of the wing's TDY base.

25 February 1955

310th ADVON departs Smoky Hill for wings 90 day mobility in the United Kingdom.

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GLOSSARY OF IRREGULAR ABBREVIATIONS

ADVON	Advance Party
TDY	Temporary Duty
SAC	Strategic Air Command
TWX	Message
UK	United Kingdom
POM	Preparation for Overseas Mobility
AFSC	Air Force Speciality Code
IRS	In Required Speciality
NCO	Non-commissioned Officer
DAC	Dependents Assistance Center
AWOL	Absent Without Leave
VD	Venereal Disease
RBS	Radar Bomb Scoring
PCS	Permanent Change of Station
CEA	Circular Error Average
GCA	Ground Control Approach
IBDA	Immediate Bomb Damage Assessment
EWB	Emergency War Plan
MTD	Mobile Training Detachment

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CHAPTER I

CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION:

The mission of the 310th Bombardment Wing, Medium, remained unchanged during the month of February 1955 as set forth in Fifteenth Air Force Regulation 20-14, 21 April 1954.^{1/}

Each squadron continued to strive for complete combat readiness and the resulting upgrading of the entire wing to ready status. For the past few months the maintenance squadrons have been below minimum levels desired for upgrading. All efforts of the wing continued to be directed toward the coming mobility in the United Kingdom. Work reached a fever pitch during the last two weeks in February and was capped by the departure of the 310th Bombardment Wing ADVON on 25 February 1955.^{2/}

ORGANIZATION:

The organizational structure of the wing remained unchanged during the reporting period. No changes in the number of assigned or attached squadrons were noted during the month. At the end of the month the wing had assigned the Command, Adjutant, Comptroller, and Inspector sections and the Directorates of Operations, Materiel, and Personnel. In addition the wing had assigned the 379th, 380th,

^{1/} Fifteenth Air Force Regulation 20-14, 21 Apr 54.

^{2/} 310th Bomb Wing and AFS Airlift, Feb 55.

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and 381st Bombardment Squadrons, 310th Air Refueling Squadron, 310th Armament & Electronics, 310th Field and 310th Periodic Maintenance Squadrons. Only other assigned unit was the 310th Tactical Hospital.

ADMINISTRATION:

During February all administrative activity was directed toward just one thing, movement of the wing from Smoky Hill to the United Kingdom. What administrative activity that did take place was of a routine nature. On 14 February the wing established a regulation governing distribution for 310th Bombardment Wing publications.^{3/} With the publication of this regulation the wing had a firm policy on the number of copies of publications to go to a particular organization, section or individual. At the same time the wing also published the new numerical index of all 310th Bombardment Wing publications.^{4/} Purpose of this regulation was to provide a ready list of all current 310th Bombardment Wing directives which had been assigned base numbers.

Early in the month the wing received a letter from Brigadier General John R. Sutherland, 802d Air Division Commander, concerning the Air Force economy program at Smoky Hill. In this letter it was stated that the station had suddenly been placed in the position of not having adequate base maintenance and operating funds to accomplish the assigned mission. Various limitations were established by Division in order to cut down on the amount of funds being spent

^{3/} 310th Bomb Wing Reg 5-3, "Distribution for 310th Bomb Wing Publications," 14 Feb 55. Exh 1

^{4/} 310th Bomb Wing Reg 5-2, "Numerical Index of 310th Bomb Wing Publications," 14 Feb 55. Exh 2

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for long distance phone calls, TDY's etc. ^{5/} Immediately upon receipt of this directive the 310th Commander issued a memorandum directing complete compliance with the program as established by General Sutherland's letter. ^{6/}

SPECIAL EVENTS:

On 4 February 1955 the 310th Bombardment Wing released information to local news media ^{7/} that the wing was scheduled for deployment to the United Kingdom sometime during the early part of March. At a ceremony in the Division Commanders office Colonel de Russy and representatives of the local press and Information Services Office made the historic announcement. ^{8/}

Final preparations were made during the first week in February to send the 310th Bombardment Wing Survey Team to Upper Heyford and Brize Norton Air Force Bases, the wings deployment stations in the United Kingdom. ^{9/} The team departed on 6 February and returned to Smoky Hill on 14 February. Colonel Murray A. Bywater, 310th Deputy Commander, acted as commander of the team and Lieutenant Colonel Nicholas J. Rifkin was the teams executive officer. Upon return to Smoky Hill all members of the team cooperated to compile a report concerning buildings, runways and other facilities at both overseas

^{5/} Ltr, Hq 802d ADiv, 1 Feb 55. Exh 3

^{6/} Ltr, Memo For: "Economy Program," 4 Feb 55. Exh 4

^{7/} Photostat of Press Releases on Mobility of 310th Wing. Exh 5

^{8/} Photo of Press Conference. Exh 6

^{9/} 802d ADiv Ltr. Order #83, 9 Feb 55. Exh 7

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deployment stations. 10/

During the latter part of the month Brigadier General Richard M. Montgomery, SAC Chief of Staff, visited Smoky Hill for a short time. On hand to greet the General were Brigadier General Sutherland, 802d Air Division Commander; Colonel de Russy, 310th Commander; and Colonel Berton H. Burns, 40th Bombardment Wing Commander. 11/

At the Staff Meeting of 15 February an announcement was made that Lieutenant Colonel Nicholas J. Rifkin had been appointed Wing Executive Officer as an additional duty. 12/

A controversy arose during the month as to whether the Wing Historian would deploy to the UK with the 310th Bombardment Wing. This problem was finally resolved satisfactorily by receipt of a TWX from Headquarters Fifteenth Air Force which stated that during an overseas deployment it was the policy of SAC and the desire of Fifteenth Air Force to send the historical technician on all such moves. 13/

On 20 February 1955 the local area newspaper, The Salina Journal, had a very fine mission coverage series in the Sunday edition. 14/ In this series of pictures a combat mission aimed at Los Angeles and Seattle was carried from the time of take off until the plane had landed and checked in.

10/ 310th Bomb Wing Deployment Survey Team Report, 18 Feb 55. Exh 8

11/ Photo of General Montgomery's visit to Smoky Hill. Exh 9

12/ 310th Bomb Wing Staff Meeting Minutes, 15 Feb 55. Exh 10

13/ TWX, Hq Fifteenth Air Force, 19 Feb 55. Exh 11

14/ Photostat of Mission. Exh 12

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Deployment activities in the 310th Wing reached their climax at 0300 hours on 25 February 1955 when the Advance Party of the wing's mobility departed Smoky Hill for the 5,000 mile trip to Upper Heyford Air Force Base, England. A total of 52 personnel were aboard the aircraft including 20 officers and 32 airmen. Troop commander on this the first aircraft was Lieutenant Colonel Nicholas J. Rifkin. ^{15/}

INSPECTOR:

On 14 February 1955 the Inspection Team arrived from Headquarters Fifteenth Air Force to conduct the Annual General Inspection. The wing was not scheduled for the inspection until May, however, due to the coming mobility the date had to be set up. Each and every section, squadron and staff section was inspected by this team. The 310th Inspector Section assisted the team in its inspection of the wing.

The POM (Preparation for Overseas Movement) Inspection team arrived Smoky Hill Air Force Base to check on the plans and preparation being made by the wing for its March deployment.

The 310th Inspection Section continued spot checks and inspections of all squadrons within the wing for compliance with the previous Annual General Inspection Report. Disposition of the compliance was noted and forwarded from the Inspector to the individual squadrons.

A message was received from Fifteenth Air Force pointing out that inspectors from Fifteenth and SAC were not finding key personnel

^{15/} ADVON Report, 27 Feb 55. Exhibit Not Available.

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present when making inspections. Inspection schedules are planned and announced well in advance so that key personnel can make plans to be available for any inspection. It was directed that all key personnel of the wing make themselves available during the periods of inspection during February. ^{16/}

COMPTROLLER:

During the month of February routine duties within the office of the Comptroller such as posting the command book, commander's handbook and related charts were performed. In addition the Management Control System for February was completed and the report of items affecting mission accomplishment was prepared and forwarded. A new briefing, based on the SAC Management Control System, was established with the completion of 14 charts. This briefing was designed to be presented with the use of a Bell-opticon type projector. A study on compliance of SAC Regulation 60-9 within the wing was continued during the month.

A speech covering the history and progress of the 310th Bombardment Wing conversion to B-47 type aircraft was prepared and delivered by the Wing Comptroller at the 310th Wing aircraft commander's dinner. Much of the work accomplished during February was focused toward the coordination of actions necessary to the forthcoming deployment of the wing to the UK. ^{17/}

^{16/} 310th Bomb Wing Staff Meeting Minutes, 2 Feb 55. Exh 13

^{17/} 310th Comptroller Section Historical Report, Feb 55.

CHAPTER II

PERSONNEL

Shortages of personnel continued to hinder the effectiveness of the 310th Bombardment Wing. The three officer and airman shortages which most severely impaired the mission of the wing during February were as follows:

OFFICER			ASGD PRIM	ASGD BY
<u>AFSC</u>	<u>TITLE</u>	<u>AUTH</u>	<u>AFSC</u>	<u>AFSC</u>
1435	Special Weapons Officers	3	0	2
1435	Survival TNG & EQP Officers	4	0	0
3024	ECM Officer	4	3	3
30131		2	8	2
30151	RADAR FIELD	21	9	7
30171		8	3	3
92230		2	0	7
92250	PERSONAL EQP FIELD	9	2	2
92270		4	0	0
20450	INTELLIGENCE FIELD	5	3	4
20470		6	2	2

Overall shortages of personnel combined with the shortage of personnel at the five and seven levels presented the primary problem for the wing. Other problems in the personnel field included the shortage of officer and airman people at the proper skill levels, shortage of officer personnel in maintenance, supply, electronics and the personnel career fields and the shortage of airmen in the higher skill levels of maintenance, supply, electronics and intelligence.

CHAPTER II

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The main project, as far as the Personnel Section was concerned, was the preparation for the movement of the entire 310th Bombardment Wing, comprising approximately 1,900 people, to the United Kingdom.^{1/} Another project of considerable scope was answering the Fifteenth Air Force Inspection Report.

COMMAND:

The 310th Bombardment Wing remained under the command of Colonel John H. de Russy and Colonel Murray A. Bywater, Commander and Deputy Commander respectively. Colonel de Russy was assigned on 28 November 1952 pursuant to authority contained in 310th Bombardment Wing General Order eight, 28 November 1952. Colonel Bywater was assigned on 12 August 1954 pursuant to authority contained in 310th Bombardment Wing General Order 13, 12 August 1954. During the month Colonel Bywater led the 310th Survey Team to the wings overseas deployment stations.

STAFF:

During February the wing reported no changes in the assigned staff or squadron commander personnel. Last month only one change was noted. The low rate of turnover in these sensitive areas was extremely helpful to the wing especially since the proposed mobility was so near.

COMBAT AND MAINTENANCE:

This area continued to be the sore spot as far as personnel was

^{1/} 310th Bomb Wing Directorate of Personnel Historical Report, Feb 55.

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concerned in the entire 310th Wing. Shortages in the maintenance areas continued to overshadow those of combat crew personnel. The upper skill levels were far below desired manning levels during February and with numerous personnel scheduled for discharge as soon as the wing returns from mobility the outlook in the maintenance squadrons is very gloomy. Areas feeling the pinch are electronics and seven level maintenance technicians. Crew personnel were relatively stable during the month. The entire wing lost only two crew members during the reporting period, however, the loss of these people, an aircraft commander and an observer, forced the wing to disband one of its combat crews.

MANNING: Officers

The unit manning document decreased the officer authorization for the wing as of 1 February from 436 to 429. Of the 400 officers assigned 370 were working in their required specialities. This gave the wing an 86.2 IRS percentage for the month. The percentage of officers in required speciality increased a total of six point four per cent over the month of January, to reach one of the highest points in officer manning ever recorded by the wing.^{2/}

MANNING: Airmen

During February there were 719 airmen in direct support positions working in their required speciality and 407 airmen in indirect support

^{2/} 310th Bomb Wing Management Control System, Feb 55. Exh 14

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positions working in their proper jobs. The IRS percentage reached 67.1 for direct support people and 77 per cent for indirect support personnel. The percentage of airmen in direct support increased three point two per cent over the month of January. Although the increase was made it was not enough to increase the points scored under the Management Control System report. Airman manning in indirect support increased two point four per cent during the reporting period. Continued OJT programs and upgradings should continue to increase the per cent of airmen in their required specialities.^{3/}

WG. PROMOTIONS:

Promotions for the wing during February reached a new high. During this period a total of 170 airmen were promoted. This was one of the better quotas received by the wing and did much to raise the morale of the troops. While the airman promotion quotas were way up officer personnel received only one promotion during the entire month. This was quite a drop from the number reported last month.

At the end of February 1955 the assigned and attached strength of the 310th Bombardment Wing, Medium, Smoky Hill Air Force Base, Salina, Kansas was 365 officers and 1,456 airmen.^{4/}

MORALE, WELFARE AND DISCIPLINE:

During the visit of General LeMay last month, the Division Commander

^{3/} 310th Bomb Wing Management Control System, Feb 55. See Exh 14

^{4/} 310th Bomb Wing Manning Chart, Feb 55. Exh 15

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queried him concerning the wearing of the uniform. ^{5/} The General, in no uncertain terms, indicated that the uniform should be worn after duty hours to all base social functions in accordance with the new uniform regulation just out. Upon receipt of this information the Wing Commander directed each member of the 310th Wing to pay strict attention to the new regulation and comply with the spirit and intent of its provisions. ^{6/}

During February the 310th Wing singled out various airmen who were chosen as the outstanding airmen and NCO's of the wing for the six month period from July until December 1954. ^{7/} Each of these men were chosen for their outstanding work and devotion to duty. All of these outstanding airmen were presented scrolls emblematic of this honor. Singled out for special praise was Master Sergeant Paul A. Batterman, 310th Headquarters Squadron Section, who was chosen the outstanding NCO of the six month period. ^{8/} Sergeant Batterman made a great contribution toward getting the 310th Bombardment Wing Mobility Plan completed and approved.

The Dependents' Assistance Center held a makeup course on 25 February for the previous D. A. orientation and training course which was called off earlier during the month, due to bad weather. Main topic of discussion during the reporting period was the move of the 310th Wing to the United Kingdom.

^{5/} R & R, COMDR, "Uniforms," 14 Feb 55. Exh 16

^{6/} Ibid.

^{7/} Photo of Outstanding Airmen. Exh 17

^{8/} Photo of Sergeant Batterman receiving congratulations. Exh 18

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During the entire reporting period the Dependents Assistance section was busy preparing correspondence and giving information to dependents of airmen and officers in the 310th preparing to go on mobility in March. Various letters and pamphlets were printed for distribution to the wives and families of 310th airmen remaining in the Salina area. They included an information bulletin,^{9/} casualty committee information letter,^{10/} and a letter concerning a meeting at the base theater for all 310th dependents.^{11/}

With the mobility of the wing foremost in the minds of everyone at Smoky Hill naturally many parties would have an English flavor. During the latter part of the month 379th Bombardment Squadron officers and their wives held such a party. Amid much laughter the wives put on a series of skits depicting the wings trials and tribulations while in the United Kingdom.^{12/}

While visiting Smoky Hill Air Force Base General LeMay lunched with various commanders of the wings and base. Included in the group was Brigadier General John R. Sutherland, 802d Air Division Commander; Colonel John R. de Russy, 310th Bombardment Wing Commander; Colonel Burton H. Burns, 40th Bombardment Wing Commander and Colonel Jack L. Randolph, 802d Air Base Group Commander.^{13/}

^{9/} Information Bulletin of 310th Mobility, Feb 55. Exh 19

^{10/} Casualty Committee in the DA Program. Exh 20

^{11/} Ltr, Hq 802d ABG, 14 Feb 55. Exh 21

^{12/} Photos of 379th Bomb Sq. "English" Party. Exh 22

^{13/} Photo of General LeMay with Smoky Hill Commanders. Exh 23

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DISCIPLINE:

Total number of disciplinary cases reported by the 310th Wing during February was somewhat lower than the total recorded last month. During this reporting period the wing recorded a total of 14 Articles 15's, and three Special Courts-Martials. There were no Summary or General Courts-Martial cases reported by the wing. Only two AMOL's were reported for the period in addition to three JN cases. 14

14/ Interview by 310th Historian with Wing Comptroller.

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CHAPTER III
OPERATIONS AND TRAINING

FLYING TRAINING:

Flying in the tactical and air refueling squadrons during February reflected slightly increased totals over those recorded by the wing the previous month. The bombardment squadrons logged a total of 1,148:25 hours with the 380th Bombardment Squadron leading the way with 457:30 hours followed by the 379th with 367:10 hours and the 381st with 323:45 hours flying time. Tanker aircraft of the wing recorded a total of 493:45 hours flying time during this period for a grand total of 1,642:10 hours for both tanker and bomber aircraft. ^{1/}

The wing fell short of its projected flying goals by as much as 300 hours in the bombardment squadrons. For the month the tactical units were projected to fly 1,450 hours in B-47's, however, they managed to log only 1,148:25 hours. The tankers were projected to fly 650 hour but could manage to log only 493:45 hours. All toll the wing lost 458 hours of flying time to various causes including missions ordered by higher headquarters and poor weather conditions below minimum standards.

Weather conditions caused much consternation among 310th Bombardment Wing officials during the month. Poor flying weather,

^{1/} 310th Bomb Wing Production and Statistical Summary, Feb 55.
Exh 24

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mostly severe snow storms, ^{2/} forced the cancellation of many sorties with a resulting loss of many hours of flying time.

The following statistics are indicative of the training within the wing during February:

Total flying hours projected	B-47	KC-97
Total flying hours accomplished	1,450	650
Total sorties projected	1,143:25	493:45
Total sorties accomplished	213	106
	160	95

Combat crew gains and losses: None.

Crew member changes: One aircraft commander and one co-pilot.

New crews:

N56 formed 4 Feb 55.

N97TP and N98TP formed 26 Feb 55.

Crew status changes:

N56 disbanded 8 Feb 55 due to the fact that the aircraft commander was not qualified.

N54 disbanded 20 Feb 55 because of the transfer of the aircraft commander and observer on a PCS shipment.

N53 to N53, upgraded 21 Feb 55.

N10 to N10, upgraded 24 Feb 55.

N06 to N06, upgraded 26 Feb 55.

N24 disbanded 26 Feb 55 due to the fact that the aircraft commander was placed on combat ready crew.

Standardization crews:

R27 - Assigned to the Wing.

L08, L18 and L26 - Assigned to each of the tactical squadrons.

^{2/} Photo of B-47 on ramp after snow storm. Exh 25

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Ordered missions flown during the month of February were Operation "Spotlight" and "Kidglove". ^{2/} The latter operation was ordered by Headquarters, Fifteenth Air Force to test the operational readiness of the 310th Bombardment Wing by a graduation exercise involving a minimum of 70 per cent of assigned KC-97 and B-47 aircraft and aircrews. The graduation exercise was a Unit Simulated Combat Mission under the provisions of SAC Regulation 50-8. During this mission the wing was required to do the following: Perform a Special Weapons exercise on 1, 2 and 3 February 1955, with a total of 33 B-47 combat crews required to participate. Conduct simulated bombing attacks against camera bombing targets at Memphis, Tennessee, Indianapolis, Indiana and Davenport, Iowa and record radar bombing attacks against Los Angeles, California and Spokane, Washington RBS sites on 2, 3 and 4 February 1955, with a total of 33 B-47 aircraft and combat crews participating. Provide aerial refueling to maximum internal fuel load for B-47's on flight missions on 2, 3 and 4 February.

During the latter part of the month Wing Operations published Operations Order 15-55 (Nickname Orange Tree) ^{4/} which established policies and procedures to send the wing on its rotational movement to the UK. ^{2/} A series of meetings were set up to discuss the move as set forth in "Orange Tree".

^{2/} 310th Bomb Wing Ops Order 116-55, "Kid Glove," 27 Jan 55. Exh 26

^{4/} 310th Bomb Wing Ops Order 15-55, "Orange Tree," 23 Feb 55. Exh 27

^{5/} 310th Bomb Wing Staff Meeting Minutes, 1 Mar 55.

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During the month a series of changes to the new procedure for planning and scheduling air training requirements for the wing were published by the Operations Section. These changes revised parts of a regulation completed during January.

BOMBARDMENT SQUADRONS:

The tactical squadrons of the wing continued to push toward greater accomplishments in all areas and phases of flying training. During the month the wing was projected to fly 213 sorties in B-47 type aircraft and even with missions ordered by higher headquarters and adverse weather conditions the bombardment units managed to complete a total of 160 sorties which was slightly above the total number of sorties completed in January. All areas of training, especially in-flight refueling missions, night celestial missions, and long range navigation missions, were pushed toward the time when operation "Orange Tree" would be put into effect.

310TH AIR REFUELING SQUADRON:

Activity in all sections of the Air Refueling Squadron was at peak level during the month of February. In order to prepare for overseas deployment, a seven day work week schedule was initiated early in the month and continued throughout the period. Coupled with personnel deficiencies, this seven day week resulted in very heavy work loads for the personnel. On 25 February a squadron KC-97 departed Smoky Hill Air Force Base carrying the advance party of the

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310th Bombardment Wing and the 310th Air Refueling Squadron to their TDY stations in the United Kingdom.

A total of 106 sorties totaling 493:45 hours flying time were accomplished by the tanker aircraft during February. This total included 86 scheduled training sorties (429:15 hours), 11 inbound ferry flights (51:35 hours) and nine test flights (12:50 hours). Thirty-seven sorties totaling 132 hours flying time were flown in the training exercise ordered for the 310th Bombardment Wing by Operation "Kid Glove".

The 563 hours flying time programmed by the organization for the month of February was not accomplished due to stand-down for "Kid Glove", weather cancellations and the necessary scheduling of short duration sorties in support of night air refueling requirements of the 310th Bombardment Wing. Below minimum ceilings and/or snow resulted in the loss of 35 sorties (145 hours), freezing rain cancelled seven sorties for 28 hours and two B-47 cancellations or aborts resulted in a loss of 12 hours flying time. In addition to these local conditions, nine sorties for 36 hours were lost on 7 February due to a mission cancellation by higher headquarters. A total of nine training missions (30 hours) were lost to ground malfunctions.

At the end of the reporting period, this organization had 20 combat ready crews and one non-combat ready crew. Combat crew members

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gained during the month were two pilots, one engineer and seven radio operators. One complete combat crew (T09) was regressed (PCS to Loring Air Force Base, Maine). In addition to this crew loss, one combat crew navigator was sent PCS to Connally AFB, Texas and three flight engineers who were transferred to Castle AFB, California.

No additional non-combat ready crews were formed during the month due to the forthcoming TDI, a shortage of radio operators and the inability to schedule non-combat ready crews for flying because of combat crew commitments requiring most of the available flying hours and aircraft. Due to deferments from overseas service a large number of crew changes will occur in early March. An attempt is being made to qualify all personnel not presently on numbered crews as possible replacements. As personnel presently assigned and at school return to duty with the organization, additional crews will be formed. The one non-combat ready crew (M31) received no training as a crew.

SAC minimum training requirements not accomplished were pilot proficiency, day and night celestial, pressure pattern navigation and cruise control missions. Local weather conditions and excessive stand-down for "Kid Glove" were responsible for non-completion of minimum training requirements. Also, after completion of the exercise (Kid Glove) this organization was directed to support the night air refueling requirements of the 310th Bombardment Wing and thus was unable to schedule sorties for the purpose of completing a proportionate share of the minimum training requirements.

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Training accomplishments under SAC Regulation 50-3 for the month of February were tabulated as follows:

A. Rendezvous:

	<u>Attempted</u>	<u>Successful</u>
1. APM/2/76	53	47
2. APM 11	11	11
3. In Darkness	54	49

B. Refuelings:

1. Total (with B-47's)	48	48
2. 15,000 feet or above	44	44
3. In radio silence	26	26
4. In darkness	39	39
5. To gross weight of receiver	13	13
6. Dry hook-ups	102	102

C. Cruise Control:

1. Unsupervised long range c-c	5
2. Supervised long range c-c	1
3. Total	6

D. Navigation:

	<u>Number of Legs</u>	<u>Sq. CSA</u>
1. Night celestial	20	8.3
2. Day celestial	12	8.5
3. Grid	4	7.0
4. Pressure pattern	4	
5. Radar	8	

E. Pilot Proficiency:

1. Number of PP Missions	1
2. Take offs	6
3. Landings	6
4. GCA's	84
5. Approaches:	
a. Airborne radar	44
b. PFI	9
c. Gyro Out	2
6. Formation:	
a. Total time	45 Hours
b. Time 15,000 feet or above	44 Hours
c. Time at night	43 Hours

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OBSERVER:

During the month of February the following training was accomplished by the tactical squadrons:

<u>Squadron</u>	<u>Mile</u>	<u>CEA</u>	<u>Radar FMS</u>	<u>CEA</u>
379th Bomb Squadron	6	12.3	15	1,342
380th Bomb Squadron	21	12.2	35	3,589
381st Bomb Squadron	12	20.4	29	4,750
Wing	39	14.7	79	3,690

The Wing Observer, Major George Eldridge, departed Bocky Hill Air Force Base on 25 February for March Air Force Base as a member of the 310th Wing Planning Team to formulate plans for the deployment to the United Kingdom.

The last week in February was devoted to preparation for departure of the wing, its bombers, tankers and support personnel to the United Kingdom.

A long standing problem within the observer section was finally solved during the month with the receipt of sufficient copies of HO-249 tables from Headquarters Fifteenth Air Force. Lack of these tables had been a critical problem within the navigation section and hindered training operations. With the receipt of this material the wing found itself with sufficient navigation tables for the first time in many months.

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ENGINEERING:

A total of 57 long range cruise control missions were accomplished during the month by the tactical and air refueling squadrons of the wing. Of this total six long range missions were completed by KC-97 and the remaining 51 were accomplished by B-47 type aircraft. This was a big jump over previous months and was a direct reflection on the proposed plans to move the wing to the United Kingdom. A total of 132 hook-ups and 96 refuelings were accomplished in B-47 aircraft during the month and was also an increase over previous months.

FLYING SAFETY:

During the month of February Captain Donald J. Rutan, 310th Wing Flying Safety Officer, made two TDY trips to obtain information relative to the flying safety aspects of the move ent to the United Kingdom. The 43d Bombardment Wing was visited first and then both of the TDY stations in the United Kingdom were inspected for flying safety measures.

Several Operations Memorandums and Regulations were published during the month in conjunction with the Wing Flying Safety Program. The first one was on inoperative torquemeters on KC-97 models F and G. According to this memorandum if an inoperative torquemeter is noted prior to takeoff it will be grounds for an aircraft abort (ground) and will be charged as a maintenance abort. ^{6/}

6/ 310th Bomb Wing Ops Memo 62K-6, "Inoperative Torquemeter," 8 Feb 55. Exh 28

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Other directives published included a new standard procedure for planning and scheduling of air training requirements ^{7/} and crew rest. ^{8/} Various other policies and procedures were established by the Flying Safety section. The biggest new within the section during the month was the lack of accidents or incidents during the month. This was an improvement over the previous month when one incident occurred within the wing.

INTELLIGENCE:

In the Target section phase I of the EMP mission study, prescribed by Fifteenth Air Force Regulation 200-4, was accomplished for all crews assigned targets. Special Fifteenth Air Force examinations, for both B-47 and KC-97 crew members, were administered with the assistance of personnel from both operations and intelligence sub-sections. Sufficient briefing on IBDA (Immediate Bomb Damage Assessment) and pertinent phases of survival intelligence were presented to enable the crews to answer the examination questions. Target study, including ultra-sonic trainer runs, on the Heston simulation plate, was presented to all B-47 observers affording the opportunity to attend a four hour target study period.

The Radar Prediction Team was occupied by construction of plates for assigned EMP targets and also by modifying and correcting the Heston plates. Assistance was given in preparation of mission folders

^{7/} 310th Bomb Wing Reg 60-1A, "Flying Training," 4 Feb 55. Exh 29

^{8/} 310th Bomb Wing Reg 62-14A, "Crew Rest," 2 Feb 55. Exh 30

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and other EMP duties. Several members of the Intelligence section went TDY to March Air Force Base for three days to coordinate EMP plans and target materials.

GROUND TRAINING:

Formal B-47 MTD training was conducted on this base during the month of February. A total of 643 man hours of MTD training was scheduled with 643 hours actually being accomplished. B-47 electronics MTD was not scheduled during February because all personnel who were to be scheduled for this training were required to support commitments placed upon the wing by higher headquarters.

Combat crew training and general training for ground personnel was scheduled by the squadron training officers. A total of 13,538 man hours of training was accomplished in this area during the month. Training consisted of the following: link, intelligence, physical conditioning, security, OQ range, gunnery, instrument school and altitude indoctrination.

SPECIAL TRAINING:

A total of 23 maintenance personnel completed a three day basic altitude indoctrination course and a chamber flight. Eight aircrew members completed the refresher course and chamber flight. Fifty-one airmen completed the two and a half day course of the Airman's Proficiency Program which started 7 February 1955. Three maintenance

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personnel departed this station during the month to attend special training at other bases. The orientation program for the overseas movement was completed on 26 February 1955. A total of 2,600 man hours of training was accomplished. A total of six B-47 pilots completed an O.Q. Range exercise during the month.

B-47 STANDBOARD:

Crew R27, consisting of Majors Robert J Foss, aircraft commander; Virgil C Armstrong, pilot; and George W Eldridge, observer returned to full time duty as the Wing Standardization Crew. Major Foss became fully qualified as an instructor pilot during the month. New semi-annual emergency and proficiency examinations were administered to approximately 98 per cent of all B-47 crew members during February. The new basic TO 1B-47E-1 arrived on the base and was distributed to all crew members of the 310th Wing.

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CHAPTER IV
MATERIEL AND MAINTENANCE

During the past five or six months the primary problem confronting the wing in the materiel and maintenance sections had been the shortages of five and seven level personnel and the loss of skilled people on overseas and school reassignments. However, during February the outstanding materiel problem confronting the wing was the development of a procedure that would expedite the delivery of bits and pieces for reparable in base shops. At the end of the month the Armament and Electronics maintenance shops possessed approximately 150 components on the shelf and work benches awaiting parts. At no time since the arrival of KC-97 and B-47 aircraft in this wing has Base Supply been able to obtain a sufficient level to fill bench stock requisitions. This was indicative of the fact that depot stocks were likewise inadequate, therefore, an expeditious means of obtaining at least partial deliveries on such items in the near future is imperative. It was recommended that the logistical support aircraft assigned to tactical wings on Smoky Hill be utilized on a scheduled basis to assist in rectifying this problem. ^{1/}

At the Staff Meeting of 22 February the Director of Materiel indicated that the Base had a large quantity of adjustable steel shelves on hand which might be classified as bins which were available

^{1/} R & R, 31000, "Information Reflecting the Mission Accomplishment,"
5 March 55. Exh 31

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for issue providing the wing submitted proper paper work and UAL change requests. It was suggested that someone check the bins to find out if they were usable for storage purposes. Investigation was immediately initiated, however, a final report was not received until after the end of the February reporting period.

During the latter part of the month the Materiel Officer requested that all requests for drivers needed at the overseas mobility station be immediately forwarded to his office to insure that action be taken to get the necessary drivers licenses. No government vehicle will be driven at the TDY base unless the driver has a government license. It was also announced that the parking space for the three bombardment squadrons had been decided for the United Kingdom. ^{2/}

LOGISTICS:

Work within this section hit an all time high during the latter part of the month just as the wing was getting ready to depart for its overseas mobility. The Wing Logistics Officer, Major Robert W. Kirstetter, departed the base during the early part of the month with the Wing Survey Party to check on facilities and equipment at the wing's TDY station in the United Kingdom.

Many changes were made to the loading plan due to the turnover in the number of personnel scheduled to go on mobility. Several squadrons reported changes to the loading plan up to the very last

^{2/} 310th Bomb Wing Staff Meeting Minutes, 22 Feb 55. Exh 32

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day of the month. Due to critical shortages of personnel all the aircraft scheduled for MATS support aircraft were not utilized. The wing found itself approximately 160 personnel short of the desired number needed for deployment.^{2/}

SUPPLY:

The shortage of kill-frost tracks has caused the wing to lose numerous training sorties during the winter months. In many cases the 310th lost sorties because of excessive time required to remove ice from the aircraft. The share system between the 310th and 40th Bombardment Wings has proved to be inadequate.^{4/}

MAINTENANCE:

During the month the Armament and Electronics Squadron processed and completed a total of 1,123 work orders while the Field Maintenance Squadron processed and completed 1,247 work orders. Engine changes in the wing reached a new high this month as a total of 20 J-47 engines were changed along with two A-4360-59B engines.

Maintenance activities of the Armament & Electronics, Periodic, and Field Maintenance Squadrons were directed primarily toward the impending move of the wing to the United Kingdom. A period of stand-down was necessary to ready the aircraft for the long trip overseas. During the month of February a total of 11 B-47 type aircraft were

^{2/} 310th Directorate of Materiel Historical Report, Feb 55.

^{4/} Ibid.

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scheduled for periodic inspections. Of this total, 11 were actually processed through the maintenance docks. There were five KC-97 aircraft scheduled for periodic maintenance and of this total four were processed through the docks. During the month 19 B-47's were returned to their respective squadrons and four KC-97 aircraft were returned to the Air Refueling Squadron.

KC-97 "C" dock was moved from building 942 to hangar four on the 6th of February. B-47 "C" dock was established in building 942 during the early part of the month due to the wings B-47 commitments for the forthcoming TDY move. It was necessary to establish this dock to process the number of B-47 aircraft scheduled for the move. Maintenance Control and the Chief of Maintenance did much to ease the burden placed on the Periodic Maintenance Squadron.

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310TH COMBATANT ALG, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 28 February 1953)

Colonel John H de Russy	Commander
Colonel Murray A Bywater	Deputy Commander
Colonel Robert E Thacker	Director of Operations
Colonel Harry E Jones	Director of Material
Colonel Robert F. Corwin	310th Tactical Hospital
Major Melvin E Clark	Director of Personnel
Lieutenant Frank E Wagner	Adjutant
Major William L. Lavenshine	Director of Comptroller
Major William H Crawford	Inspector
Major Carroll Bennett	Comdr, 310th Field Maint Sq
Lt Col James B Jordan Jr	Comdr, 310th Periodic Maint Sq
Major Allen C Hart	Comdr, 310th Project Sq
Lt Col Howard L. McClatchy	Comdr, 379th Bomb Sq
Lt Col George J. Coll	Comdr, 384th Bomb Sq
Lt Col Harold G. Palmer	Comdr, 381st Bomb Sq
Major Jack E. Fancher	Comdr, 310th Air Refueling Sq
Captain Donald J. Hatten	310th Flying Safety Officer
Lieutenant Francis Hughes	310th Security Officer

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SIBL:13526

Source Material

Files:

Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing Central Files.
Headquarters, 310th Bombardment Wing Classified Files.
Headquarters, 310th Bombardment Wing Historical Files.

Official Publications:

General Orders:

Headquarters, Strategic Air Command.
Headquarters, Fifteenth Air Force.
Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

Special Orders:

Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

Regulations:

Headquarters, Strategic Air Command.
Headquarters, Fifteenth Air Force.
Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

Despatch Letters:

Headquarters, 310th Bombardment Wing.

Operations Memorandums:

Headquarters, 310th Bombardment Wing.

Operations Orders:

Headquarters, Fifteenth Air Force.
Headquarters, 310th Bombardment Wing.

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Secondary Material

Newspapers:

The Beacon, Rocky Hill Air Force Base. (Weekly)
The Air Force Times, United States Air Force. (Weekly)
The Salina Journal, Salina, Kansas. (Daily)

Staff Daily Diary.

Staff Meeting Minutes.

310th Bombardment Wing Staff Section Historical Reports:

Directorate of Operations.
Directorate of Personnel.
Directorate of Material.
Comptroller.
Inspector.

310th Bombardment Wing Squadron Historical Reports:

379th Bombardment.
380th Bombardment.
31st Bombardment.
Armament & Electronics.
Periodic Maintenance.
Field Maintenance.
310th Air Refueling.
310th Tactical Hospital.
310th Headquarters Section.

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HISTORY
OF
310TH BOMBARDMENT GRP, MEDICAL
GROUP WILL BE AHEAD OF
GROUP, PAGE 3

APPENDIX

APPENDIX

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LIST OF EXHIBITS

Exhibit No.

1. 310th Bomb Wing Reg 5-3, "Distribution for 310th Bomb Wing Publications," 14 Feb 55.
2. 310th Bomb Wing Reg 5-2, "Numerical Index of 310th Bomb Wing Publications," 14 Feb 55.
3. Ltr, Hq 802d ADiv, 1 Feb 55.
4. Ltr, Memo For: "Economy Program," 4 Feb 55.
5. Photostat of Press Releases on Mobility of 310th Wing.
6. Photo of Press Conference.
7. 802d ADiv Letter Order #83, 9 Feb 55.
8. 310th Bomb Wing Deployment Survey Team Report, 18 Feb 55.
9. Photo of General Montgomery's visit to Smoky Hill AFB.
10. 310th Bomb Wing Staff Meeting Minutes, 15 Feb 55.
11. TWX, Hq. Fifteenth Air Force, 19 Feb 55.
12. Photostat of Mission.
13. 310th Bomb Wing Staff Meeting Minutes, 2 Feb 55.
14. 310th Bomb Wing Management Control System, Feb 55.
15. 310th Bomb Wing Manning Chart, Feb 55.
16. R & R, COMDR, "Uniforms," 14 Feb 55.
17. Photo of Outstanding Airmen.
18. Photo of Sergeant Batterman receiving congratulations.
19. Information Bulleting of 310th Mobility.
20. Casualty Committee in the DA Program.

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21. Ltr, Hq 802d ABG, 14 Feb 55.
22. Photos of 379th Bomb Squadron "English" Party.
23. Photo of General LeMay with Smoky Hill Commanders.
24. 310th Bomb Wing Production and Statistical Summary, Feb 55.
25. Photo of B-47 on ramp after snow storm.
26. 310th Bomb Wing Ops Order 116-55, "Kid Glove," 27 Jan 55.
27. 310th Bomb Wing Ops Order 15-55, "Orange Tree," 23 Feb 55.
28. 310th Bomb Wing Ops Memo 62K-6, "Inoperative Torquemeter," 8 Feb 55.
29. 310th Bomb Wing Reg 60-1A, "Flying Training," 4 Feb 55.
30. 310th Bomb Wing Reg 62-14A, "Crew Rest," 2 Feb 55.
31. R & R, 310CC, "Information Reflecting the Mission Accomplishment," 5 Mar 55.
32. 310th Bomb Wing Staff Meeting Minutes, 22 Feb 55.

WING REGULATION)
NUMBER 5-3)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDICAL
Snaky Hill Air Force Base
Salina, Kansas

14 February 1955

PUBLICATIONS

Distribution for 310th Bombardment Wing Publications

(Supersedes Wing REG 5-3, 21 JUL 53)

1. PURPOSE: To outline the distribution formula and symbols for this Wing.
2. GENERAL: The formula and symbols indicated in table below will be the criteria for distribution of Special Orders, General Orders and other publications not specifically addressed to an activity.

	A	B	C	D	E	G	I
Fifteenth Air Force	X	X	X				
802d Air Division	X	X	X				
310th Medical Group	X	X	X	X			
Wing Staff	X	X					
Squadrons	X			X			
Maintenance Publications Distribution					X		
Crew Guide (E-47)						X	
Crew Guide (KC-97)							X

a. Distribution to individuals will be indicated by appropriate distribution symbol and indications of the number of copies to each individual concerned. Example:

DISTRIBUTION: "A" Plus
3 - EA INDIV

b. Distribution to agencies not indicated in table above will be as in paragraph 2a above except the activity concerned will be named.

c. Distribution to be withheld from certain activities will be indicated by the appropriate symbol minus activity concerned.

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d. Number of copies to each agency or individual will be determined by the distribution branch in the adjutant section depending upon the subject matter of the document.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK M. WAGNER
1STLT, USAF
Assistant Adjutant



DONALD W. BROWN
Major, USAF
Adjutant

DISTRIBUTION: "A"

1 COPY
OF THIS

DISTRIBUTION LIST

	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>G</u>	<u>I</u>
Fifteenth Air Force	2	2	2				
802d Air Division	2	2	2				
310th Medical Group	3	3	3	3			
Wing Adjutant	2	2					
Wing Comptroller	1	1					
Wing Personnel	3	3					
Wing Operations	5	5				10	21
Wing Intelligence	1	1					
Wing Materiel	5	5			5	5	5
Wing Inspector	1	1					
Tactical Squadrons	3			3		30	
Maintenance Squadrons	3			3	2		
ARS Squadron	3			3			44
Headquarters Squadron	3			3			

Inclosure 1 to WG REG 5-3, 14 FEB 55

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WING REGULATION)

NUMBER 5-2)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

14 February 1955

PUBLICATIONSNumerical Index of 310th Bombardment Wing Publications

(Supersedes WG REG 5-2, 20 SEP 54, and 5-2A, 20 OCT 54)

SECTION I	NUMERICAL INDEX OF 310TH BOMBARDMENT WING REGULATIONS	Page 1
SECTION II	NUMERICAL INDEX OF 310TH BOMBARDMENT WING OPERATIONS MEMORANDUMS	14

1. PURPOSE: To provide a list of all current 310th Bombardment Wing Directives which are assigned base numbers and general subject classification in accordance with AFR 5-1, as amended, and SAC REG 5-2.

2. MAINTENANCE OF FILES: Upon receipt of this regulation, files will be screened for shortages. All shortages will be placed on order through unit supply to 310th Wing Publications Control Officer. Additions or deletions will be posted to this index with appropriate notations as set forth in paragraph 3, SAC REG 5-2.

3. CLASSIFIED PUBLICATIONS: Classified publications are indexed herein by number, date, classification, and distribution only, except when the title is unclassified, in which case the title is listed preceded by the word (UNCLASSIFIED).

SECTION I - REGULATIONS

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
5 - PUBLICATIONS			
5-2	14 FEB 55	Numerical Index of 310th Bombardment Wing Publications	A;G;T
5-3	14 FEB 55	Distribution for 310th Bombardment Wing Publications	A
5-4			
5-5			
5-6	8 JUL 54	Operations Memorandum	A

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<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
5 - Publications (CONT)			
5-7	14 OCT 54	Aircrew Publications	A;G;T

6 - REPRODUCTION AND PRINTING

9 - FORMS MANAGEMENT

9-1

9-2	1 DEC 54	Numerical Index of 310th Bombardment	A
9-2A	1 FEB 55	Wing Forms	

10 - CORRESPONDENCE

10-1	23 AUG 54	Preparation and Handling of Military	A
10-1A	19 JAN 55	Correspondence	
10-2	1 FEB 54	Originator Symbols	A

11 - ADMINISTRATIVE PRACTICES

11-1

11-2	7 AUG 53	Supervisory Staff Visits	A
11-3	6 APR 53	Notification of Key Personnel	A

20 - ORGANIZATION - GENERAL

20-1	27 APR 54	Mission - 310th Bombardment Wing, Medium and Units Assigned	A
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<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
		30 - MILITARY RECORDS	
		31 - MILITARY RECORDS	
		32 - GROUND SAFETY	
		35 - MILITARY PERSONNEL	
35-1			
35-2	7 OCT 54	Crew of the Month	A
		36 - OFFICER PERSONNEL	
		39 - ENLISTED PERSONNEL	
39-1	10 APR 54	Clothing Showdown Inspections	A
39-2	1 OCT 54	Airman of the Month and Maintenance Man of the Month	A
39-3	1 FEB 55	Promotion of Airmen	A
		50 - TRAINING	
50-1	5 OCT 54	Air Refueling Board	A
50-2	15 NOV 54	Upgrading of Non-combat Ready Crews RCS: 15-T20	A
50-3	15 NOV 54	Air Training Report RCS: 4-SAC-T12	A
50-4	15 NOV 54	Qualification and Utilization Report of Aircraft Performance Engineers and Flight Engineer Technicians. RCS: 15-T25	A

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
50 - TRAINING (CONT)			
50-5			
50-6	6 AUG 54	Mission Planning, Target Study and Critique	A
50-7	1 JUL 54	Minimum Ground Requirements in Combat Crew Training	A;G
50-8			
50-9			
50-10	7 JUL 54	Physiological and Oxygen Training Program	A
51 - FLYING TRAINING			
51-1	20 JAN 55	Standard Procedure for Planning and	A
51-1A	4 FEB 55	Scheduling of Air Training Requirements	
51-2	14 JAN 53	Report of Non-Confirmed Jamming Against Radar Sites	A
51-3			
51-4			
51-5	1 FEB 55	Mission Reporting Procedures	A
51-6	27 APR 54	Instrument Training Board	A
51-7	28 MAY 54	Practice Airborne Radar Approach	A;G;T
51-8	29 JUN 54	Bombing-Navigation System Turn-On	A;G
51-9			
51-10	8 NOV 54	Standard Checkout and Recheck of Individual Aircrew Members and Complete Aircrews in B-47 Type Aircraft	A
SUPPL I	12 NOV 54	Standard Checkout and Recheck of Individual Aircrew Members in B-47 Type Aircraft	A

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
51 - FLYING TRAINING (CONT)			
SUPPL II			
III	15 NOV 54	Standard Checkout of Aircrews in B-47 Type Aircraft Under Provisions of SAC REG 51-19 (Safety of Flight)	A
51-11			
51-12	19 OCT 54	B-47 Air Training Records in Crew Folders	A;G
51-13	1 JUL 54	Standardization Boards Temporary and Permanent B-47	A
51-14			
51-15	31 JUL 54	Combat Crew Training Program and Permanent Records for B-47 Aircrews Under SAC REG 50-43	A;G
51-16			
51-17			
51-18	14 JUL 54	Standards for Upgrading B-47 Aircrews to Combat Ready Status	A;G
51-19	14 JUL 54	Aerial Live Gunnery Training Missions	A;G
55 - OPERATIONS			
55-1	2 AUG 54	RCN Messages	A;G;T
55-2	15 OCT 52	310th Bombardment Wing Control Room	A
55-3	18 NOV 54	Aircraft Scheduling Report RCS: SAC-F1	A
55-4			
55-5	21 OCT 54	Command Approval of Aircraft Flight Clearances	A;G;T

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
55 - OPERATIONS (CONT)			
55-6	18 OCT 52	High Winds and Storm Warnings	A;G
55-7			
55-8	21 OCT 52	Combat Availability Report	A
55-9	17 NOV 52	Assignment of Aircraft to Flight Crews	A
55-10			
55-11			
55-12	4 MAR 53	Authentication of SCCS Telephone Calls	A
55-13	17 AUG 54	Alert Notification	A
55-14	19 MAR 53	Air Route Traffic Control Clearance	A
55-15	15 JUN 53	Control Room Operations	A
55-16			
55-17	21 APR 54	Air Crew Personnel Assignment	A
55-18	16 AUG 54	Monitoring of Fuel in Air Refueling Tanks	A;T
55-19	19 Aug 54	Practice Aborts in KC-97 Aircraft	A;T
55-20	11 JUN 54	Evaluation of Select and Lead Crews	A
55-21	29 JUN 54	B-47 Aircraft Commanders and Pilot Check Lists	A;G
55-22	29 JUN 54	B-47 Flare Speed Placard	A
55-23	23 AUG 54	Combat and Tanker Crew Guides	A;G;T
55-24			
55-25	14 OCT 54	B-47 Airspeed Indicator Cross-Check	A;G
55-26			
55-27	8 JUL 54	Report of Gross Bombing Errors	A;G

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
55 - OPERATIONS (CONT)			
55-28	8 JUL 54	B-47 Long Range Cruise Control Mission	A;G
55-29			
55-30			
55-31	19 OCT 54	B-47 Landing Gear Malfunctions	A;G
55-32			
55-33	8 JUL 54	Runway Grade Correction	A;G;T
55-34			
55-35	14 JUL 54	Observers B-47 Operating Procedures	A;G
55-36	17 AUG 54	B-47 Fuel Loads	A;G
55-37			
55-38			
55-39	20 JUL 54	Weight and Balance Chart	A;G
55-40	20 JUL 54	Duties of Squadron Aircraft Performance Officer	A
60 - FLYING			
60-1			
60-2	2 AUG 54	Command of Aircraft	A
60-3			
60-4	30 SEP 54	Air Refueling Procedures	A;G;T
60-5			
60-6	20 AUG 54	Local Weather Minimum KC-97 Type Aircraft	A;T
60-7			
60-8	27 OCT 53	Standing Operating Procedures for KC-97 Observers	A

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
		60 - FLYING (CONT)	
SUPPL			
I	27 OCT 53	Checklists for KC-97 Observers	A
IA	10 APR 54		
II	8 OCT 54	Polar Grid Navigation	A;T
III			
IV	19 AUG 54	Use of the Trailing Wire Antenna	A;T
V			
VI			
VII	4 OCT 54	Standard Operating Procedures for Pre-flight and Operation of AN/APN 12 and AN/APN 76	A;T
VIII	9 DEC 53	Emergency Procedures for KC-97 Observers	A
60-9			
60-10	24 OCT 53	Standard Operating Procedures for KC-97 Radio Operators	A
SUPPL			
I	24 OCT 53	Checklists for KC-97 Radio Operators	A
IA	13 APR 54		
IB	19 OCT 54		
IC	1 NOV 54		
60-11	4 NOV 53	Standing Operating Procedures for KC-97 Scanners	A
60-12	14 OCT 53	Standing Operating Procedures for KC-97 In-Flight Refueling Specialists	A
SUPPL			
I			
II	20 AUG 54	Scanning Procedures During Air Refueling Operations	A;T
60-13	25 OCT 53	Standing Operating Procedures for Check Out of KC-97 Crews	A

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
60 - FLYING (CCNT)			
SUPPL			
I	25 OCT 53	Safety-of-flight Checkout	A
II	14 JAN 54	Checkout of KC-97 Crews	A
III	19 OCT 53	Checkout of KC-97 Flight Engineers for Manual Landing & Spark Advance	A
60-14	5 FEB 54	Standardization Board Activities	A
SUPPL			
I	10 APR 54	KC-97 Standardization Checks	A
C1	25 JUN 54		
C2	13 AUG 54		
II	11 JAN 55	B-47 Standardization Checks	A;G
C1	8 FEB 55		
60-15	7 OCT 54	Cross Checking the Fluxgate Compass	A;T
60-16	16 APR 54	Aircraft Off Runway or Taxiway	A;G;T
60-17			
60-18			
60-19			
60-20			
60-21			
60-22			
60-23			
60-24			
60-25			
60-26			
60-27	8 NOV 54	Celestial Navigation	A;G;T
60-28	23 JUL 54	AFR 60-2 Requirements	A

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
62 - FLYING SAFETY			
62-1			
62-2	17 OCT 52	Aircraft Incident Report	A
62-3	9 AUG 54	Fouling of Throttle Controls	A;G;T
62-4			
62-5			
62-6	10 JUN 54	Change of Crew Positions During Flight B-47 Aircraft	A;G
62-7	29 JUN 54	Engine Runup & Ground Handling of B-47 Type Aircraft	A
62-8			
62-9	20 DEC 54	Practice Operation of Emergency Landing Gear System	A;G
62-10	19 JUL 54	Trim Coordination Flights for B-47 Aircraft	A;G
62-11	19 JUL 54	B-47 Taxi and Jet Engine Operation During Taxi	A;G
62-12			
62-13	18 AUG 54	Aircraft Accident Prevention Meetings	A
65 - MAINTENANCE - ENGINEERING AND SUPPLY			
65-1	7 JAN 53	SAC E9A Report	A
65-2	27 MAY 53	Transfer of Aircraft	A
65-3	15 JAN 54	Aircraft Assignment	A
66 - MAINTENANCE - ENGINEERING			
66-1			
66-2	23 APR 53	Command Responsibility in Aircraft Maintenance	A

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<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
66 - MAINTENANCE - ENGINEERING (CONT)			
66-3			
66-4	23 NOV 54	Ground Refueling and Defueling of Aircraft	A;G;T
66-5	2 JUL 54	Single Point Refueling	A;G
67 - SUPPLY			
67-1	10 FEB 53	Squadron Supply Activities	A
82 - SPECIAL WEAPONS			
82-1	19 JUL 54	Special Weapons Training	A
82-2	1 OCT 54	Special Weapons Reading File	A
95 - PHOTOGRAPHY			
95-1			
95-2	21 JAN 53	Radar Scope and Visual Training Photography	A
100 - COMMUNICATIONS			
100-1	14 JUL 54	Imitative Deception	A;G;T
100-2	12 JUL 54	Radio Operators Flight Packet (RCFP)	A;T
100-3	30 JUL 54	Radio Operators Inflight Kit	A;T
100-4	31 AUG 54	AN/ARC-3 Crystals	A;T
100-5	14 JUL 54	Reporting Interference or Jamming Incidents	A;G;T
100-6	21 JUL 54	Use of Voice Call Words	A;G;T

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
100 - COMMUNICATIONS (CONT)			
100-7	12 JUL 54	Loss of UHF Communications	A;G;T
100-8	29 NOV 54	Radar Interference or Jamming Incidents	A;G;T
100-9	21 JUL 54	UHF/VHF Command and HF Liaison Radio Frequencies	A;G;T
100-10	12 JUL 54	Utilization of UHF/DF and VHF/DF Facilities	A;G;T
100-11	12 JUL 54	Bombing and Gunnery Range UHF Frequencies	A;G
100-12	12 JUL 54	Communications Procedures and Frequencies for RBS Missions	A;G
100-13	12 JUL 54	FOX Type Messages	A;T
100-14	26 AUG 54	CONFIDENTIAL (Unclassified) Standard Operations of IFF	SPEC
123 - INSPECTION			
123-1	16 JUL 53	Wing Inspection Procedures	A
136 - ARMAMENT			
136-1			
136-2			
136-3	30 AUG 54	Turret Not Stowed Warning Light	A;G
137 - ARMAMENT - ELECTRONICS			
137-1			
137-2	7 SEP 53	Radar Operator's Report	A

WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
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170 - COMPTROLLER

170-1	17 MAR 53	Reports Control	A
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205 - SECURITY

205-1	27 DEC 54	Wing Sabotage Alert	A
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205-2	15 OCT 53	Aircraft Security	A
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335 - AERIAL GUNNERY

335-1	24 JUL 54	Bombing and Gunnery Ranges	A;G
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400 - LOGISTICS

WG REG 5-2

SECTION II - OPERATIONS MEMORANDUMS

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
50 - TRAINING			
50-1			A;G
50B-2	18 OCT 54	B-47 Brake Chute Operation	A;G;T
50-3	5 OCT 54	SCP for Crews attending Advanced Survival Training	A
50-4	8 OCT 54	Target Complex Analysis and Aiming Point Study	A
50B-5	15 NOV 54	Daily Combat Crew Schedule	
51 - FLYING TRAINING			
51-1	3 AUG 54	Navigation Training Facilities and Transition Areas	A;G;T
51-2			A;G
51B-3	8 SEP 54	B-47 Approach Chute Utilization	A;G
51B-4	7 OCT 54	Training Policy and Desired Minimum Flight Requirements for Attainment of Combat Ready Status (B-47)	A;G
51B-5	16 DEC 54	Bombing	

WD REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
55 - OPERATIONS			
55B-1	20 JUL 54	B-47 Operational Engineering Section	A
55-2	21 JUL 54	Request for Special Qualification Orders for Flying Personnel	A
55B-3	12 AUG 54	B-47 Mobile Control Officer	A;G
55-4			
55B-5	25 OCT 54	Minimum Training Required Prior to Flight in B-47 type Aircraft	A;G
55K-6	9 AUG 54	Fuel Management	A;T
55-7			
55B-8	15 SEP 54	Familiarization Flights in B-47	A
55B-9	15 SEP 54	Engine Cooling Prior to Shutdown	A;G
55K-10	11 OCT 54	Air Refueling	A
55K-11	11 OCT 54	Fuel Management KC-97G	A;T
55B-12	25 OCT 54	Minimum Fuel Reserve	A;G
55B-13	5 JAN 55	K-38 Camera Operation	A;G
55B-14	20 JAN 55	EMP Release of Special Weapons	A

60 - FLYING

60-1			
60B-2	13 OCT 54	B-47 Approach Chute and Brake Chute Jettisoning	A;G
60-3			
60-4	28 SEP 54	Minimum Flight Requirements	A

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WG REG 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
60 - FLYING (CONT)			
60B-5	8 DEC 54	B-47 Restrictions and Weather Minimums	A;G
60B-6	2 NOV 54	B-47 Oxygen and Cockpit Checks	A;G
62 - FLYING SAFETY			
62-1	18 AUG 54	Reporting of Damage to Aircraft	A;G;T
62B-2	18 AUG 54	B-47 Observer's Ejection Seat	A;G
62B-3	23 SEP 54	Initial Training Requirements Prior to Flying B-47 Aircraft	A;G
62B-4	30 NOV 54	Use of Parachute in B-47 Bomb Bay	A;G
62-5	15 JAN 55	310BCMWG Aircraft Accident Prevention Campaign	A
62K-6	8 FEB 55	Inoperative Torquemeter	A;T
100 - COMMUNICATIONS			
100-1	14 OCT 54	Wing Control Radio - "JOLLY CONTROL"	A;G;T

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Assistant Adjutant



D. M. BROWN
MAJ, USAF
Adjutant

DISTRIBUTION: "A" Plus "G", "T"

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0698

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

1 February 1955

Colonel John H. de Russy
Commander, 310th Bombardment Wing
Smoky Hill Air Force Base
Salina, Kansas

Dear John:

As a result of the Air Force economy program, this station has suddenly been placed in the position of not having adequate base maintenance and operations (Project 458.99) funds to accomplish our assigned mission in the desired manner.

This shortage of funds is occasioned principally by recent increases in costs and the continuing decentralization of centrally procured items to local purchase. It is important now that we institute a more effective, systematic budgeting procedure for all future expenditures of available funds. To do otherwise will place us in the precarious and embarrassing position toward the end of the fiscal year of suspending all operations due to lack of funds. It is necessary, therefore, that our current economy program, though presently effective, be further restricted and controlled.

Effective immediately all future requests for TDY will be forwarded to the Division Director of Operations and approved by my office; all long distance telephone calls will be more strictly monitored by staff heads to insure that their respective telephone budgets are not exceeded; and all local purchases, regardless of the amount, will be screened by the Base Director of Materiel for operational essentiality. Any reported case evidencing a lack of economical judgment or needless expenditure of station funds will be required to be explained fully in writing to my office.

In addition, the provisions of 802d Air Division Regulation 91-1, and 802d Air Base Group Cost-Conscious Memoranda numbers one through five will be reviewed, thoroughly discussed with supervisory personnel, and strictly enforced.

These supplementary restrictions and controls will remain in effect until the end of the fiscal year or unless additional funds are received.

/s/t/ JOHN R. SUTHERLAND
Brigadier General, USAF
Commander

0699

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

4 February 1955

MEMORANDUM FOR: COMMANDER,

SUBJECT: Economy Program

1. Your attention is directed to the attached letter received from the Commander, 802d Air Division. The active cooperation of your command is urgently required to assist in accomplishing the stringent economy program directed by the critical shortage of maintenance and operations funds (Project 458.99).

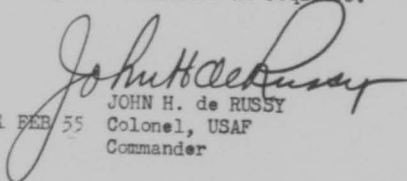
2. It is my desire that you read General Sutherland's letter and discuss 802d Air Division Regulation 91-1 with your staff and supervisory personnel, inviting their cooperation. Your suggestions on means of actively effecting the required economy measures are desired for passing on to other units of this command and to the Division Headquarters.

3. Particular attention should be given to the types of expenditures detailed in the third paragraph of the Division Commander's letter. I also believe that before submitting requests for local purchase items, supply staff coordination with all units of my command should be accomplished by the initiator. I am certain that many squadron supply officers have stock-piled sensitive items against emergencies. This is the emergency they predicted!

4. In compliance with 802d Air Division Regulation 91-1 and the 802d Air Base Group Cost-conscious memoranda, and with the cooperation of every unit of this command, we can give material assistance to General Sutherland in effecting the economies he requests.

1 INCL

LTR fr GEN Sutherland, 1 FEB 55


JOHN H. de RUSSY
Colonel, USAF
Commander

0700

The Salina Advertiser-Sun

TWELVE PAGES IN TWO SECTIONS

SALINA, KANSAS, THURSDAY, FEBRUARY 1, 1950

OFFICIAL PAPER OF THE CITY

Continued From Page 1

310th to Leave Smoky Hill For 90 Days

The 310th Bombardment Wing, which has been based at Smoky Hill Air Force Base, Kansas, since its activation in 1946, is scheduled to leave the base for a 90-day tour of duty in England. The wing, which is composed of the 310th Bombardment Squadron, the 310th Bombardment Squadron, and the 310th Bombardment Squadron, will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base. The wing is scheduled to leave Smoky Hill Air Force Base on February 1, 1950, and will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base. The wing is scheduled to leave Smoky Hill Air Force Base on February 1, 1950, and will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base.

310th Bomb Wing Going To England For 90 Days

The 310th Bomb Wing, the planes and men, will leave Smoky Hill AFB in early March for a 90-day tour of duty in England.

The 310th Bomb Wing, which has been based at Smoky Hill Air Force Base, Kansas, since its activation in 1946, is scheduled to leave the base for a 90-day tour of duty in England. The wing, which is composed of the 310th Bombardment Squadron, the 310th Bombardment Squadron, and the 310th Bombardment Squadron, will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base. The wing is scheduled to leave Smoky Hill Air Force Base on February 1, 1950, and will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base.

The 310th Bomb Wing, which has been based at Smoky Hill Air Force Base, Kansas, since its activation in 1946, is scheduled to leave the base for a 90-day tour of duty in England. The wing, which is composed of the 310th Bombardment Squadron, the 310th Bombardment Squadron, and the 310th Bombardment Squadron, will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base. The wing is scheduled to leave Smoky Hill Air Force Base on February 1, 1950, and will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base.



Col. John A. Brown, commander of the 310th Bomb Wing, is shown in a portrait. He is wearing a military uniform and a pilot's wing.

The 310th Bomb Wing, which has been based at Smoky Hill Air Force Base, Kansas, since its activation in 1946, is scheduled to leave the base for a 90-day tour of duty in England. The wing, which is composed of the 310th Bombardment Squadron, the 310th Bombardment Squadron, and the 310th Bombardment Squadron, will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base. The wing is scheduled to leave Smoky Hill Air Force Base on February 1, 1950, and will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base.

310th Bombwing Going To England

Continued from Page 1

The 310th Bomb Wing, which has been based at Smoky Hill Air Force Base, Kansas, since its activation in 1946, is scheduled to leave the base for a 90-day tour of duty in England. The wing, which is composed of the 310th Bombardment Squadron, the 310th Bombardment Squadron, and the 310th Bombardment Squadron, will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base. The wing is scheduled to leave Smoky Hill Air Force Base on February 1, 1950, and will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base.

The 310th Bomb Wing, which has been based at Smoky Hill Air Force Base, Kansas, since its activation in 1946, is scheduled to leave the base for a 90-day tour of duty in England. The wing, which is composed of the 310th Bombardment Squadron, the 310th Bombardment Squadron, and the 310th Bombardment Squadron, will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base. The wing is scheduled to leave Smoky Hill Air Force Base on February 1, 1950, and will be replaced by the 310th Bombardment Squadron, which is currently based at Smoky Hill Air Force Base.

Press Conference announcing move of
310th Wing to United Kingdom.

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0702



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HEADQUARTERS
802D AIR DIVISION (SAC)
Smoky Hill Air Force Base
Salina, Kansas

SUBJECT: Letter Order 83

9 February 1955

TO: See Distribution

1. ESPWC CFM VOC, 28 JAN 55 and made REC:

FNOA, ORG INDC, this STA, AUTH access to CLAS MAT RQR SCTY CLNC of Secret for PD this TDY only, WP Kansas City, MO., Sadalia AFB, MO., Chanute AFB, ILL, on or APT 38 JAN 55, on TDY APRX 2 days, for purpose of TRANS PERS MSN (DPUC); UCMR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 801-153 10-5E. TDN 5753400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19, 15AFR 35-2.

CAPT	WILLIAM E. WHITEAKER, AO550170	802d OPR SQ, 802d AB GP
1STLT	RICHARD N. HOUDSHELDY, AO1908332	310th FLD MAINT SQ, 310th BOMWG
A/2C	MICHAEL D. DOUGHERTY, AFL7367614	HQ 802d AB GP

2. SNOP 7, LTRO 79, this HQ, CS, relating to TDY of Officers this STA, to March AFB, CALIF., as reads: "LTCOL JAMES E. JORDAN JR, 6244A", 310th PD MAINT SQ, 310th BOMWG, IATR: "LTCOL JAMES E. JORDAN JR, 6244A".

3. FNOA, 40th AREFS, 40th BOMWG, this STA, AUTH access to CLAS MAT RQR SCTY CLNC of Secret for PD this TDY only, WP Tinker AFB, OKLA., on or APT 10 FEB 55, on TDY APRX 2 days, for purpose of Ferrying ACFT 51-319 to Tinker AFB, LT PFEIFFER & CR will RTN with ACFT 51-327, CAPT KANAR & CR will RTN with ACFT 51-317, on PROJ IRAN. (DPUC); UCMR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-185 10-5D. TDN 5753400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19, 15AFR 35-2.

1STLT	ALBERT B. PFEIFFER, AO2092166
1STLT	DAVID J. OTTENSMEYER, 22490A
CAPT	GORDAN G. DETTMAN, AO809332
SSGT	ROBERT VEDDER, AFL2379657
A/2C	HAROLD J. ALLAIN, AF19422922
A/1C	SAMUEL C. HAYS, AF184118C5
A/2C	DONALD H. KELLEY, AFL1236528

CAPT	JAMES R. KANAR, AO822739
1STLT	STEPHEN H. SHELTON, AO2228304
1STLT	STAFFORD J. PELISH, AO2226158
SSGT	RICHARD W. ZAENGLE, AFL2374552
A/1C	WILLIAM E. McDONNA, AF16409720
TSGT	ROBERT P. WYATT, AF34517032
A/1C	DONALD E. BRUESEROFF, AFL7364981

0704

LTRO 83, 9 FEB 55

4. LTRO 73, this HQ, CS, relating to TDY of Officers & AMN this STA, to APO 864, APO 147, APO 194, NY, NY., is REVO.

5. ESPWO CFM VOC 7 FEB 55 and made REC:

FNOA, CRG INDC this STA, AUTH Access to CLAS MAT RQR SCTY CLNC as INDC, for PD this TDY only, WP APO 864, APO 147, APO 194, NY, NY., on or ABT 7 FEB 55, on TDY APRX 9 days for purpose of Survey of bases IAW SAC REG 55-41, 14 JUN 54. (DPUO); UCWR this STA, CIPAP. TVL by MIL ACFT DIR when AVAL. LTCOL RIFKIN DSG as TOPSEC Courier. TCS. SAC Funding NR RC-53. TDN 5753400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19, 15AFR 35-2 & 15AF MSG DOOT 275, 19 JAN 55 NEAC NEOOP 5614, 14 JAN 55, 15AF MSG DOOT 196, 13 JAN, DOOT 210, 14 JAN, FS 8449, 25 JAN, SAC REG 55-41.

COL	MURRAY A. BYWATER, 1586A, HQ 310th BOMWG SURVEY TEAM COMDR	TOPSEC
LTCOL	NICHOLAS J. RIFKIN, AO564140, HQ 310th BOMWG SURVEY TEAM EXEC	do
LTCOL	SHADRACH E. DAVIS, AO565166, HQ, 802d AB GP	do
MAJ	FOUNTAIN L. BROWN JR, 14084A, HQ, 310th BOMWG	do
MAJ	MELVIN E. CLARK, 14422A, HQ 310th BOMWG	do
MAJ	ROBERT W. KERSTETTER, AO425518, HQ 310th BOMWG	do
MAJ	WILLIAM L. LAVAGNINO, 8555A, HQ 310th BOMWG, SURVEY TEAM REC	do
CAPT	NATHAN L. GILES, AO842405, 310th AREFS, 310th BOMWG	do
CAPT	VINCENT W. HURN, AO575058, 310th FLD MAINT SQ, 310th BOMWG	do
CAPT	DONALD J. RUTAN, AO672441, HQ 310th BOMWG	do
CAPT	KENNETH R. WILLARD, AO936179, HQ 310th BOMWG	do
1STLT	HERBERT K. L. LEE, AO2230330, 310th AREFS, 310th BOMWG	SEC
2NDLT	THOMAS H. MEYERS, AO3034077, 310th AREFS, 310th BOMWG	do
CWO	ELDON W. MEEKER, 950932E, 310th A&E MAINT SQ, 310th BOMWG	TOPSEC
MSGT	RONALD V. BONNEAU, AF16117916, HQ 310th BOMWG	do
MSGT	CLIN W. LAMBERT, AF18154823, 310th AREFS, 310th BOMWG	SEC
MSGT	CLIFFORD S. VINCETT, AF12148450, 379th BCSQ, 310th BOMWG	do
MSGT	EARL W. WORTHINGTON, AF19356307, 310th FLD MAINT SQ, 310th BOMWG	do
TSGT	THOMAS B. CRISP, AF19333794, 310th PD MAINT SQ, 310th BOMWG	do
TSGT	ROBERT B. SCHAEFFER, AF12292153, 310th A&E MAINT SQ, 310th BOMWG	do
SSGT	JAMES M. SMITH, AF17009814, 310th AREFS, 310th BOMWG	do
A/IC	GILBERT J. DEVINE, AF17364788, 310th AREFS, 310th BOMWG	do
A/IC	DONALD L. O'KRAKEL, AF19404057, 310th AREFS, 310th BOMWG	do
A/IC	HUBERT V. SLOANE JR, AF11217355, 310th AREFS, 310th BOMWG	do
A/IC	WAYNE D. ZANG, AF18406078, 310th AREFS, 310th BOMWG	do

BY ORDER OF THE COMMANDER:

William C. Johnson
 WILLIAM C. JOHNSON
 1STLT, USAF
 Assistant Adjutant

DISTRIBUTION:

A

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0705

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

310TH BOMBARDMENT WING, MEDIUM
DEPLOYMENT TEAM SURVEY REPORT

CONFIDENTIAL

0706

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

310DCO

18 February 1955

SUBJECT: 310th Bombardment Wing Deployment Survey Team Report

TO: See Distribution

1. Pursuant to authority contained in SAC REG 55-41 and message COMDRSAC DOOP 2661, 19 JAN 55 and LO 73, Headquarters, 802d Air Division Smoky Hill Air Force Base, Salina, Kansas, 4 FEB 55, the 310th Bombardment Wing Survey Team conducted a survey of the Upper Heyford and Brize Norton Air Force Base in the United Kingdom 9-12 FEB 55 in preparation to deployment of the Wing.

a. Itinerary:

Depart Smoky Hill AFB	6 FEB 55
Arrive Harmon	7 FEB 55
Arrive Brize Norton	8 FEB 55
Arrive 7th Air Division	9 FEB 55
Arrive Upper Heyford	10 FEB 55
Arrive Brize Norton	11 FEB 55
Arrive 7th Air Division	12 FEB 55
Return Smoky Hill AFB	14 FEB 55

b. Enroute to the United Kingdom, the team conducted a survey of the Harmon AFB, Newfoundland to ascertain the capabilities of that base to support the enroute elements of the 310th Bombardment Wing. The

0707

results of this survey are incorporated in Inclosure ²/₄ of this Report.

c. Upon arrival in the United Kingdom and on reporting to the Commander, 7th Air Division, the Survey Team was presented a briefing by the 7th Air Division staff on the general structure and procedures typical of the environment. At the conclusion of the briefing, the Survey Team members joined their respective counterparts of the 7th Air Division for detailed discussions.

d. On 10 FEB 55 the Survey Team was given a comprehensive briefing of the Upper Heyford AFB by Colonel T. J. Dacey, Jr, Commander, 3918th Air Base Group. Following the briefing the Team made a detailed study of all the base facilities and support capabilities. A comprehensive compilation of data obtained is presented in the Inclosures and Tabs of this Report.

e. On 11 FEB 55 the Survey Team proceeded to the Brize Norton AFB where the Upper Heyford survey procedure was duplicated, commencing with a detailed briefing by Colonel W. M. VanSickle, Commander, 3920th Air Base Group. A similar comprehensive summary of this base is contained in the Inclosures and Tabs of this Report.

f. At the conclusion of the two base survey, the Team again reported to Headquarters, 7th Air Division on 12 FEB 55 to discuss in recapitulation of the areas requiring clarification or the attention of that Headquarters.

g. In addition to the Upper Heyford and Brize Norton surveys, a member of the Team was dispatched to the Lakenheath AFB to discuss the operational aspects of the rotational period now being experienced by the 321st Bombardment Wing, (M).

h. The Survey Team departed the Brize Norton AFB on 14 FEB 55 and arrived at Smoky Hill AFB on 15 FEB 55.

2. WING COMMANDER'S GUIDE: The 7th Air Division has prepared a Wing Commander's Guide designed to serve as a "Bible" for SAC units serving TDY under the 7th Air Division in the United Kingdom. This volume is a "must" to all Wing Commanders. A copy was obtained by the Survey Team.

3. BASE RECEPTION PLANS: The three bases - Ernest Harmon AFB, Newfoundland; Upper Heyford and Brize Norton, England - have each published detailed reception plans for units utilizing the facilities of their installations and are attached to this Report as Inclosures 1, 2 and 3.

4. While all functions of command are dealt within the above mentioned documents, specific areas were meticulously studied by the Survey Team, emphasizing action items and summarized as follows:

- a. Tab I - Materiel.
- b. Tab II - Personnel.
- c. Tab III A - Operations and Training.
- d. Tab III B - Services.
- e. Tab III C - Security.
- f. Tab III D - Communications.
- g. Tab III E - Flying Safety.
- h. Tab IV - Comptroller.

5. MAJOR PROBLEM AREAS: The major problem areas which are considered of sufficient importance to require the attention of the 802d Air Division or higher headquarters are delineated below. It is proposed that those which cannot be resolved at this level be reported to Headquarters SAC in accordance with SAC REG 55-41.

a. Personnel:

- (1) Personnel manning required by 400-1A are generally in place on both Upper Heyford AFB and Brize Norton AFB. Total body manning is in excess of 100% on both stations, but shortages exist as listed below for personnel to complete the requirements of 400-1A.
 - (a) Both bases will require additional PBX operators due to the manual system of operation presently in use in the United Kingdom. An Augmentation of sixteen switchboard operators over and above that listed by our Mobility Plan is needed in order to provide both stations with twenty-four hour telephone service. (Mobility Plan authorization - five).
 - (b) Due to a shortage of mess personnel at both bases, a requirement exists for this Wing to deploy with thirty-three more cooks and six more cooks' helpers than are provided for in the Mobility Plan. (Mobility Plan authorization - 40).
 - (c) A requirement exists for sixteen more air policemen than are provided for in our Mobility Plan. (Mobility Plan authorization - 146).
 - (d) An augmentation of seven fire fighters more than listed in the Mobility Plan will be necessary in order to complete crash and rescue teams at both bases. (Mobility Plan authorization - 14).

- (e) Eighteen motor vehicle drivers and fourteen mechanics in excess of the Mobility Plan requirements are needed to support the motor pools of the two stations. (Mobility Plan authorization: 8 Mechanics and 33 drivers)
- (2) In addition to these shortages needed, refueling at both stations utilizes F-6 units. Refueling personnel deploying with this organization should be capable of operating this type of equipment. This will necessitate the re-training of hydrant refueling personnel prior to deployment.
- (3) A detailed analysis of the personnel status at each station is shown in Inclosure I to Tab II A.

b. Materiel:

- (1) A moisture and air filter system required for serving the A-5 gunnery system is not available at the forward station. It is believed that action should be taken by higher headquarters to provide a moisture and air filter, dehydrating unit, for a Victor 4A3P compressor, Worthington Products Corporation, or dehydrating unit, high pressure, air portable, Dayton Aircraft Products, Part NR 12770, at the forward station.
- (2) 7th Air Division stated that it would be necessary to have an N-1 compass mock up for B-47 support. This item has not been authorized the 310th Bombardment Wing prior to this date, per directive by 15AF. Therefore, this deficiency must be forwarded to

higher headquarters for resolution. There are currently none on hand with the 310th Bombardment Wing.

- (3) The propeller shop at Brize Norton is short the following items: Two each fixture, test, sump, S/N 7CAD-294521-7; and one each tester, lock solenoid valve, S/N 7CAC-801314-7. As these are items of joint useage at the home station, action must be taken to obtain them through a higher headquarters for deployment with the wing, or for in place allocation at the forward station.
- (4) The most critical item of deficiency while not a materiel problem, directly affects materiel. This is the manning of the 310th and 802d Air Base Group personnel fields, as directly affects the maintenance capability for the B-47 and KC-97 aircraft. These specific shortages outlined in Tab II have been forwarded to 15AF by prior messages but should again be sent to higher headquarters for resolution to affect a completely efficient deployment and operation subsequent to deployment.

Murray A. Bywater
MURRAY A. BYWATER
Colonel, USAF
Survey Team Commander

- 4 INCL:
1. Upper Heyford Brochure
 2. Brize Norton Reception Plan
 3. Ernest Harmon Reception Plan
 4. 310BOMWG Functions Narrative

DISTRIBUTION: "A" plus
COMABGP 802, 2 CYS
COMADIV 802, 2 CYS
802DM, 2 CYS
802DO, 2 CYS
4OBOMWG, 2 CYS

TAB I

M A T E R I E LSECTION I

1. GENERAL:

a. Narrative:

- (1) The Materiel portion of the Survey Team included the following members:

LTCOL Shadrach E. Davis	802d Air Base Group
MAJ Robert W. Kerstetter	HQ, 310th Bomb Wing
CAPT Vincent Hurn	310th FLD MAINT SQ
CWO Eldon W. Meeker	310th A&E MAINT SQ
MSGT Ronald V. Bonneau	HQ 310th Bomb Wing
MSGT Clifford F. Vincett	379th Bomb SQ
MSGT Earl W. Worthington	310th FLD MAINT SQ
TSGT Thomas E. Crisp	310th Periodic MAINT SQ
TSGT Robert B. Schaeffer	310th A&E MAINT SQ

- (2) The following personnel were contacted by the team during the course of the survey with headquarters as indicated:

7th Air Division

COL H. I. Shingler	Director of Materiel
COL C. E. Sodderstrom	DEP Director of Materiel
LTCOL M. K. Boger	Chief of A&E DIV
LTCOL C. R. Kelly	Chief of Supply DIV

3918th Air Base Group
Upper Heyford

LTCOL Peter A. Deisch, Jr.	Director of Materiel
MAJ Hill	COMDR 3918th Supply SQ
MAJ Arthur Freddenburg	Base Supply Officer
MAJ James N. Griggs	Base Chief of MAINT
(Numerous other section chiefs, names not recorded)	

3920th Air Base Group
Brize Norton

LTCOL B. W. HOLMES	Director of Materiel
MAJ C. E. Madden	COMDR 3920th MTR VEH SQ
MAJ Theodore C. Keys	Chief of MAINT 3920th A/C Maint
CAPT Clayton Mears	Base Supply Officer
CWO Clyde F. Stein	Property Accounting OFF
(Numerous other section chiefs, names not recorded)	

6605th Air Base Wing
Ernest Harmon AFB

COL Gradwell	ABG COMDR
MAJ Harold de Weil, Jr	Base SUP Officer
LTCOL C. C. Newman, Jr	AIO Officer
CAPT Dagget	AIO Engineer
MAJ John Bergstrom	Base Operations OFF

- (3) The Materiel Team concerned themselves with the capabilities and deficiencies found at Ernest Harmon AFB, Upper Heyford AFB and Brize-Norton AFB, to support the staging and forward base requirements of the 310th Bomb Wing and Air Refueling Squadron in the areas of aircraft maintenance, transportation, supply, messing, housing and miscellaneous allied services.
- (4) In general, facilities at all three bases were found to be adequate, with a few minor deficiencies. The capabilities of Ernest Harmon AFB are inclosed in the SAC/MATS/TAC Reception book attached as INCL 3 to basic report. No further discussion of Ernest Harmon AFB will be given in this Tab, in that all facilities were found to be adequate.
- (5) The discussion of the capabilities and deficiencies observed for other two bases will be separated in three sections: Section I: General; Section II: Specific Discussion of the Materiel Capabilities, listing the critical areas of deficiencies, and Section III: Summary, showing the deficiencies that can be overcome at the home base or the forward station, plus those deficiencies for which a solution must be reached at a higher headquarters.

- (6) The trend of discussion will be as follows: Facilities, Equipment, Parts or Supplies, and Personnel. Personnel will not be discussed in detail in this Tab in that they are discussed in detail in Tab II, Personnel.
- (7) Inclosures 1 and 2 to the basic report show that the air field facilities and maintenance facilities on the Flight Line are capable of caring for the KC-97 and B-47 aircraft at the respective bases. Both stations have excellent morale facilities, such as, NCO Clubs, service clubs, etc. The administrative office space facilities are more than adequate as noted by Inclosures 1 and 2 of basic report and inclosures to this Tab. (Station briefing notes for the 3918th Air Base Group and Inclosures 9 through 16 of this Tab.)
- (8) Equipment also was in general found to be adequate. Inclosures 6, 7 and 8 of this Tab show the base stated shortage of AFR 67-97 (Seaweed) shortages. These shortages were, when discussed with the 7th Air Division, thought to be non-critical in nature. However, as per the agreement reached with 7th Air Division Materiel Directorate, the 310th Bomb Wing Chief of Maintenance should survey these shortages and indicate those which he thinks absolutely critical, they may then be included in the report to higher headquarters, with info to the 7th Air Division. A further detailed discussion of some of these deficiencies is noted in the detailed discussion below. (see Section II, this Tab)

- (9) The aircraft spare parts supply was found to be excellent, based on the concept of point supply, utilizing the FAK as a service unit, with replacement to the FAK from depot stocks. It was found that B-47 spares are located only at Fairford and Greenhamcommon and KC-97 spares are located at Mildenhall. However, 7th Air Division has made arrangements for a round-robin truck convoy replacement into the Upper Heyford FAK/Service Unit four times per day, and round-robin truck convoy supply into the Brize Norton FAK/Service Unit three times per day. Experience has shown that this type of re-supply will assure a replacement of a part into the FAK at a minimum of four hours and a maximum of 24 hours, if available in theater stocks. The team was assured that the 7th Air Division would fill the FAK/Service Unit as completely as possible from Theater Stocks for the use of the deploying wing while in the United Kingdom, however, those parts put into the FAK in the theater would remain in the theater, and the unit would redeploy to the Zone of Interior with only those items of the FAK which they brought into the United Kingdom. (See Section 4, Supply, para 1, 7th Air Division Materiel Director Log Instructions, Incl 1, this Tab. It was found that a Supply Liaison team has been assigned to the NAMA depot, with contact being made thru the local BSO on aircraft spare parts difficulties encountered.

- (10) It is noted that the local procurement of bits and pieces from the A&E black boxes in the United Kingdom was considered superior to that which is available in the United States. This factor should be considered in the reparable program for A&E equipment. The 7th Air Division concept is that the Base Supply will accept no reparable items from maintenance activities until every effort has been made to determine the availability of component parts thru local procurement channels.
- (11) The 7th Air Division Materiel Director was quite firm in reiterating to members of the team that the 7th Air Division Maintenance policy was in close accordance with SAC Man 66-12, 66-13, 66-14, 66-15, concept, and that their supply program was definitely held to the concept of SAC Man 68-2. The 7th Air Division Materiel people were equally firm on the fact that all equipment issued to or used by the deploying wing must be returned in as good a condition as it was originally issued. This warrants a thorough inspection of all base equipment and facilities assigned to the Wing prior to acceptance, to forestall the possibility of personnel having to remain in the theater subsequent to the wing's redeployment in order to bring the equipment into the configuration that it allegedly was issued at the time the wing arrives. Certain items of C-26 ground powered units were noted by the 7th Air Division People as being in critically short supply. A list was furnished of these

items and an attempt will be made to make up a kit at the home station to deploy with the Wing. 7th Air Division promised a total of 45 starts through the means of a Gremco units and the C-26 power units available in the theater; however, this is somewhat dependent on the ability of the home station to put together a small kit of different pieces noted above. (See Incl 5, this Tab)

- (12) Transportation support in the theater is excellent as noted in Inclosures 3 and 4, of this Tab, and on page 22, Incl 2, basic report. In fact, it is believed that the vehicle transportation support is much better than is available at the home station.
- (13) Messing capabilities are excellent with sufficient lines to service all troops (see page 4, Attachment 1, Incl 1, to basic report) Base representatives made the request that the deploying wings stagger shifts so that peak times at the mess hall could be eliminated.
- (14) Housing for both officers and airmen was adequate (see Inclosures 18 thru 23, of this Tab, and Inclosures 1 and 2 of basic report). The only deficiency noted in housing was problem of heating, in that some of the billets did not seem to have adequate heat, although assurance was had from the Directors of Materiel that at base level that work orders were in progress to alleviate this situation and deficiency would be corrected prior to arrival of the wing. Lack of hot water shower facilities was noted a minor

deficiency, but this, too, was on work order with AIO.

The AIO's assured members of the survey team that work orders from the wing would receive the highest priority.

- (15) Various allied services such as salvage, repair, reclamation, clothing sales, base exchange etc. were considered more than adequate and are discussed in Attachment 1, Incl 1, basic report, and paragraphs 13, 14, 15, 17, 18 and 21 of Incl 2 of basic report.
- (16) The personnel deficiencies affecting materiel activities will not be discussed in detail in this Tab as they are included in Tab II, however, it is believed that certain general comments should be made on the more critical support requirements. The POL sections at both bases operate with F-6 refueling trailers, therefore, it is necessary that all refueling section personnel that are deployed from the home station must be cross-trained in the F-6 operation procedures if they are to be of assistance to the forward base refueling section.
- (17) There seemed to be a shortage of personnel in the Food Service activity, however, when discussing this with the 7th Air Division, it was found that the bases were probably disturbed with the projected losses prior to the arrival of the deploying wing and were disturbed because they had not been advised of information as to the projected input. The feeling in the 7th Air Division was that the bases had sufficient Food Service personnel capabilities. However, it was found that each base was

planning to utilize personnel from the wing on a roster basis for KP and messing duties. This is in violation of the SAC concept of Food Service operation.

- (18) The Motor Vehicle Squadron at each base felt that they had a shortage of qualified maintenance personnel and qualified drivers. These deficiencies were not considered valid by the 7th Air Division. However, each base plans to use wing personnel as drivers to off-set what they claim to be a deficiency. Each base claims to be 100% manned, overall, with the 421 personnel allotted for a forward base complement in support of a deploying bombardment wing and ARS.

b. Agreements and Special Requirements:

- (1) The general requirements found by the Materiel survey team and not covered in specific maintenance, supply, transportation or allied services were as follows:
- (a) Converse to the concept of 400-1A and current mobility plans, the deploying Wing will have placed on it a requirement to deploy 15 aircraft increments to three different bases at the same time, necessitating a special breakdown of equipment and FAK spares to these three staging bases. This concept has not yet been written into the current Wing Mobility Plan or FAK breakdown.
- (b) The bomb bay configuration must be for the "Mark 6" *(Fuel C-9 Launch)* immediately upon arrival in the UK AF. Any time the

bomb bay configuration is changed from this configuration, a maximum of 24 hours will be allotted to return the bomb bay to the "Mark 6" configuration.

- (c) All B-2 hooks will have to be modified for nitrogen useage so as to prevent freezing in high altitudes. Direct fittings will have to be fitted upon deployment.
- (d) The Wing was requested to deploy with five C-10 hoists, 5 each H-1 dollies, and 5 each alternate bomb bay configuration kits, 1000 lb capacity. The first two items of this list are BSE equipment and arrangements must be made at the home station for the deployment of these items.
- (e) All jet engine run ups must be accomplished at Fairford. Upper Heyford has no jet engine run-up stands and any run-up accomplished at Upper Heyford will have to be done on the aircraft.
- (f) All problems confronting the 310th Director of Materiel must be coordinated with the 7th Air Division Director of Materiel and all correspondence leaving the United Kingdom must be sent though the 7th Air Division Director of Materiel for coordination.
- (g) The 18 S-4 modification must have the spare part kit assembled at the home station prior to deployment.
- (h) The relations of the 310th Bomb Wing with NAMA while in the United Kingdom will be identical to the relations of the 310th Bomb Wing and OCAMA in the ZI.

- (i) 310th Bomb Wing must write and implement SOP's to record the useage of field maintenance and A&E maintenance shop equipment (Seaweed) this is required to verify the validity of AFR 67-97 equipage.
- (j) The SAC V-1 and current maintenance status reports must be submitted to the 7th Air Division, Ext 644, between 0815 and 0830, daily. This report coded the ABC report by the 7th Air Division is approximately 80% of Materiel problem and this report must also be submitted immediately upon landing at the forward station.
- (k) 7th Air Division requested information on all wires and messages sent from the home station to their higher headquarters prior to deployment listing any deficiencies found by the survey team.
- (l) The 310th Bomb Wing Chief of Maintenance assumes responsibility for all aircraft maintenance at both bases. 7th Air Division maintenance personnel will be integrated into the maintenance organization of the Tactical Wing (Reference Incl 2, this Tab).

TAB I

M A T E R I E L

SECTION II

2. SPECIFIC DEFICIENCIES:

a. Maintenance:

(1) Upper Heyford:

(a) Maintenance Control:

1. Facilities: The IBM key-punch will have to be located in A&E Shop where 60 cycle power is available. It is recommended that the IBM Tech Rep be consulted concerning this problem.
2. Equipment: Equipment is adequate. No fixed radio, however, 7 land-line phones plus 2 field phones provide communication to all hard-stands, periodic maintenance and shops.
3. Parts: Disposition of Tech Order compliance kits must be resolved prior to deployment of B-47 aircraft.
4. Personnel: This might be a problem area created by the divided operation between Upper Heyford and Brize-Norton. The method of dividing personnel will be determined by the Chief of Maintenance, 310th Bomb Wing. Reference 7th Air Division MSG MDMP 2018, 4 FEB 55, attached as Incl 2, this tab.

(b) Field Maintenance:

1. Facilities: No shop facilities are available which are designed for fuel cell repair. Floor space can be found, however, within existing facilities that will be as adequate as those of the home station.

1. Equipment: Fittings required to charge air bottles for U2 bomb rack are not available for service required at this station. B-47 tow bar is not available. Engine stand to lower J-47 engines during engine change, not available. Weighing kit for aircraft is also not available. A manifold for jacking aircraft is not available. A moisture and air filter, dehydrating unit for V4A3P Compressor, Worthington Products CORP, or Dehydrating Unit, High Pressure, Air Portable, Dayton Aircraft Products, part number 12770, required for serving A-5 gunnery system is not available. A swedging assembly for 1/16" cable is not available.
2. Parts: Pre-issue items which are component of FAK will be listed and forwarded to Upper Heyford by the 7th Air Division, requesting that they be issued to advance party representing field maintenance squadron for pre-issue items that are not components of FAK and which are considered critical will be forwarded to Upper Heyford by the 310th Bombing Supply officer that they also may be issued as pre-issue items. Ground power parts which are considered critical for all types of ground power units should be deployed with units according to recommendations made by the Base Chief of Maintenance. (see Incl 5, this Tab). The 310th Bomb Wing is to provide Upper Heyford with a FM bench stock list applicable to B-47 aircraft in order

that bench stocks of expendable items may be pre-positioned. In addition, the 310th Bomb Wing will deploy with a 15-day level of expendable bench stocks.

4. Personnel: Personnel is adequate.

(c) Armament & Electronics:

1. Facilities: Facilities are adequate.

2. Equipment: Equipment is inadequate. The 310th Bomb Wing is not authorized an N-1 compass mock-up for B-47 support as recommended by 7th Air Division.

3. Parts: Parts are inadequate at base level. However, parts are to be supplied from FAK and re-supplied to FAK from Depot stocks. 7th Air Division has requested that the 310th Bomb Wing provide Upper Heyford supply with a list of pre-issue deficiencies. Upper Heyford supply will use this list to pre-position parts which are not available in FAK. The 310th Bomb Wing will also provide Upper Heyford with an A&E bench stock list broken down to indicate items applicable to B-47 aircraft in order that expendable bench stock will be pre-positioned. In addition, the 310th Bomb Wing will deploy with a 15-day bench stock level.

4. Personnel: Personnel is adequate.

(d) Periodic Maintenance:

1. Facilities: Facilities are adequate.

2. Equipment: Equipment is adequate.

3. Parts: Bench stock for 15 day level will accompany the unit deployment.

4. Personnel: Adequacy of personnel will be governed by the manner in which periodic maintenance on both types of wing aircraft is accomplished. Provided separation of periodic maintenance is accomplished as indicated in 7th Air Division MSG MDMP 2018, 4 FEB 55. (see inclosure 2, this Tab). A problem exists particularly where officers and key airmen supervisors are concerned. No personnel are available at this station who are assigned to work in periodic maintenance.

(e) Flight Line Maintenance:

1. Facilities: Facilities are adequate. It was particularly noticed that adequate 263 storage was available in each tactical squadron storage area.
2. Equipment: A "kill-frost" truck is available from the base for each tactical squadron. Emphasis has been placed upon the necessity for bringing fuel hydr meters. These are items of UME equipment. Emphasis has also been placed on the inadequacy of B-47 tow bars at this station. There are no tow bars available to the tactical squadrons of this station.
3. Parts: An item of critical shortage exists in the lubrication required for the refrigeration unit installed on the B-47. It is recommended that oil be brought for this purpose. No bench stock levels are available at this station and it is recommended that a 15 day level be deployed.

4. Personnel: Chief of Maintenance stated that previous wings designated lower grade junior officers as refueling officers, thereby relieving crew members of this duty. Two airmen have been designated from previous wings located at this station from each tactical squadron to operate the vehicle provided by base to pick up drag and approach chutes. This has been done on an assignment weekly of two airmen -- the squadrons taking turns scheduling these two airmen for period of a week.

(2) Brize-Norton:

(a) Maintenance Control:

1. Facilities: Facilities are adequate.
2. Equipment: The IBM key-punch machine will not be available at this station. A problem exists on a method for obtaining proper personnel reporting procedures.
3. Parts: Disposition of Technical Order kits should be resolved prior to deployment of KC-97 aircraft.
4. Personnel: There might be a problem area created by the divided operation between Upper Heyford and Brize-Norton. Method of dividing personnel will be determined by the Chief of Maintenance, 310th Bomb Wing. Reference 7th Air Division MSG MDMP 2018, 4 FEB 55, attached as Incl 2, this Tab.

(b) Field Maintenance:

1. Facilities: Parachute packing and drying facilities for personnel chutes are not available at this station. The ARS located here at this time sends personnel chutes to Upper Heyford for packing. 4360 engine build-up shop is located at Mendenhall. The paint shop at this station is closed for an indefinite period of time. Painting must be accomplished outside. No machine repair shop is available. This makes it necessary to send office machines to Upper Heyford for repair.
2. Equipment: Two items of special propeller tools are not available. (see Incl 8, this tab). This will present a problem as the propeller at home base is consolidated for the 40th Bomb Wing. Hand flaring tools in the hydraulic shop authorized for B-47 maintenance will have to be divided between Upper Heyford and Brize-Norton to allow tools for flaring tubing at Brize-Norton.
3. Parts: It was recommended by base maintenance personnel that critical C-21 generator parts be deployed to this station. It is recommended that boom nozzles, strut seals, backing rings, and boom seals be included in the bench stocks to be brought to this station. Pre-issue item lists will be forwarded in a similar way as those to Upper Heyford.

4. Personnel: Adequacy of personnel is dependent on method of dividing personnel between Upper Heyford and Brize-Norton. It is not anticipated that this will be a major problem provided assistance is obtained from the 40th Bomb Wing and the base maintenance personnel at this station for the propeller and hydraulic shop.

(c) Armament & Electronics:

1. Facilities: Facilities are adequate.
2. Equipment: Equipment is inadequate. The 310th Bomb Wing is not authorized on M-1 compass mock-up for B-47 support as recommended by 7th Air Division.
3. Parts: Parts are inadequate at base level. However, parts are to be supplied from FAK and re-supplied from Depot stocks. Brize-Norton will be supplied with augmentation list of pre-issue deficiencies by 7th Air Division in order that these items may be pre-positioned. An A&E bench stock list for support of KC-97 aircraft will be provided by the 310th Bomb Wing in order that these bench stock level will be deployed with the Wing.
4. Personnel: Personnel is adequate.

(d) Periodic Maintenance:

1. Facilities: Facilities are adequate.
2. Equipment: Equipment is adequate.

2. Parts: Bench stocks are discussed with personnel of this station, and it was agreed that the squadron would bring a 15 day level upon deployment. In addition, B-N will pre-position bench stocks prior to arrival of the Unit.

4. Personnel: Adequacy of personnel will be governed by the manner in which periodic maintenance on both type of wing aircraft is accomplished. A problem exists particularly where officers and key airman supervisors are concerned.

(e) Flight Line Maintenance:

1. Facilities: Facilities are adequate. It was particularly noticed that this station has adequate 263 storage in the ARS.

2. Equipment: It was emphasized that all tow bars in possession of the ARS be brought to this station. Emphasis was also made on bringing all UME equipment available in the ARS. No defueling hoses for KC-97 aircraft are available.

2. Parts: Base maintenance personnel recommended bringing 15 day bench stock level to this station.

4. Personnel: It was recommended that lower grade junior officers be designated to supervise refueling in the ARS, thereby relieving flight crews of this duty.

b. Transportation:

(1) Upper Heyford

(a) 66-12

1. Maintenance Control: The 391st Motor Vehicle Squadron has allocated to the wing headquarters a 5 passenger sedan and a quarter ton 4 x 4 jeep radio equipped, plus two other quarter ton 4 x 4 jeeps without radio. It is presumed that the radio jeep will be used by maintenance control, with the other two used by the Wing Headquarters, Adjutant Section, or Staff for running messages, courier work and staff transportation.
2. Field Maintenance: There is allocated to the FMS, 1 2½ 6 x 6, 3 - 3 quarter ton 4 x 4, and 2 quarter ton 4 x 4. 1 4000 lb towing tractor and 1 15000 lb fork lift. It is suggested that a 6 x 6 2½ ton, the 4 x 4 3/4 ton carryall and the quarter ton 4 x 4 jeep be used for staple dispatch.
3. Periodic Maintenance: the FMS will be allocated 1 each 3/4 ton 4 x 4 carryall, 1 each 1/4 ton 4 x 4 jeep, 1 coleman tractor and 1 - 4000 lb tug tractor for the support of the 66-12 maintenance program.
4. A&E Sq will be allocated 1 each 6 x 6, 3 3/4 ton 4 x 4 carryalls, an 1 1/4 ton 4 x 4 1938. It is suggested that 4 of these vehicles be used for 66-12 maintenance support and 1 be used for squadron orderly room.

5. Flight Line: Each assigned bombardment squadron will be assigned the following: 1 each $2\frac{1}{2}$ ton 6 x 6; 1 each $\frac{3}{4}$ ton 4 x 4 carryall; 1 each $\frac{1}{2}$ ton 4 x 2 pickup; 1 each $\frac{1}{2}$ 4 x 4 M1938; 1 coleman tractor; 1 4000 lb tug and 1 $\frac{1}{4}$ ton two wheel cargo trailer. It was noted that 1 of the vehicles is radio equipped. It was recommended that this vehicle be utilized on the flight line in support of the maintenance program and the remainder be utilized by the tactical squadron commanders to conduct their administrative work and support crew transportation.

- (b) 65-2. As noted in Incl 4, this Tab, the Base Supply will have 2 6 x 6, 1 jeep, a weapons carrier assigned during the tour of the bomb wing and it was determined that during the visit that adequate support would be given to the 65-2 and supply delivery and reparable pickup programs.
- (c) The operations support of the tactical squadron is noted above in para 1a(5), however, it was also strongly advised by both base commanders that organic vehicular support would not be used to transport crews or any personnel to and from their work areas on the flight line and barracks or mess halls. It was stated that there were sufficient buses running on the flight line and about the base, or that arrangements can be made with the taxi dispatch system to dispatch a vehicle to pick up a crew or personnel from flight line or shops to transport them to mess halls or billets and return.

(d) The administrative utilization of vehicles on this station is outlined somewhat above. In addition, there are specific number of vehicles which are submitted from the 391st Air Base Group to be effective for taxi service during the tour of duty of the rotational bomb wing (ref Incl 4, this Tab).

(2) Brize-Norton:

(a) Section 9, page 22, paragraph 1b, Motor Vehicle Squadron, Incl 2, basic report, outlines the vehicular support to the ARS as follows: 1 staff car; 5 weapons carriers; 4 radio pickups; 3 buses; 1 jeep; 2 coleman tractors. It is felt that this assigned organic vehicular transportation in addition to the transportation furnished from the taxi dispatch service will be more than adequate for the use of the ARS.

c. Supply

(1) General Housekeeping Supply: Stocks of general housekeeping supplies are adequate and on hand in base stocks with the exception of blank forms required by SAC or 15th AF on SHAFB or the 310th Bomb Wing. However, there is one area of deficiency that can be corrected by the correct and proper manning of the ADVON Party. This is that each base requires a responsible individual, preferably a junior officer, to be designated by letter from the Unit Supply Officer of the Unit concerned to be assigned to the ADVON Party to sign for recoverable and non-expandable and to receive the issues of expendable supplies. A brief prepared AF Form 446 for initial minimum issue should

be delivered by this responsible individual to the Base Supply Officer upon arrival at either station. The housekeeping supplies of Upper Heyford are good. Sheets, pillows and pillow cases will not be required, however, it is a mobility requirement to deploy with blanket, 2 per individual, in case of EWP, during time of deployment.

- (2) Spare parts and aircraft equipment. Aircraft maintenance equipment is discussed quite thoroughly in Section II, A, Maintenance, above, and except for noting necessary supply action on the part of the 310th Bomb Wing will not be discussed in this paragraph. The supply of spare parts in the theater is quite adequate with a 15 minute delay anticipated from aircraft requests to delivery from case of A&E Black Box components from local procurement is deemed adequate with a turn around delivery from Mildenhall, Fairford and Greenham common to each of the two bases making 4 deliveries per day to Upper Heyford and 3 deliveries per day to Brize Norton insuring a minimum of 4 hours delivery and a maximum of 24 hours delivery for replacement of spare parts into the FAK depending upon availability in the theater.

d. Messing

- (1) Messing facilities are considered adequate at both bases.
 - (a) Upper Heyford has 6,500 men lines in operation. Two at Site 1 and 4 at Site 3. In addition, there is a Field Ration Mess and snack bar at the Officers Club. Base representatives made the request that the Wing

schedule the work load on a "staggered shift" basis to alleviate crowded conditions during peak load times. (ref Attachment 1, Incl 1, Basic Report).

- (b) Brize-Norton has 2 large mess halls for airmen. However, for the deployment of the Air Refueling Squadron presently being, only one is in use. This is a 4 line mess, with 2 lines utilized by airmen of the lower 3 grades, 1 line utilized by the first 3 grades, and 1 line identified as an NCO Mess. In addition there is at Brize-Norton, as well as Upper Heyford, an NCO Club dining hall and snack bar. The officers club at Brize-Norton has an excellent Officers Field Ration Mess and snack bar.

e. Housing

- (1) Housing at both bases is adequate (see incl 18 thru 23 this tab). Beds, complete with mattress, blankets, sheets, pillows, and pillow cases will be made up and waiting when the Wing arrives.

f. Miscellaneous Services

- (1) Both bases have numerous miscellaneous Materiel services, such as salvage, clothing sales, laundry, purchasing and contracting, commercial transportation, and base exchange and concessions (see Attachment 1, Incl 1, Basic Report and para 13, 14, 15, 17, 18, 19 and 21, Incl 2, Basic Report).

TAB I

MATERIEL

SECTION III

III. SUMMARY

1. The following deficiencies must and can be resolved by Tactical Wing or Air Base Group.

a. The disposition of Technical Order compliance kits must be resolved prior to the deployment of the tactical wing. It should be resolved that the completed tech order kits be deployed with the wing, for compliance with overseas. However, a decision must be reached as to the deployment of the bits and pieces of the uncompleted kits from the home station, i.e. do the bits and pieces of TOC go from the home station to the forward station for compliance or are they completed at the home station and held for the return of the tactical wing? Some method of supply or re-supply of the bits and pieces to complete the urgent TOs such as Red Diagonal or Red Cross kits must be resolved.

b. No fittings required to charge air bottles for the U-2 bomb racks are available at the forward station. However, it is believed that these can be manufactured by the Field Maintenance Squadron of the deploying wing prior to the rotation.

c. No B-47 tow bars are available. However, it is believed that the tactical wing has sufficient tow bars available in the UME to deploy the tow bar with the wing.

d. No KC-97 tow bars must be deployed with the wing.

e. There is no engine stand to lower the J-47 engine during engine change at the forward station. However, it is believed that the

wing can deploy with this engine stand capability.

f. A aircraft weighing kit is not available at the forward station. However, it is believed that the wing has these on hand and can deploy a kit to the forward station.

g. There is no manifold for jacking aircraft at the forward station, but this item again can be deployed with the wing.

h. Another item which must be deployed with the wing is a swedging assembly for a 1/16 inch cable.

i. A critical shortage exists in the lubricating required for the refrigeration unit installed in the B-47 aircraft. The tactical wing must deploy a sufficient amount of this oil for the deployment.

j. It is recommended that a 15 day level of spare parts for the various bench stocks be deployed with the wing and air refueling squadron.

k. An IBM key punch machine is not available at Brize Norton. A problem exists on a method of obtaining proper personnel reporting procedures. This must be resolved by the Wing Chief of Maintenance.

l. A method of dividing maintenance personnel between Upper Heyford and Brize Norton must be determined by the Chief of Maintenance, 310th Bomb Wing.

m. Parachute packing and drying facilities for personnel parachutes are not available at Brize Norton. The ARS presently on deployment sends parachutes to Upper Heyford for re-packing. It is recommended that the same arrangement be made during the rotation of the 310th Bomb Wing.

n. No defueling hose for KC-97 aircraft is available at Brize Norton. It is recommended that the 310th ARS deploy sufficient defueling hoses from the home station to care for their needs. This is an item of BSE and must be obtained for removal from the home station.

o. There are other items of Seaweed equipment (AFR 67-97) which are shown as short at both Upper Heyford and Brize Norton. Conference with the 7th Air Division resulted in an agreement that, although the 7th Air Division was of the opinion that these shortages were not critical, the 310th Chief of Maintenance should make a determination, after screening these lists, attached as INCLS 6, 7 and 8 to this Tab, as to their criticality. After making this decision, the results should be forwarded to higher headquarters with information to the 7th Air Division, so that action can be taken to obtain priority shipment of these items to the station concerned.

2. The following deficiencies cannot be resolved by the tactical wing and must be forwarded to higher headquarters for resolution.

a. A moisture and air filter system required for serving the A-5 gunnery system is not available at the forward station. It is believed that action should be taken by higher headquarters to provide a moisture and air filter, dehydrating unit, for a Victor 4A3P compressor, Worthington Products Corporation, or dehydrating unit, high pressure, air portable, Dayton Aircraft Products, Part NR 12770, at the forward station.

b. 7th Air Division stated that it would be necessary to have an N-1 compass mock up for B-47 support. This item has not been authorized the 310th Bomb Wing prior to this date, per directive by 15AF. Therefore, this deficiency must be forwarded to higher headquarters for resolution. There are currently none on hand with the 310th Bomb Wing.

c. The propeller shop at Brize Norton is short the following items: two each fixture, test, sump, S/N 7CAD-294521-7; and one each tester, lock solenoid valve, S/N 7CAC-801314-7. As these are items of joint

usage at the home station, action must be taken to obtain them through a higher headquarters for deployment with the wing, or for in place allocation at the forward station.

d. The most critical item of deficiency while not a materiel problem directly affects materiel. This is the manning of the 310th and 802d Air Base personnel fields, as directly affects the maintenance capability for the B-47 and KC-97 aircraft. These specific shortages outlined in Tab II have been forwarded to 15AF by prior messages but should again be sent to higher headquarters for resolution to effect a completely efficient deployment and operation subsequent to deployment.

23 INCL:

1. 7ADIV Materiel DIR Logistics Instructions (CONF)
2. 7ADIV MSG MDMP 2018, 4 FEB 55, SUBJ: Revision to 7ADIV Manual 66-12
3. WG Assigned Vehicles, 3918th Air Base Group.
4. Base Assigned Taxi Vehicles, 3918th Air Base Group.
5. 7ADIV C-26 Generator Parts List.
6. Upper Heyford Equipment Shortages, AFR 67-97.
7. Brize Norton Equipment Shortages, AFR 67-97.
8. Brize Norton Equipment Shortage, Appendix IV, AFR 67-97.
9. A&E, Upper Heyford and Brize Norton.
10. Periodic Maintenance 1 & 2, Upper Heyford
11. Periodic Maintenance 3 & Field Maintenance, Upper Heyford.
12. Field Maintenance Shop, Brize Norton.
13. TAC SQ-OPS BLDG, Including Storage & SQ MAINT, Upper Heyford & Brize Norton.
14. Flight Line Maintenance Area, Upper Heyford.
15. Wing Operations Building, Upper Heyford.
16. Wing Headquarters, Upper Heyford.
17. Technical Area, Upper Heyford.
18. Domestic Area, Upper Heyford.
19. Site 3, Upper Heyford.
20. Novine Hut Floor Plan, Upper Heyford & Brize Norton.
21. Officers Billet Floor Plan, Upper Heyford.
22. Block Type Airmen's Quarters, Upper Heyford.
23. Block Type Airmen's Quarters, Brize Norton.

MaterielGENERAL

Complete logistical instructions are contained in 7 AD Administrative Order 1-54, or superseding orders, at least one copy of which will be furnished to each tactical unit prior to its deployment to the UK. The materiel information contained in this Wing Commander's Guide is designed to provide useful data not included in Administrative Order.

USE OF BASE FACILITIES

1. Problems of 7AD bases have in the past been made more difficult due to the natural tendency on the part of TDY units to immediately relocate facilities and equipment to conform as closely as possible to like facilities at their home bases. When it is considered that many bases have several different tactical units as tenants each year, it is readily apparent that the bases would be in a constant state of confusion if each TDY unit were allowed to re-arrange the base facilities and equipment. Therefore, while this headquarters appreciates and is willing to consider suggested changes, changes desired by wing commanders or base commanders in the utilization of facilities will be made in the following manner:

- a. Any changes to existing planned utilization will be held to an absolute minimum.
- b. Minor changes desired by the wing commander or base commander may be made upon mutual agreement between the two commanders.
- c. Major changes or minor changes not agreed on by the two commanders will be made only upon approval of this headquarters.

LOGISTICS

1. In order that realistic evaluation of Seaweed assets may be made SAC has authorized the use of TDY wings to test Seaweed authorizations on a continuing basis. To accomplish this TDY units will operate within Seaweed authorizations upon arrival in the UK. When shortages are revealed they will be reported to Headquarters 7AD with full justification. Approved shortages will be filled immediately from theater resources, if available. Overages should similarly be reported so that action can be taken to correct Seaweed authorization documents, both from the shortage and overage standpoints.

2. The procedure to fill existing Seaweed shortages on TDY bases is as follows:

- a. The survey party from the TDY wing will report shortages determined from survey of TDY base to Headquarters 7AD (Logistics Division).

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b. 7AD will then fill such shortages from theater resources as are available and advise all agencies concerned of action taken.

c. Shortages which cannot be filled will be reported to the TOY unit, the TOY base and the numbered Air Force headquarters concerned.

d. It will then be incumbent upon the TOY wing to include these shortages in their airlift requirements.

3. The survey party should coordinate with Headquarters 7AD in proposed deviations from the Mobility Planner's Guide (SAC Manual 400-1A) on materiel type personnel. This is necessary to assure that all phases of the operation will be adequately covered from the Materiel Standpoint.

SUPPLY

1. 7AD uses a supply-point concept in furnishing aircraft spares to rotational units. B-47 spares are located only at Fairford and Greenham Common. KC-97 spares are located at Mildenhall. Wing FAK's will be the primary source of aircraft spares and will be resupplied in accordance with 7AD Letter 67-1. It is the policy of 7AD that FAK's be returned as complete as when they arrive, if possible. However, it is not 7AD policy to furnish initial shortages of FAK's.

2. In the event that property is to be transferred from one rotational wing to another, such transfers will be supervised by Headquarters 7AD. A regulation on this will be published in the near future.

3. It is desired that rotational wings assist in bench-checking and accomplishing TCC's on items in 7AD supply points, when necessary. Repairables will be processed in accordance with SAC Manual 65-2. It is also desired that no backlog of uninspected or unprocessed repairables be left at the host base. TOY wings can assist the Base Supply Officer by furnishing a list of the wing's repair capability of items peculiar to the Wing. This list will be used as a guide to determine whether items will be repaired locally, or returned to the depot.

4. A supply officer familiar with FAK procedures as well as base supply procedures should accompany the advance party of the tactical units. This officer will be assigned to base supply, and will act in the capacity of the aircraft service unit officer. He will be responsible for the submission of the SAC E-38 report, for FAK issues, and for replenishing the FAK.

5. All 7AD stations have established a service unit with an expeditor unit in it, which is operated in accordance with SAC Manual 65-2. It is the goal of this headquarters to make issues from the FAK to flight line in twenty minutes, or less.

6. Each base supplies bench-stock items. However, only supply points stock preissue items. Preissue items for each TDY wing are normally issued from FAK resources. In the event that it is necessary to preposition preissue items, only limited quantities will be available pending arrival of the FAK's. Upon their arrival, preissue items are withdrawn. Due to the pipeline time involved in obtaining supplies from ZI sources, it is imperative that this headquarters be furnished the following information, not later than 30 days prior to rotation:

- a. Dock, shop, and flight-line stock listing for both B-47 and KC-97 type aircraft.
- b. Anticipated time change requirements
- c. Anticipated TOC requirements
- d. Preissue listings for each separate shop.

Each rotating wing will be reminded of this requirement sixty days prior to rotation, by TWX.

7. In order to assist 7AD supply activities, a liaison team has been assigned to the Brize Norton and NAMA depots. Contact with these teams may be made through the BSC.

8. It is desired that deployment of supply personnel and material be so scheduled as to insure at least a minimum capability upon arrival of the first element. This should include FAK personnel, some FAK bins, FAK master list, and bench mock-ups on critical items. It is also recommended that one supply representative of each Squadron arrive with the advance party. This individual will be responsible for submitting lists of personnel authorized to request and receive supplies, and will sign for the property located in the site to which the squadron will be assigned.

9. Laundry and dry-cleaning facilities are available through APEX concessionaires. It normally takes three to five days for services.

MAINTENANCE

1. 7th Air Division maintenance policies closely follow SAC Regulations, letter and other pertinent directives and data; however, there are certain deviations from the normal procedures. Specific information is contained in 7AD Manual 66-12.

2. Close coordination with supporting base agencies is mandatory if satisfactory support is to be given. It is, therefore, desired that the tactical and base commanders arrange frequent meetings with tactical and base personnel concerned in order that all may be made aware of problems and, through their united efforts, arrive at satisfactory solution.

3. The mission of this headquarters is outlined in the introduction to this guide. This mission can be made more successful if tactical personnel will:

a. Make a thorough inspection of all base equipment and facilities assigned to the wing. This inspection should be made with wing quality control personnel as soon as they arrive on TDY base. Forward a list of all discrepancies to Base Chief of Maintenance for corrective action.

b. Make follow-up inspections as required to assure that noted discrepancies are corrected and that equipment and facilities are maintained in a satisfactory manner.

c. Make a final inspection prior to the return of equipment and facilities to the air base group to assure that all items are in as good condition as when issued to the wing.

d. Make an honest effort to maintain and leave in place adequate shop and dock stocks, and provide adequate consumption data to Base Supply.

e. Criticize when warranted, but only after a careful analysis of all factors, and then preferably when accompanied by a recommended solution.

4. TDY units have at times been slow in submitting required maintenance reports. Therefore, it is requested that special emphasis be given to insuring that these reports are submitted on time. Prompt submission enables this headquarters to take prompt corrective action on matters within its scope and jurisdiction.

5. The relatively high humidity in the UK makes a thorough and continuous corrosion control program a "must". Aircraft and equipment should be kept clean and should be corrosion treated as required. Frequent and thorough inspections to insure that adequate preventive measures are being taken, and prompt corrective action when corrosion is detected, will pay big dividends. (See 7AD Reg 121-3).

6. Maintaining ground power units in a satisfactory operational condition has been an acute problem in the UK. Experience and investigation has indicated that most of the difficulties are the result of improper handling and operation, and in some instances abuse, by inexperienced maintenance personnel. Parts for ground power units are not plentiful and the pipeline is long; therefore, it is imperative that personnel be thoroughly indoctrinated with the necessity for proper operation and maintenance of ground power units and that frequent inspections are made to insure that operation and maintenance is satisfactory.

7. When cannibalization of aircraft is deemed necessary and advisable, it will only be accomplished in accordance with the provisions of SAC Reg 65-7. Much difficulty has been experienced as a result of Maintenance Control failing to advise Base Supply when ACCP parts have been cannibalized, with a result that Base Supply carries aircraft ACCP that are actually being flown. Close coordination between the supply unit of Maintenance Control and Base Supply is enjoined to preclude reporting errors of this nature.

8. As with aircraft and equipment, the high humidity in this theater dictates the utmost care in the preservation of aircraft engines, particularly those in storage. Much criticism has been received concerning the preparation of reparable engines for shipment. Frequent inspection and overhaul to insure proper condition of engines for shipment.

9. There has been some misunderstanding as to the responsibility for the maintenance of Base Flight aircraft. Base Flight aircraft are maintained in accordance with SAC Manual 65-12, which means the maintenance control, including assignment of specialists, supply assistance, TCC, inspection, etc. should be made available to Base Flight as required. The workload for MIT aircraft is very heavy; therefore, scheduling must be watched closely to allow sufficient time for maintenance. Commanders of TDY units and base units should make every effort to insure that Base Flight aircraft are maintained in a satisfactory condition. It is of particular importance that they be left in a satisfactory condition by departing TDY units.

10. Difficulties in manning maintenance control and specialist support dispatch have been encountered by TDY wings at the air refueling stations. To help alleviate this difficulty in manning, the wing will use Air Base Group personnel to augment the air refueling maintenance capability.

a. To effect maximum utilization of air base group personnel, it is recommended that the air base group maintenance officer be the chief of maintenance for the air refueling station.

b. Acting in this capacity, the air base group maintenance officer, would be responsible for:

- (1) All specialist support to include Field Maintenance and Armement and Electronics.
- (2) Establishing adequate control and contact points for the ARS to request required support. (This would include wing and Air Base Group Specialist).

c. Acting in this capacity, the Air Base Group Maintenance Officer would not be responsible for:

- (1) Operational control and organization level of aircraft maintenance.
- (2) Making change in the maintenance structure or operating procedure of the ARS while TDY.

d. In addition to aiding the wing, this type of organization would assist in training air base group supervisors for their BWP requirements.

11. The extensiveness of airfield pavement on our bases due to hardstand dispersal necessitates that a great deal more than normal emphasis be placed on a sweeping and policing program. Only through a decided effort on the part of all concerned can the foreign object damage to jet engines be held to a minimum.

12. The tactical commander's cooperation is essential in enabling the 7th Air Division to satisfactorily accomplish its mission of supporting tactical organizations. His cooperation is especially enjoined in the utilization and training of base maintenance personnel in the latest procedures and maintenance methods, particularly as regards new types of aircraft.

ARMAMENT - ELECTRONICS

1. Armament-Electronic Maintenance

a. A&E maintenance facilities at RAF stations Fairford, Brize Norton, Mildenhall, Lakenheath, Greenham Common and Upper Heyford are housed in newly constructed 30,000 square foot buildings. These facilities are permanently wired for all types of power required to operate and armament - electronics maintenance squadron. Power sources are on hand and in place at all above listed stations.

b. Facilities on all other UK stations are listed in respective station operation plans. These facilities have been reviewed and the majority are considered adequate, however, several are marginal. Emphasis is being placed on completion of armament-electronics maintenance facilities at these marginal bases.

c. A complete current file of all armament-electronics maintenance facilities throughout the UK is maintained in the Armament-Electronics Division, Directorate of Materiel, this headquarters. This is available to rotating wings on request.

d. Sufficient authorized power equipment is available and/or is in place for armament-electronics maintenance at stations of this command.

e. Two each AN/APQ-13TLA trainers are located in the command, at RAF Stations Upper Heyford and Fairford. Both trainers have been modified with K-systems components and interconnect groups. Maintenance of these trainers is discussed under paragraph 3d, Ground Training, Section XV, this guide.

f. "Tow Circle" compass rose for B-47 aircraft support are available at Brize Norton, Fairford, Upper Heyford, Greenham Common and Lakenheath.

g. Firing-in butts for fighter type aircraft harmonization are not available on any 7AD bases at this time. Arrangements have been made to utilize RAF Stations Bentwaters and Sheppards Grove until programmed butts at RAF Station Sturgate are constructed.

2. Conventional Ammunition

a. Combat reserve Ammunition: Types and quantities of ammunition to support EWP deployment at SAC bases in the U^A are prestocked on base, where facilities are available, or at nearby resupply points. These amounts of ammunition have been computed utilizing SAC BOP-2, dated March 1954, as a guide, and are commensurate with 7AD Operations Plan 40-54.

b. Training Ammunition: Materiel Directorate must be notified of all training ammunition required by TDY units 90 days prior to rotation date to the UK to assure on-base stockage of same.

3. Special Weapons. TDY Bomb Wings when deployed to UK bases where AFDSs are located, will assume operational control of the AFDSs. The AFDS will render complete special weapons support to include required training weapons and special weapons equipment.

a. Each AFDS in the UK is capable of performing complete special weapons loading. However, the A&E Maintenance Squadron is charged with inspection of the Bomb suspension system and wiring ringout on the aircraft prior to loading (7AD Reg 137-3). TDY Bomb Wings are required to furnish aircraft for AFDS loading training (7AD Atomic SOP 50-2). AFDSs have been directed to employ utmost caution during loading to minimize damage to aircraft.

b. TDY bomb wings are enjoined to use the utmost caution in handling of AFDS weapons and equipment.

c. When an AEM squadron's weapons assembly team accompanies a bomb wing on TDY the AFDS will provide facilities, equipment, instructors, inspectors and other assistance needed and not available within the TDY bomb wing. This headquarters will monitor the activities of the assembly team and will endeavor to provide tasks for the team in at least one training exercise during TDY in the UK.

TRANSPORTATION

1. Government Motor Vehicles.

a. A qualified Base Transportation Officer (AFSC 6034) should accompany the advance party of each rotational wing. This officer should be assigned to the Motor Vehicle Squadron at the principal TDY station and should have the following responsibilities:

- (1) Assist the Commander of the Motor Vehicle Squadron to establish, operate and maintain the vehicles assigned to tactical unit.
- (2) Compile and maintain, for appropriate commanders, current data in dispatch, utilization and in commission rates of motor vehicles required to support the tactical unit.
- (3) Monitor the scheduling to weekly maintenance inspections on vehicles operated by the tactical unit.
- (4) Study the tactical unit's transportation requirements at the forwarding operating base and prepare plans and SOPs on the plans and operations actually experienced. These should improve transportation procedures presently outlined in the Wing Mobility Plan.

b. The number of general purpose government motor vehicles available to 7AD bases is considered adequate to meet TDY unit requirements. However, the number of staff cars assigned 7 AD stations is limited. Therefore, all sedan type vehicles must be used economically and strictly for official purposes. Full use should be made of all on-base shuttle and taxi services.

c. British civilians usually drive most of the buses and staff cars. Most of the Motor Vehicle Squadrons are under-manned which makes it mandatory that rotational units deploy the total number of vehicle drivers and mechanics prescribed by SAC Manual 400-1.

d. Drivers from tactical units will have to take and pass the required examinations given by the appropriate UK base driver's school. If they hold valid licenses from a ZI base, issue of a license to drive in the UK will be greatly expedited. This not only complies with AFM 77-1 but also is necessary to orient drivers on British laws and drivers regulations. Officers will not be allowed to drive vehicles except in cases of actual emergency.

e. All personnel should take extreme care not to violate British traffic laws. Speed limits are posted on roads where speed is controlled.

Where speed limits are not posted, proper judgment must be used. British law requires that good judgment be exercised at all times. Detailed information on traffic laws can be obtained from the Base Motor Pool Officer.

f. Motor pool buses are available, by request through base special services, for special unit recreational functions, such as squadron picnics, dances, etc.

2. Commercial Transportation.

a. British rail connections to all areas are excellent, enabling travelers to reach numerous points sooner than would be possible by car. Personnel traveling in uniform may secure round trip tickets for approximately the price of a one way fare. For personnel traveling on official duty orders, British Rail Warrants (trip tickets) will be issued by the Commercial Transportation Officer when requested. Information on train schedules, departure points and rates may also be obtained from the Commercial Transportation Officer.

b. Charter of British civilian buses for off duty travel to points of interest in the British Isles may be arranged through Special Services office. This also includes taxi service. Private automobiles may be hired on a daily, weekly or monthly bases. Tours of Britain and the Continent may be arranged through the local American Express agency on each base.

3. Airlift Requirements.

a. The Transportation Division of Headquarters, 7th Air Division is responsible for monitoring the provisions of SAC Regulation 400-5, Airlift Requirements Report.

b. Your attention is invited to requirements of 7th Air Division Regulation 76-1 which outlines the procedures for requesting airlift support which is above capabilities of base assigned or TDY aircraft.

AIR INSTALLATIONS

1. Personnel. Rotational units should plan to deploy the following AIO personnel:

a. A qualified Air Installations Officer to act as liaison with the Air Base Group. He should be assigned for duty to the Base Air Installation Office.

b. A team of five (5) technicians in the utilities field, to supplement the Base Installations personnel in accomplishment of preventive and other minor maintenance work. This type of maintenance will

necessarily increase due to the influx of TDY rotational units. These airmen should have sufficient rank and practical experience so that they can assume responsibility for accomplishment of preventative maintenance inspections for work requiring the attention of carpenters, plumbers, electricians, refrigeration mechanics, etc.

c. A qualified fire officer and twelve (12) qualified fire fighters, who would normally be included in the first phase airlift under the EWP. These men should be assigned for duty to the base fire department on the station and be responsible for seeing that adequate fire protection equipment is placed in the vicinity of the combat type aircraft.

2. General.

a. The Air Installations Section of the Air Base Group in the UK is not manned as effectively as in "Stateside" operation. All major maintenance and construction work is performed by a British base maintenance contractor. However, no difficulty should be encountered in providing support as will be required to carry out the assigned mission.

b. Design and construction of all base facilities are carefully coordinated between base, 7th Air Division, Third Air Force and Air Ministry. Headquarters, 7th Air Division determines operational requirements on 7th Air Division bases and furnishes requirements to Headquarters, Third Air Force. Headquarters, Third Air Force is the negotiating agency with Air Ministry for construction contracts. Air Ministry provides the detailed design drawings and places the necessary contracts with British contracting agencies. This process is time consuming; thus the planning must be complete, well coordinated, and based on the planned future use of any base. Therefore, modification work in assigned buildings cannot be entertained. Funds for materials and labor are not available for changes within buildings or additions to present structures.

c. The supply of electric energy to all USAF bases in the UK is limited to designed operational requirements. It is essential that no unnecessary electrical equipment be connected.

d. The supply of Air Installations' heavy equipment is in very short supply especially such items as sweepers. It is essential that all personnel take precaution to keep airfields clean of all debris.

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COMAIRDIV 7 (SAC) SOUTH RUISLIP ENGLAND

COMABGRU 3909 (SAC) GREENHAM COMMON ENGLAND
 COMABGRU 3910 (SAC) LAKENHEATH ENGLAND
 COMABGRU 3911 (SAC) WEST DRAYTON ENGLAND
 COMABGRU 3917 (SAC) EAST KIRKBY ENGLAND
 COMABGRU 3918 (SAC) UPPER HEYFORD ENGLAND
 COMABGRU 3919 (SAC) FAIRFORD ENGLAND
 COMABGRU 3920 (SAC) BRIZE NORTON ENGLAND
 COMABGRU 3928 (SAC) STURGATE ENGLAND
 COMABSQ 3914 (SAC) WADDINGTON ENGLAND
 COMABSQ 3916 (SAC) LINHDOLME ENGLAND
 COMABSQ 3930 (SAC) FULL SUTTON ENGLAND

/UNCLASSIFIED/ MDMP 2018 . Subj: Revision to 7AD Man 66-12. This
 is interim change No. 5. Page 1, Sec III, Organization is changed to read as
 follows: Par 1a: When a tactical wing deploys to a 7th AD base the maint org
 will be in accordance with SAC Man 66-12. 7th AD personnel will be integrated
 into the maint org of the tactical. ^{/wing} Over-all control, direct supervision
 and responsibility for all maintenance functions will be vested in the Ch of
 Maint of the Tactical wing. Para 1b: (1) When separate rearming operation
 is implemented, the Ch of Maint of the tactical wing will: (a) Be responsible
 for the over-all wing maint operation including maintenance org at dispersed
 se. (b) Establish a sub-maintenance control at dispersed base. (c) Designate
 a senior maint officer as a Ch of Maint at dispersed base. (d) Dispatch the
 necessary personnel and equipment to support flight line, periodic, field and
 armament-electronics functions at dispersed base. (2) 7AD personnel will be
 integrated into all maint function insofar as other commitments will allow.

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Encl 3 of Tab I, UK Survey

0751

3918TH MOTOR VEHICLE SQUADRON
APO 194

Vehicles allocated to the Medium Bomb Wing will be assigned to the sections as listed below:

a. Wing Headquarters

Car, 5 passenger sedan	1
Truck, 1/4 ton, 4x4, M-38	3

b. Periodic Maintenance

Truck, 3/4 ton, 4x4, M-37	1
Truck, 1/4 ton, 4x4, M-38	1
Tractor, towing, Coleman	1
Tractor, towing, 4,000 Pound	1

c. Field Maintenance

Truck, 2 1/2 ton, 6x6, M-35	1
Truck 3/4 ton, 4x4, M-37	3
Truck, 1/4 ton, 4x4, M-38	2
Tractor, Towing, 4,000 Pound	1
Forklift, 15,000 Pound	1

d. Armament & Electronics

Truck, 2 1/2 ton, 6x6, M-35	1
Truck, 3/4 ton, 4x4, M-37	3
Truck, 1/4 ton, 4x4, M-38	1

e. Each Assigned Bomb Squadron

Truck, 2 1/2 ton, 6x6, M-35	1
Truck, 3/4 ton, 4x4, M-37	1
Truck, 1/2, 4x2 pickup	1
Truck, 1/4 ton, 4x4, M-38	1
Tractor, towing, Coleman	1
Tractor, Towing, 4000 pound	1
Trailer, 1/4 ton, 2 wheel cargo	1

TOTAL	42
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Incl 3 of Tab I, UK Summary

A flight line shuttle bus and transportation to and from the squadron sites on the flight line will be operated on a schedule by personnel and equipment assigned to the Base Motor Pool. The Motor Pool will also have in operation a taxi pool for legitimate transportation requirements above that of vehicles permanently assigned.

3918TH MOTOR VEHICLE SQUADRON
APO 194

The following vehicle commitments for 3918th Air Base Group will be effective during the Bomb Wing tour of duty at this station

1. Group Headquarters
 - (1) each Sedan-Commanding Officer
 - (1) each Jeep-Base Courier
 - (1) each Carryall-Ruislip Courier- Mon. Wed. & Fri
 2. Base Supply
 - (1) each Jeep
 - (1) each Weapons Carrier
 - (2) each 6x6s
 - (3) each 4000 # Tugs
 - (2) each 4000 # Forklifts
 - (1) each 15,000 # Forklift
 3. Base Operations
 - (1) each 10 Passenger Bus
 4. Base Flight
 - (2) each Jeeps "FOLLOW ME"
 - (1) each 6x6 (Drop Chute)
 5. Post Office
 - (1) each 6x6
 6. 3918th A&E
 - (2) each 6x6s
 7. Air Installations
 - (2) Jeeps
 - (1) Weapons Carrier
 - (1) each 4000 # Tug
 - (1) each 6x6
 - (1) each Weapons Carrier R-2
 8. Automotive Maintenance
 - (1) 4000 # Tug
 9. Air Police
 - (7) each Jeeps
 - (4) each Weapons Carriers
 - (1) each 6x6
 - (2) each M-20s
 - (3) each Halftracts

Additional vehicles will be furnished by the Motor Pool at night.
 10. Food Service
 - (1) each Tractor & Refer Van
 - (2) each 6x6s
 11. Telephone Maintenance
 - (1) each V-41 Caple Splicer
 12. Base Infirmary
 - (5) Ambulances
- Total vehicles in pool for AFG, Taxi, & Maint Replacement.
- (2) each Sedans
 - (2) each Carryalls
 - (14) each Jeeps
 - (7) Weapons Carriers
 - (13) each 6x6s
 - (6) each 4000 # Tugs
 - (1) each 10 Pass. Bus
 - (2) each 15,000 # Forklifts
 - (2) each Tractor Coleman
 - (8) each Buses (29 Pass.)
 - (2) each Forklift 4000 #
 - (1) each Forklift 2000 #
 - (1) each Wrecker M-62
 - (1) each Wrecker M-246
 - (2) each Crane 20 Ton
 - (1) each Trailer Semi 40'
 - (1) each Trailer Semi 25'
 - (2) each Trailer Semi 18'

Incl 4 of Tab I, UK SURVEY

0754

7 AD C-26 PARTS LIST

The following items are required for immediate consumption on
reparable C-26 and Gremco Generators:

6 EA	3370-683500-2587	Rectifier P/N M40D20451
1 EA	6HAA-538100	Magneto
1 EA	6HAA-991100	Starter
1 EA	6ZAA-205300	Carburetor
1 EA	7700-087277	Cable
1 EA	3370-683500-3423	Rectifier P/N A-15359
5 EA	3340-062697090	Reactor P/N R11
4 EA	3340-063903190	Transformer P/N TD-40461
1 EA	8211-235-1012	Fan

The followin items have caused out of commission status in the
past. Any quantities of those listed above are desired if available:

4213-40E17-1A	Regulator
4213-40E23-30	Regulator
6ACM-533171	Gear
6ANE-54122B6	Governor
6ZAA-639500	Pump
4213-40E30-1B	Regulator

Incl 5 of Tab I, UK Survey

UPPER HEYFORD

ABSOLUTE ESSENTIAL APR 67-97 ITEMS FOR B-36 and B-47 AIRCRAFT

STOCK NUMBER	NOUN	AUTH	ON HAND	SHORT
7CAD-001141	K-Cart Adapter	4	4	0
7CAD-738376-7	STAND ASSY	1	1	0
8100-209750	COMPRESSOR	7	7	0
8100-307818	GENERATOR	4	1	3 1 Ea B-47, 3 Ea B-36
8200-067910	BAR ASSY NLG	2	1	1 B-36
8200-082275	BAR ASSY MLG	2	2	0
8200-243940	EXTENSION ASSY	83	66	17 B-36
8200-245016	EXTINGUISHER	67	67	0
8200-245070	EXTINGUISHER	75	75	0
8200-368097	JACK ASSY	6	6	0
8200-368127	JACK ASSY	16	9	7 6, B-36: 10, B-47
8200-631520	MANIFOLDING ST	2	0	2 1, B-36: 1, B-47
8200-630035	MAINT PLAT	15	XX	15 B-36
82200-630040	MAINT PLAT	22	16	6 9, B-36: 13, B-47
8200953530	TRAILER	7	7	0
8210-250000	GREASOS	6	6	0
8210-327510	GENERATOR	12	0	12 B-36
8210-327755	GENERATOR	11	9	2 B-47
9BCF-ST1641	PIER	1	0	1 B-36
A094-7307594	MACHINE	4	0	4 3, B-36: 1, B-47

Incl 6, Tab I, UK Survey

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AFR 67-97 CRITICAL ITEMS IN BASIC SET - BRIZE NORTON AFB

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>AUTH</u>	<u>ON HAND</u>	<u>SHORT</u>	<u>REMARKS</u>
17-4665-770-000	GENERATOR SET 60KW	3	3	3 ea	Reparable
5035-700575-575	TRUCK TRACTOR 5 TCN	21	18	3	
6600-862750	HOSE 100 FT	4	0	4	
7CAC-862750	TRANSFORMER, VARIABLE LOAD	1	0	1	
7CAC-899000	TURNABLE INSTRUMENT TEST	1	0	1	
7CAD-435500	INDICATOR, COMPRESSION DIESEL	2	0	2	
7CAD-271203	DETECTOR LEAK BEARING OIL	1	0	1	
7CAD-735550	STAND TEST TACHOMETER	1	0	1	
7CAD-738245	STAND TEST AIRCRAFT FUEL FLOW METER	1	0	1	
7CAD-801892-7	TEST PRESSURIZE CABIN LEAKAGE	1	0	1	
7CAD-807670	TESTER NOZ ⁷ LE & INJECTOR DISL ENG	2	0	2	
7CAD-806554	TESTER TACH FIELD	1	0	1	
7CAD-902879-8	UNIT TEST CHECK CAPACITANCE	1	0	1	
8100-050963	ASSEMBLING MACHINE HOSE AERO	1	0	1	
8100-115000	TUBE, 1/2 to 3 IN CAP PARKER	1	0	1	
8100-175342-9	CHARGER BATTERY	10	1	0	
8100-179315	CLEANER, SPRAY IMULSIFYING B-1	1	0	1	
8100-307818	MOTOR GENERATOR SET	1	0	1	

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AFR 67-97 CRITICAL ITEMS IN BASIC SET - BRIZE NORTON AFB (continued) Page 2

8100-315170	GENERATOR SET F-2	1	0	1
8100-376600	GRINDER SURFACE	1	0	1
8100-438220	KIT AIRCRAFT WEIGHING B-1	1	0	1
8100-461825	MACHINE FLARING TUBE	1	0	1
8100-475000	MACHINE ROTARY FLARING	1	0	1
8100-485700	MACHINE SHEET METAL ENG	1	0	1
8100-628000	RECTIFIER PROT TYPE B-9	4	1	3
8210-310500	GENERATOR SET 100KW	1	0	1
8220-234800	CRANE PROT ENG OR TURRET 5 TON	1	0	1
9900-AAF500075	NOZZLE, FIRE HOSE TYPE 3	8	0	8
9900-AAF727000	TIP, NOZZLE FIRE HOSE NON ADJ	8	0	8

APR 67-97, APPENDIX IV CRITICAL ITEMS BRIZE NORTON AFB

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>AUTH</u>	<u>ON HAND</u>	<u>SHORT</u>	<u>REMARKS</u>
SET, FLIGHT LINE MAINT (ECL 20-00-30) SERIES FOR KB-29 AND KC-97 ACFT, CONSISTING OF THE FOLLOWIN BSE ITEMS:					
CLASS 17C					
7CAD-NISL	STAND ASSY, PORTABLE, HYDRAULIC, HIGH PRESSURE, 03-000 PSI, 10GPM GAS ENG DRIVEN, BOEING P.N F66256.	4	1	3	SUB: 7CAD-732815 2 Ea 7CAD-738235 1 Ea
8200-630035(2)	MAINT PLATFORM, ACFT, ADJUSTABLE 7 to 12' type B-5	25	12	15	Not to be furnished by 7th AD per agreement in meeting with Lt Col Taylor (SUB B-2 Stand 20 on hand)
8200-841800 (c)(d)	SHELTER, ACFT FIXED HT, ENG SHELTERED, TYPE J-1A	4	0	4	C-22 will be used as sub per agreement in meeting with Lt Col Taylor
SET, PERIODIC MAINTENANCE (ECL 20-00-40 SERIES FOR KB-29 AND KC-97 ACFT, CONSISTING OF THE FOLLOWIN BSE ITEMS):					
CLASS 17A					
8100-62800	RECTIFIER, METALLIC, DC POWER SUPPLY PORT INPUT AC 220 V, 3 PH, 60 CYC OUTPUT, DC, 28V, 1000 AMP	2	0	2	Generators may be sub per telcon with Maj Keys

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STOCK NUMBER	NOMENCLATURE	AUTH	ON HAND	SHORT	REMARKS
8200-630035 (a)	MAINT PLATFORM, ACFT, ADJUSTABLE 7 to 12' TYPE B-5	2	0	2	SUB B-2 Stand 20 ea on hand
8200 848100 (c) (d)	SHELTER ACFT FIXED HEIGHT, ENG SHELTERED TYPE J-1A	8	7	1	Hanger available
8210-310500	GENERATOR SET, DIESEL ENG, 100 KW 120-208V, 60 CYC, 3 PH, 8 PH, 4 WIRE 1200 RPM	1	0	1	
SECTION II SET FIELD MAINTENANCE (ECL 20-00-50 SERIES FOR KB-29 AND KC-97 ACFT CONSISTING OF THE FOLLOWING BSE ITEMS)					
8100-628600	RECTIFIER, PORTABLE, 28V, 400 AMP, DC OUTPUT, AV 220 V, 3 PH, 60 CYC, TYPE B-8 1		1	0	SUB 8100-631095 1 EA
AIR FORCE ENGINE BUILD-UP SHOP					
CLASS 17 A					
8100-458500	MACHING, CLEANING AIRCRAFT, OIL TANK MOTOR AC 220 V, 3 PH, 60 CYC	1	0	1	Not required: EBU is in operation at Mildenhall
CLASS 17 C					
7C4C-807525	TESTER, NACELLE, ELECTRIC, P/N 66026 (7AD MSG MDSW 9602)	1	0	1	Not available in 7th AD assets See 7th AD MSG 3523-C, 29 Oct 54 EBU is at Mildenhall
7CAD-NSL (b) (g)	TEST STAND DIRECT FUEL INJECTION P/N 135171	1	0	1	EBU is at Mildenhall

STOCK NUMBER	NOMENCLATURE	AUTH	ON HAND	SHORT	REMARKS
8220-502700 (b) (g)	MAINTENANCE STAND, ENG MACHINE KNOCKDOWN	6	0	6	EHU is at Mildenhall
8220-774800 (a) (f)	TRUCK, AIRCRAFT ENGINE, TRANS- PORTATION, BOILING	6	5	1	
PROPRIETOR SHOP (K)					
CLASS 17-C					
7CAD-294521-7 (a)	FIXTURE, TEST, SUMP, P/N HSP-2013	2	0	2	Not available in 7AD assets See 7AD Msg 3523-C 29 Oct 54
7CAC-801314-7(a)	TESTER, BLOCK SOLENOID VALVE, P/N HSP 1597	1	0	1	Not Available in 7AD assets See 7AD msg 3523-C, 29 Oct 54

T A B IIA

PERSONNEL

1. Personnel manning required by 400-1A are generally in place on both Upper Heyford Air Force Base and Brize Norton Air Force Base. Total body manning is in excess of 100% on both stations, but shortages exist as listed below for personnel to complete the requirements of 400-1A.

a. Both bases will require additional PBX operators due to the manual system of operation presently in use in the United Kingdom. An Augmentation of sixteen (16) switchboard operators over and above that listed by our Mobility Plan is needed in order to provide both stations with 24 hour telephone service. (Mobility Plan authorization - 5)

b. Due to a shortage of mess personnel at both bases, a requirement exists for this Wing to deploy with thirty-three (33) more cooks and six (6) more cooks' helpers than are provided for in the Mobility Plan.

c. A requirement exists for sixteen (16) more air policemen than are provided for in our Mobility Plan.

d. An augmentation of seven (7) fire fighters more than listed in the Mobility Plan will be necessary in order to complete crash and rescue teams at both bases.

e. Eighteen (18) motor vehicle drivers and fourteen (14) mechanics in excess of the Mobility plan requirements are needed to support the motor pools of the two stations.

2. In addition to these shortages needed, refueling at both stations utilizes F-6 units. Refueling personnel deploying with this organization should be capable of operating this type of equipment. This will necessitate the re-training of hydrant refueling personnel prior to deployment.

3. A detailed analysis of the personnel status at each station is shown in inclosure I to this tab.

RESUME OF MOBILITY REQUIREMENTS

<u>AFSC</u>	<u>TITLE</u>	<u>AIR PHASE</u>	<u>U.H. REQ</u>	<u>B.N. RQR</u>	<u>ABGRU CAPABILITY</u>
22350	Draftsman		1		1
23010	Photographic Helper	2			1
23230	Apr Photographer	3			1
23250	Sr Photographer	1			1
29130	Apr Communications Center Spec	1	8		4
29150	Sr Communications Center Spec	4	10		7
29230	Apr Cryptographic Operator	1	3		
29250	Sr Cryptographic Operator	3		1	4
29270	Cryptographic Operations Spec	2			
29350	Sr Operations Spec	1			
29370	Radio Operations Supv	2			
29351	Sr Ground Radio Operator	1	2		2
29331	Apr Grd Radio Operator	1			1
30450	Grd Radio Repairman	1	2		2
30470	Grd Radio Repairman (Tech)	1	2		1
34350	Nav and Bombing Trainer Spec	3			
36130	Apr Installer - Cableman	2			
36150	Sr Installer - Cableman	2	3		1
36250	Sr Central Office Equip Mech	1			1
43171	Jet Aircraft Maint Tech	2			
46130	Apr Munitions Spec	6	5		
46150	Munitions Spec	12	10		12
46170	Munitions Supv	4		1	
46171	Munition Disposal Tech	2			1
46250	Weapons Mechanic	2			2
47131	Apr Automotive Mech	2			
47151	Sr Automotive Mech	3	22		7
47171	Veh Maint Tech	2			1
53150	Machinist	1			
53250	Metal Processing Spec	1			
53330	Apr Sheet Metal Worker	1			
53350	Sheet Metal Worker	1			
55151	Construction Equip Operator	1	4		1
55250	Woodworker	1	2		2
55270	Building Craft Supervisor	1	1		1
57010	Firefighting Helper	7	4		7
57150	Firefighter	7	3	11	7
57170	Firefighting Supervisor	1	1		1
60150	Air Pass & Oper Spec	1	3		
60170	Air Transp Supv	1			
60330	Apr Veh Operator	3	8	10	11
60331	Apr Veh Dispatcher	1		1	1
60350	Veh Operator	30	31	10	21
60351	Veh Dispatcher	1	1		1
60370	Motor Transp Supv	2	2	1	1
62010	Food Sv Helper	12	18		12
62150	Baker	4	3	1	4
62230	Apr Cook	6	24		10
62250	Cook	34	24	25	40

Incl 1 to Tab II

RESUME OF MOBILITY REQUIREMENTS

AFSC	TITLE	AIR PHASE	U.M. REQR	B.N. REQR/AFSC CAPABILITY
62270	Food Serv Supervisor	4	2	2
62330	Meat Cutter Apprentice	1		4
62350	Meat Cutter	3		
64010	Supply Helper	1	2	2
64130	Apr Warehouse Spec	4	2	2
64131	Apr Crgn Supply Spec	4	7	2
64132	Apr Supply Records Spec	3	2	7
64150	Warehouse Specialist	2	3	3
64151	Organizational Supply Spec	4	4	
64152	Supply Records Specialist	17	6	1
64171	Warehouse Supervisor	4	9	1
64173	Organizational Sup Supervisor	2		2
64174	Supply Records Supervisor	2	1	1
64175	Stock Control Technician	1	1	1
64330	Apr Petroleum Supply Spec	1	3	2
64330	Apr Petroleum Supply Spec	1	3	
64350	Petroleum Supply Spec	5		10
67150	Finance Specialist	30	16	8
68150	Statistical Specialist	5	4	1
68250	Machine Accountant	2	1	4
68251	Key Punch Machine Operator	2		2
70230	Apr Clerk	1		1
70250	Clerk	4	3	1
70270	Administrative Supervisor	13	6	3
70272	Stenographic Specialist	1	1	7
72171	Historical Technician	1		1
73170	First Sergeant	1	1	1
73470	Personnel Technician	3		1
74151	Recreation Specialist	1	1	1
77010	Air Police Helper	1		1
77130	Apr Air Policeman	146	106	39
77150	Air Policeman	10	1	32
77150	Air Police Supervisor			42
1416	Operations Staff Officer	1		5
1435	Air Operations Officer	1		
3034	Communications Officer	1		1
3254	Ammunition Officer	1		
6016	Transportation Staff Officer	1		1
6424	Supply Officer	2	2	2
6434	Supply Services Officer	1		
6774	Disbursing Officer	1		
6834	Statistical Services Officer	1	1	
7016	Administrative Staff Officer	1		1
7324	Personnel Officer	2		
7724	Air Police Officer	2	1	1
7824	Legal Officer	1		2
7924	Chaplain	2	1	
7344	Personnel Services Officer	1	1	1
62000	Food Services Superintendent	1		1
57000	Firefighting Superintendent	1		

T A B I I B

SERVICES

1. All normal base services are available at both Brize Norton Air Force Base and Upper Heyford Air Force Base. (See 3918th Air Base Group Brochure, 3920th Reception Plan and Wing Commanders' Guide.)
2. Special service offices at both stations offer numerous additional activities such as sight seeing tours and weekend rest and recreation flights to the continent.

TAB

III A

OPERATIONS AND TRAINING

1. OPERATIONS:

a. General:

- (1) Deployment may be changed to 3 MAR 55.
- (2) 7th Air Division Operations Order - Deployment. Copies of this Operations Order will be forwarded to 310th Bombardment Wing within the near future. Instrument letdown procedures and channelization will be included in this order.
- (3) 7th Air Division will indoctrinate the Wing and Squadron Staff immediately after units arrive.
- (4) The Wing will present 310th Bombardment Wing OPLAN 50-55 EWP briefing to the 7th Air Division approximately ten to fourteen days after arriving. Exact date will be announced during 7th Air Division indoctrination mentioned above.
- (5) Sixteen B-36 aircraft will stage at Upper Heyford during 27 MAR - 7 APR. Barracks, aircraft parking, etc, is being planned so that minimum effect will be felt by 310th Bombardment Wing.
- (6) Directed Missions. Evaluation and Orientation mission will be flown simultaneously with the B-47 aircraft within five days after last increment of wing aircraft

arrives in the United Kingdom. Duration will be $3\frac{1}{2}$ hours. Purpose is to evaluate operational capabilities and to check out crews on flying in the United Kingdom. Orbit Evacuation and Dispersal mission will be flown during TDY. Other type missions are classified and are explained in separate correspondence or are mentioned in paragraph 1b.

- (7) Radar log discipline is a 7th Air Division special subject and must be of the highest caliber.

b. 7th Air Division Operations Plan:

- (1) 7th Air Division Operations Plan 104-55, Evaluation and Orientation. This plan should arrive at Smoky Hill during the week of 14 FEB. Mission will be flown within five days of last increment arriving in United Kingdom. Observers must take a 7th Air Division Heston RBS examination in the United Kingdom prior to this mission. Mission is in three increments spread over three days. The length of the B-47 mission is $4\frac{1}{2}$ hours; the KC-97, $3\frac{1}{2}$ hours. The B-47 crews will not be permitted to know the results of any run until the mission is completed. The Wing is advised to use OAP on this mission.
- (2) SAC ZEBRA Operations Plan 65-55 "ON CALL" (TOP SECRET). Copies of this Operations Plan are in the 310th Wing Operations Plans files. The Wing Commander and staff must study this plan and be prepared to discuss it at the 7th Air Division indoctrination to be held

immediately after arriving in the United Kingdom.

Emphasis will be placed on Annex "B". Practice missions will be flown during March and will probably commence with an alert during the night (no warning). This will be a one or two day exercise.

- (3) The B-47 EWP examination will be administered possibly within the first seven days after arriving in the United Kingdom. Another examination will be administered approximately 30 days later. The second examination may be a 310th Wing examination provided the Wing has designed one that is satisfactory to the 7th Air Division.
- (4) SAC ZEBRA Operations Plan 48-55, Orbit Evacuation and Dispersal. This Operations Plan was dispatched from EWP section of 7th Air Division on 3 FEB 55, but has not yet arrived at Smoky Hill. This Plan, one form or another, will be flown while in the United Kingdom. The 310th Bomb Wing will be required to write an Operations Plan 48-55 as an emergency plan for the period of TDY.
- (5) 7th Air Division Operations Plan 101-54 "YUKON JAKE" (SECRET). One copy of this plan was brought home by the United Kingdom Survey Team and will be issued to the current Operations Officer, 310th Bomb Wing. While classified SECRET, this plan is to be handled strictly on a "need to know" basis since it pertains

to flights to foreign bases and for political reasons must be treated as sensitive.

- (6) Rescue Exercise. One or two rescue missions will be accomplished during TDY. Aircrews will be spotted, transmit emergency radio signal, be located and picked up by rescue unit. Detail of this exercise is classified and will be received after arriving UK.

e. Recommended ADVON:

- (1) ADVON should arrive in the United Kingdom at least ten days prior to arrival of the first wing increment. Following personnel should be included in ADVON:
- (a) One weather liaison officer.
 - (b) One Wing Communications Officer.
 - (c) Supply officer for each base with written orders to sign for property.
 - (d) Following personnel for duty during all deployment landings:
 - 1. One senior operations officer familiar with KC-97 and B-47 part of deployment to be in Lancer Control, High Wycombe.
 - 2. One B-47 pilot for Upper Heyford Control Tower.
 - 2. One B-47 pilot for Brize Norton RAPCON (Radar Approach Control).
 - 4. One KC-97 pilot in Brize Norton Tower (can be ADVON aircraft commander).

2. TOP SECRET Control Officer to sign for EWP material from 7th Air Division.

- (2) ADVON should take information on specific office and desk assignment so that desk name plates can be positioned and a telephone directory printed prior to deployment.

d. Operations Facilities and Procedures (Brize Norton):

- (1) Personal equipment. The parachute tower is not in operation. All parachutes and rubber goods must be taken to Upper Heyford for inspection and/or repack. Space is provided in squadron building for lockers, storage, issue, etc. Since entire squadron building is heated continuously by kerosene heaters, moisture is no problem. Sufficient steel lockers are in position, but individuals must provide their own lock. The 321st Air Refueling Squadron stores personal equipment in aircraft. Crew members wear flight clothing to and from barracks.
- (2) Squadron Control Room. UHF/VHF equipment installed in Operations Office in same room with dispatcher's board, aircraft status, flying schedule and duty officer.
- (3) Flight Scheduling. 321st Air Refueling Squadron was able to do very little training the first few weeks due to weather and had to fly many week ends to make up 50-8 requirements. Normally, flying would have been scheduled five days a week with five or six aircraft flying each day. Ordered refueling missions will

consume much of the flying time.

- (4) Duty Crew. Every day (7 days a week) one entire crew stands down for 24 hours for Base and Squadron Duty. Crew members perform following duties:
 - (a) Aircraft commander - tower officer.
 - (b) Co-pilot - airdrome officer.
 - (c) Navigator - assist squadron navigator, refueling officer
 - (d) Radio Operator - operate UHF/VHF in squadron Control Room.
 - (e) Remaining crew members - fatigue duty.
- (5) Alert Crew. One tanker crew and aircraft for every ten B-47 aircraft flying are on scramble alert. Crew members have beds provided in squadron building.
- (6) Coffee Bar. Counter, tables and chairs are in place. Coffee urn and cups must be provided by unit.
- (7) Tower Officer. KC-97 aircraft commander should be in tower during deployment landings. Recommend aircraft commander of ADVON aircraft.
- (8) Base Facilities. Operationally, Brize Norton is a better base than Smoky Hill. All areas are within short walking distance of each other and transportation will be needed only on the flight line. The 310th Air Refueling Squadron will be the only tactical squadron on this base.
- (9) All tactical squadron personnel must have SAC Badge since the squadron is located within the flight line

restricted area.

e. Operations Facilities and Procedures (Upper Heyford):

- (1) Parachute re-pack. Repacking and drying capability is considered adequate only because excess workload can be given to RAF parachute shop located on same base.
- (2) Squadron buildings. Sufficient clothing lockers are positioned for aircrews in personal equipment section of operations buildings. Limited number of lockers exist for engineering, Wing Operations, etc. Individuals must furnish lock. Base and flight line buildings are heated by kerosene stoves. Considered barely adequate to keep buildings dry and reasonably warm. Briefing room is fully equipped with chairs, lighting, stage, maps, heaters, podiums and blackout curtains. Coffee shop with chairs and tables are adequate. Units must furnish coffee urn and cups. Main squadron buildings are adequate for orderly room and operations. Metal warehouse is adequate for 263 and dead storage. Maintenance buildings are rather small but are adequate for administration, Technical Orders, flight chiefs and tool crib.
- (3) Wing Operations:
 - (a) Sufficient office space and telephones for all sections, including EWP and Intelligence. Walk in vault is available.
 - (b) Control Room is very spacious and fully equipped with magnetic map, sliding panels, switchboard and furniture.

- (e) Base Communications are in the same building.
- (f) Only 7th Air Division Regulations are provided.
- (g) No instrument ground training available. Practically no base flight type flying time available.
- (4) Weather. Two officers PCS are in place. Two more will be assigned from the 7th Air Division resources during TDY. Two should come with the 310th Bomb Wing if squadrons are to have weather briefings in squadron areas and wing staff briefings in Headquarters.
- (5) Air Base Group Support. Base Operations staff very anxious to cooperate and help in every way possible. Indoctrination lecture for all wing and squadron operations personnel will be given as soon as possible after arrival. Base personnel are willing to help execute and advise during Wing missions.
- (6) All tactical squadron personnel must have SAC Badges since these tactical squadrons are located within the flight line restricted area.

2. TRAINING:

a. Synthetic Trainer Facilities:

- (1) One T-33 trainer at Fairford and Upper Heyford. Both are operational, but have limited range of approximately 30 NM.
- (2) One C-11 at Brize Norton and Upper Heyford.
- (3) One ANT-18 at Brize Norton.
- (4) One P-3 is enroute to theater.

- (5) One 1-A gunnery trainer has been requisitioned and will be installed at Upper Heyford as soon as possible.

b. Visual and Radar Bombing Ranges:

- (1) MSQ 2 RBS should be operational at Homewood, London in March. The SCR scoring at Heston will be deactivated at that time. Some aiming points will change.
- (2) London RBS targets will be designated by 7th Air Division. Aiming points will be picked up by the 310th Wing.
- (3) Paris RBS may become operational during 310th Wing TDY.
- (4) B-47 control and maintenance team should be detached to Sidi Slim'ne, French Morocco. 321st Bomb Wing rotated three B-47 aircraft every other day with practice bombs for visual bombing and RBS. Fifth Air Division requests an operations officer be on control team to act as liaison officer and to sign clearances.
- (5) T-59 drops will be made on Rockal Island (approximately 200 NM northwest of Scotland).
- (6) 500 pound sand filled bombs used for practice.

c. Gunnery Ranges:

- (1) No live gunnery ranges, as such, exist in the United Kingdom. Gunnery will be accomplished any where beyond 50 miles at sea.
- (2) OQ Range fully operational at Stiffley-on-Wash near Sculthorpe.

T A B IIIB

INTELLIGENCE

1. There are adequate intelligence facilities to support the operational commitments and requirements of this command during its mobility rotation in the United Kingdom, at both Upper Heyford Air Force Base and Brize Norton Air Force Base.
2. Adequate administrative, briefing, mission study, and secure storage space is available immediately adjacent to the Wing Operations block of offices in Building 172, at UHAFB, and in the Base Operations space of BNAFB. There is sufficient office furniture, lighting, wall plugs for projection equipment, U. S. standard power, and secure storage vaults and safes to meet minimum requirements.
3. Static intelligence reference documents (National Intelligence Surveys, Airplane and Seaplane Stations of the World, Evasion Geographies) are in place. Current intelligence and changes to Orders of Battle (AOB, CROB and AAABO) are provided by the Director of Intelligence, 7th Air Division. Target Intelligence materials are available from the Base Target Intelligence centers (UHAFB and BNAFB) as well as from the 3921st Reconnaissance Technical Squadron at West Drayton. During the visit of the PCN Survey Team, current RBS Target materials on Heston and Marrakech were delivered to the intelligence representative for command use and are now being incorporated in our Target Folders.
4. Projection equipment tubes are not available in the United Kingdom. Since there is a critical shortage of these tubes for Recordaks, Diebolds, Movieolas, etc., at Smoky Hill Air Force Base, these shortages could impair evaluation of Wing missions during the TDY. Action has been taken with the 802d Air Base Group Director of Material to procure the required 90-day stock

TAB IIIB (Continued)

levels. Intelligence expendable supplies are available. Eclair projection screens are in place but the Eclair projectors must be taken as part of the 310th Bomb Wing Mobility Equipment.

5. Jet Navigation maps are in limited theatre supply. The Intelligence Section will take a 90-day supply (on hand) to meet the Wing needs.

6. The Base Photo labs are in excellent condition, both as to facility and supply. In every case where shortages exist, there are adequate substitutes.

7. There are no problem areas which require resolution by higher headquarters.

T A B III CSECURITY

1. The personnel shortages existing in Air Police at both Upper Heyford Air Force Base and Brize Norton Air Force Base are discussed in the Personnel Section of this report, Tab II, A, 3, d. A total of 162 air policemen must be provided to guarantee the 310th Bomb Wing adequate security.
2. The variance in types of SAC Restricted Area passes, SAC Forms 138, creates a need for an immediate recognition training program for TDY Base Air Police since 7th Air Division issues a pass of different format. The shortage of permanent passes (about 400) can be solved by taking the completed SAC Form 138 to the TDY bases where the local Air Provost Marshals will laminate them. A reserve of blanks should be taken along to replace breakage and loss during the TDY.
3. The 7th Air Division Security Officer, Lt Col Sagli, is preparing a special United Kingdom briefing for the 310th Bomb Wing Security Officer and will deliver it to him at the Command Briefing, shortly after our arrival in the United Kingdom, which will detail all known security and subversive threats. Seventh Air Division and United Kingdom OSI are going to inspect both bases and surrounding areas prior to our arrival to insure maximum security.
4. The provisions of SAC REG 205-1, pertinent to key personnel wearing weapons on and off the Base, are not applicable in the United Kingdom. Key personnel keep their weapons "readily available" in their office desks and wear them only during USCMs and alerts. TOP SECRET courier officers transporting classified materials in official vehicles wear their weapons concealed.
5. The possible shortage of Air Police can create a critical problem area which, if unresolved from Smoky Hill Air Force Base resources, should be reported upon to higher headquarters.

T A B IIIDCOMMUNICATIONS

1. GENERAL: The situation at Upper Heyford Airdrome and Brize Norton Airdrome with regards to communications facilities is good. Equipment on hand, while not available in the quantity desired, is expected to be adequate for tactical operation. However, as shown in this Tab, a greater number of personnel from Smoky Hill will be required to augment the base complement at these advanced bases if full use and maximum capability is to be obtained from the facilities. (See Tab IIA).

a. Telephone, SOCS, TWX, inter-office equipment, nose docks and hardstand communications, Control Rooms:

- (1) Telephones: All telephone equipment in the United Kingdom is Government Post Office (GPO) owned and maintained and very difficult to obtain due to the operational policies of GPO and due to the expense of installing this equipment. Number of telephones per office has been surveyed and, although each squadron and office is limited to the barest number required, found to be adequate insofar as main number assignments are concerned. Extensions to the assigned numbers can be obtained if deemed mandatory by the using agency. Only in very extreme cases will additional numbers be given to any agency.
- (2) SOCS: There is available in the United Kingdom a facsimile of a SOCS telephone system with direct lines to all bases within the United Kingdom. However, this is not, repeat, not a classified line and can be used only for unclassified traffic. The Wing Commander and Deputy Commander have

Tab IIID (Continued)

direct service with this SOCS and all commanders have a line which can be cut into this system by use of a tactical 20 position key board assigned to the tactical wing.

(3) TWX Circuits:

- (a) Air Communications Network: Duplex tributary station for entry and relay of unclassified messages and encrypted off line messages into plan 51. Relay is through High Wycombe.
- (b) SAC Communications Network: Duplex circuit tributary station for all SAC stations with on line encryption facilities to major relay control stations. Relay is through High Wycombe.
- (c) Telephoto circuits are available and operating at both Upper Heyford and Brize Norton.
- (d) Back-Up Equipment:
 - (1) Each station is equipped with emergency back-up circuits of RRT, CW and voice communications consisting of a GRC 26.
 - (2) Each station has suitable auxiliary power equipment to operate emergency equipment in event of communications emergency or power failure.
- (4) Inter-Office Equipment: Inter-communication stations (LS-124 and LS-130) are not available at the stations in the United Kingdom and it is not deemed feasible to attempt to bring organizational equipment due to the lack of local cabling

Tab IIID (Continued)

facilities. To augment this deficiency, a tactical switch board (20 position PBX key board) is available and connected for operation. This key board can connect any commander to any command or operations office within the wing. An operator will be required for duty at this board 24 hours per day. The lack of inter-communication for offices within the squadron does not indicate that any operational difficulty or delay will be encountered. Each squadron is compactly located within its own building. In the event that additional inter-squadron communication is needed, EE-8 telephones can be installed.

- (5) Hardstand Communications: There are sufficient telephone communications available at the hardstands and nose docks. Currently, there is one operational phone at each nose dock and one phone for every two hardstands.

(6) Control Rooms:

- (a) Brize Norton: Currently, there is UHF, VHF equipment available for use as a squadron control room. However, this equipment is currently located at site one and will have to be relocated prior to arrival of the 310AREFS to site 2, where operations will be located.
- (b) Upper Heyford: There exists at this station a control room, but no UHF equipment. It will be necessary for this wing to deploy the equipment currently

Tab IIID (Continued)

installed at Smoky Hill Air Force Base and install it at Upper Heyford for operation prior to arrival of the first aircraft at Upper Heyford.

2. PUBLICATIONS:

a. Radio Facilities Charts:

- (1) Radio Facility Charts are automatically received and distributed at each base. A check on the number of copies insured that sufficient copies are being received. The latest editions of the current Europe Facilities Charts were taken to Smoky Hill Air Force Base to distribute to each organization prior to deployment. Sufficient copies are not on distribution in the ZI for all aircraft assigned.
- (2) It is recommended that a policy be devised by which future deployment bases receive a one-time double distribution on Radio Facility Charts within a four week period prior to receiving a new unit on TDY and forward the appropriate number to the unit involved in deployment.
- (3) Let down revisions and charts: Sufficient copies of all let down revisions are received and distributed by each base to the units.

3. AIRCRAFT COMMUNICATIONS:

a. Channelization (UHF): There is a standardized UHF channelization being devised at this time. This procedure will cause the ARC-27 radio to be permanently channelized on certain numbered channels with given frequency. These frequencies are not firm as of this date. Prior to deployment 7th Air Division will send a wire to this station directing specific frequencies to be installed in specific channels. It will be mandatory that the channels selected and frequency remain unchanged while in the

Tab IIID (Continued)

United Kingdom. A briefing will be given to all squadrons as to reasons and method of channelization.

b. HF Air/Ground Frequencies for Reporting in United Kingdom:

3023.5 KCS. This facility is operated by AACS.

4. DEFICIENCIES:

a. Personnel:

- (1) A serious deficiency exists at Upper Heyford and to a lesser degree at Brize Norton. Currently, Upper Heyford Base Communications is 60% manned and requires a total of 33 personnel to augment assigned personnel and to operate the facilities in a manner capable of supporting the wing. A complete check of this situation indicates this request is not extreme due to the type of equipment used and the manner in which it is operated and connected for operation.
- (2) Brize Norton survey revealed that while they do need a few more than authorized by 400-1, the base can operate on the authorized allowable personnel. However, a total of nine personnel in the "29100" field and "29200" field could be easily utilized. It is strongly recommended that Brize Norton receive not less than authorized in 400-1.

b. Materiel:

- (1) An extremely serious situation exists at Upper Heyford for lack of an ARC-27 (UHF radio transmitter-receiver set) to be utilized in the Wing Control Room. This base has two component parts available for the set; however, it will be

Tab IIID (Continued)

mandatory that the 310th make provision for supplying UHF radio set for this Control Room. Upper Heyford is not authorized to have this piece of equipment installed permanently for operation.

- (2) W-108 (Field Wire): A requirement for two miles of W-108 field wire exists at Upper Heyford. Currently, this station does not have a sufficient supply to fulfill any request of additional EE-8 phone requirements. This item is not included in 400-1.

5. RECOMMENDATIONS: The following recommendations have been made by all agencies contacted, including 7th Air Division Director of Communications:

- a. That the Wing Communications Officer arrive with the first AOWON of the Bomb Wing. This is deemed extremely important to coordinate with the Base Communications Officer on all problems that arise due to last minute changes in Base Planning and desires and needs of the Wing.

- b. That, due to the dire shortage of personnel at Upper Heyford, as many Communications Personnel as possible be sent on the AOWON to augment the personnel shortages and absorb the ever increasing work load - particularly on the telephone switchboard. It is felt that this time of arrival would also be the best and most appropriate time to break in new men to the type of equipment and methods of operation used in the United Kingdom. All indications completely uphold the above recommendation and it is strongly felt that they should be followed both now and in future operations.

- c. That the 310th Bomb Wing include the recommended W-108 wire for this move.

Tab IIID (Continued)

d. That, without fail, the UHF (ARC-27) be included on this mobility for Upper Heyford. This item is a safety-of-flight communications facility and vitally needed and required. Further recommend this station (Upper Heyford) be given authorization to install an ARC-27 as soon as possible for all future operation.

T A B L E

FIXING SAFETY

1. There are no Flying Safety deficiencies which will affect the 310th Bomb Wing's capability during rotation.

2. Air Control:

a. This will be the first rotation for the 310th Bomb Wing. Although many of the staff and crew personnel have made rotation moves with other SAC units, they will encounter problems with the B-47 and KC-97 combination which they have not experienced prior to flying in the United Kingdom area.

b. In an area comparable to the state of Missouri, there are over 200 active airfields.

c. In SEP of 54, the south-eastern Flight Information Reporting handled over 40,000 air operations. This figure does not include local flights that do not require the filing of a flight plan. In the Brize Norton area alone there are 17 airfields operating over 400 aircraft within a 25 mile radius. It is imperative that all crew members be unusually alert to avoid mid-air collisions.

d. To aid in controlling and maintaining vertical and lateral separation for all aircraft, USAF has installed Radar Approach Control Centers (RAPCON). Procedures developed for the RAPCON is to monitor the initial approach to the primary fix, monitor the penetration and align the aircraft for final approach, then turn the aircraft over to GCA when positive identification is assured. As an example, after departing the home station and while flying over the Atlantic Ocean, the hourly position reports made on the HF radio are monitored by the 7th Air Division Control Center (LANCER CONTROL). LANCER CONTROL notifies the appropriate RAPCON at least one hour prior to the

Tab IIIE (Continued)

ETA of the aircraft. After making the coast-in report at Lands End, the pilot should attempt to contact Brize Norton RAPCON and give expected ETA and any other information necessary - such as low fuel, hydraulic leaks, etc.

e. Depending upon traffic, the RAPCON will normally descent-approach aircraft to 20,000 feet, stacking succeeding aircraft at 2,000 foot intervals. A second call is made to the RAPCON when 25 NM out, giving a corrected ETA.

f. If there is no delay, aircraft will be cleared for their penetration upon reaching the primary fix (Fairford VOR). RAPCON Control will monitor the aircraft penetration and advise the pilot of any conflicting traffic while aligning the aircraft for a GCA approach. When the GCA operator has the aircraft positively identified, the RAPCON Controller will give the pilot the GCA frequency for final approach and landing.

g. The installation of the RAPCON Centers greatly expedites landing of aircraft from bomber stream missions and there should be no difficulty or delay in landing.

3. AIR DROME FACILITIES:a. Upper Heyford:(1) Runways:

- (a) There is only one runway (09-27) available at Upper Heyford. This runway is 9,600 feet long and 200 feet wide.
- (b) There are no over runs or sterilized shoulders at Upper Heyford.
- (c) To prevent aircraft from landing short, each approach end of this runway is marked with a series of chevrons. Aircraft Commanders should plan the approach so as to touch down at the point of the last chevron. This is approximately 750 feet to 1,000 feet from the approach end of the runway.

Tab IIIE (Continued)

(2) Field Lighting:

- (a) All of the field lighting at Upper Heyford is temporary. Flare pots are available for an emergency lighting system or, in the event of complete failure, the aircraft may be diverted to Brize Norton, which is about twelve air miles away.
- (b) There are no approach lights at Upper Heyford at the present time. These lights are under construction and are expected to be operational during the 310th Bomb Wing's TDY.
- (c) There are no rotating beacons in the United Kingdom. Wing aircraft arriving during the hours of darkness should make positive identification of airdrome by utilizing the navigation aids available.

(3) GCA:

- (a) The GCA glide path is $2\frac{1}{2}$ degrees and the GCA touch down is 750 feet from the approach end of the runway.
- (b) A precision approach can be given on runway 27 only.
- (c) A PPI approach is available on runway 09.
- (d) The GCA will be operational 24 hours daily during the 310th's deployment.

(4) "No brake, no chute" procedures: Should an aircraft land without brakes and/or brake chute and it is not possible to stop or ground loop the aircraft on the runway, the recommended procedures are:

- (a) 45 degree left turn at the end of runway 27.
- (b) Straight ahead on runway 09.

Tab IIIE (Continued)

b. Brize Norton:

(1) Runways:

(a) There are two runways available for KC-97's at Brize Norton:

1. 08-26 which is 10,000 feet long and 200 feet wide.

2. 04-22 which is 6,000 feet long and 150 feet wide.

(b) As at Upper Heyford, there are no sterilized over runs or shoulders at Brize Norton.

(c) The primary runway, 08-26, is also marked with a series of chevrons to aid pilots in planning their touch down point.

(2) Field Lightings:

(a) Brize Norton is equipped with a fully operational high intensity runway and approach lighting system. There is a separate temporary system installed for emergency use.

(3) GCA:

(a) The GCA glide path at Brize Norton is $2\frac{1}{2}$ degrees and the GCA touch down point is 850 feet from the approach end of the runway.

(b) A precision approach is available on either runway 26 or 08.

(c) The GCA will be operational 24 hours a day during the BIC's deployment.

(d) There is no rotating beacon at Brize Norton.

Tab III E (Continued)

(4) "No brake, no chute" procedures. Should an aircraft land without brakes and/or brake chute and it is not possible to stop or ground loop the aircraft on the runway, the recommended procedures are:

(a) A sharp left turn at the end of runway 26.

(b) Straight ahead on runway 06.

(5) "Follow Me" jeeps will meet each incoming aircraft at both bases and lead them to their respective parking area. It is imperative that each aircraft commander exercise extreme caution while taxiing to avoid the shoulders of the taxi ways. Should an aircraft get an out-rigger or main gear off the edge of the taxi way, the shoulders are not stressed to support the weight of the aircraft. It is necessary to cut engines and call for a tug.

4. CRASH AND RESCUE EQUIPMENT:

a. Both Upper Heyford and Brize Norton are adequately equipped with crash and rescue equipment. Personnel at both bases are familiar with both the KC-97 and B-47 aircraft and are well qualified in the performance of our mission. The equipment will be aligned on the active runway at all times while aircraft are landing.

b. The one problem concerning crash and rescue equipment is that of reaching the scene of an off base crash. The roads in England are narrow and winding and there would be a long delay in getting equipment to an off base crash.

c. There is a marsh area at the very end of runway 26 at Brize Norton and crash equipment will stand-by outside the airfield perimeter during operations.

Tab IIIE (Continued)

5. FLYING SAFETY REPORTS AND BOARD PROCEEDINGS:

a. Incident Reports:

- (1) Routine Incident Reports will be forwarded from the Wing to SAC through 802d Air Division and Fifteenth Air Force with one exception:

- (a) Any Incident Report that concerns Base Facilities will be coordinated through 7th Air Division.

b. Accident Reports:

- (1) Major Accidents: In the event of a major accident, 7th Air Division will assume the responsibility for investigating and reporting the accident. The 7th Air Division personnel will be augmented by wing personnel for the purpose of this investigation.
- (2) Minor Accidents: Minor accidents will be investigated and reported by the 310th Bomb Wing in accordance with AFR 62-14 and appropriate SAC REGS.

c. Flying Safety Committee: It was suggested by 7th Air Division that we set up a Flying Safety Committee in conjunction with each TDY base in accordance with SAC REG 62-20.

6. MAJOR ACCIDENTS:

a. The following is a brief summary of B-47 major accidents which occurred in the United Kingdom:

- (1) Stalled out and crashed while in a steep bank on a VFR final approach - overshot the turn. A cross wind from the left was a factor.

Tab IIIE (Continued)

- (2) Crashed two miles out on final during VFR night landing.
- (3) Landed 225 short of the runway after dragging it in on a low VFR final.
- (4) Landed with forward gear retracted, although indicated as safe on mission to Sidi Slimane.
- (5) Crashed eight miles out on night IFR GCA final by failing to maintain altitude.
- (6) Crashed shortly after heavy day take off from wet runway in a nose high attitude.
- (7) Landed long and fast on a wet runway. Normal brakes ineffective. Override did not stop aircraft. Stopped 500 feet off end of runway in the mud.

7. VIOLATIONS:

a. 7th Air Division contain many violation reports. However, only a few involve TDY air crews. Those involving B-47's include:

- (1) Unauthorized low flying.
- (2) Failure to make required position reports.
- (3) Failure to observe SAC SOP's.
- (4) No tower officer during IFR and emergency flight conditions.

8. ADDITIONAL DUTIES:

a. Upper Heyford:

- (1) 310th Bomb Wing will be required to furnish daily:
 - (a) Tower Officer.
 - (b) Airdrome Officer.

b. Brize Norton:

- (1) 310th Bomb Wing will be required to furnish daily:
 - (a) Tower Officer.

Tab IIIIE (Continued)

(b) Airdrome Officer.

c. It is recommended that one crew be "stood down" daily and the crew officers be assigned duties mentioned above.

9. 60-2 REQUIREMENTS:

a. Neither Brize Norton nor Upper Heyford have the aircraft or flying time available to support wing personnel in accomplishment of 60-2 flying requirements. A few base flight type pilots will be able to obtain sufficient flying for proficiency by performing as co-pilot and third pilot on C-47 type aircraft.

b. Neither Brize Norton nor Upper Heyford has a monthly instrument school or sufficient flying time available to perform instrument checks for wing personnel; nor will they be able to give first pilot checks as required in AFR 60-2.

c. It is recommended that all personnel deploying with the 310th Bomb Wing complete their annual 60-2 requirements prior to rotation.

TAB

IV

COMPTROLLER

1. GENERAL:

a. Pay days will continue to fall on the 5th and 20th of each month. In order to expedite the initial "break in" period for pay clerks, they will report to the Finance Officer as soon as possible after arrival to be briefed on forms and procedures peculiar to the UK.

b. Each squadron will furnish the Base Adjutant with the names of two officers. One officer will be designated as "Pay Agent" and the other as "Conversion Agent". This action will also be taken as soon as possible after arrival.

c. The per diem rate presently in force at both Upper Heyford and Brize Norton is \$5.40 for officers and \$1.35 for airmen. Due to 7th Air Division policy, per diem payments will be restricted to once a month on a date designated by the Base Finance Officer with the exception of enroute per diem which will be paid approximately 15 days after arrival.

d. All personnel must be briefed on UK fiscal procedures prior to departing from the ZI. It is recommended that the UK Commander's Handbook be used for this purpose. (See Wing Commander's Guide to the UK, TAB VIII).

e. All Special Orders sending personnel to the United Kingdom for deployment must contain "CIPAP". This is to insure that regardless of where the personnel are actually deployed, per diem payments will be authorized.

2. FINANCE:

a. Finance facilities at both Upper Heyford AFB and Brize Norton AFB are considered adequate. Personnel required by 400-1A are in place. Personnel augmentation required for Upper Heyford AFB will be three military pay clerks and one travel pay clerk. At Brize Norton, an augmentation of one pay clerk is required.

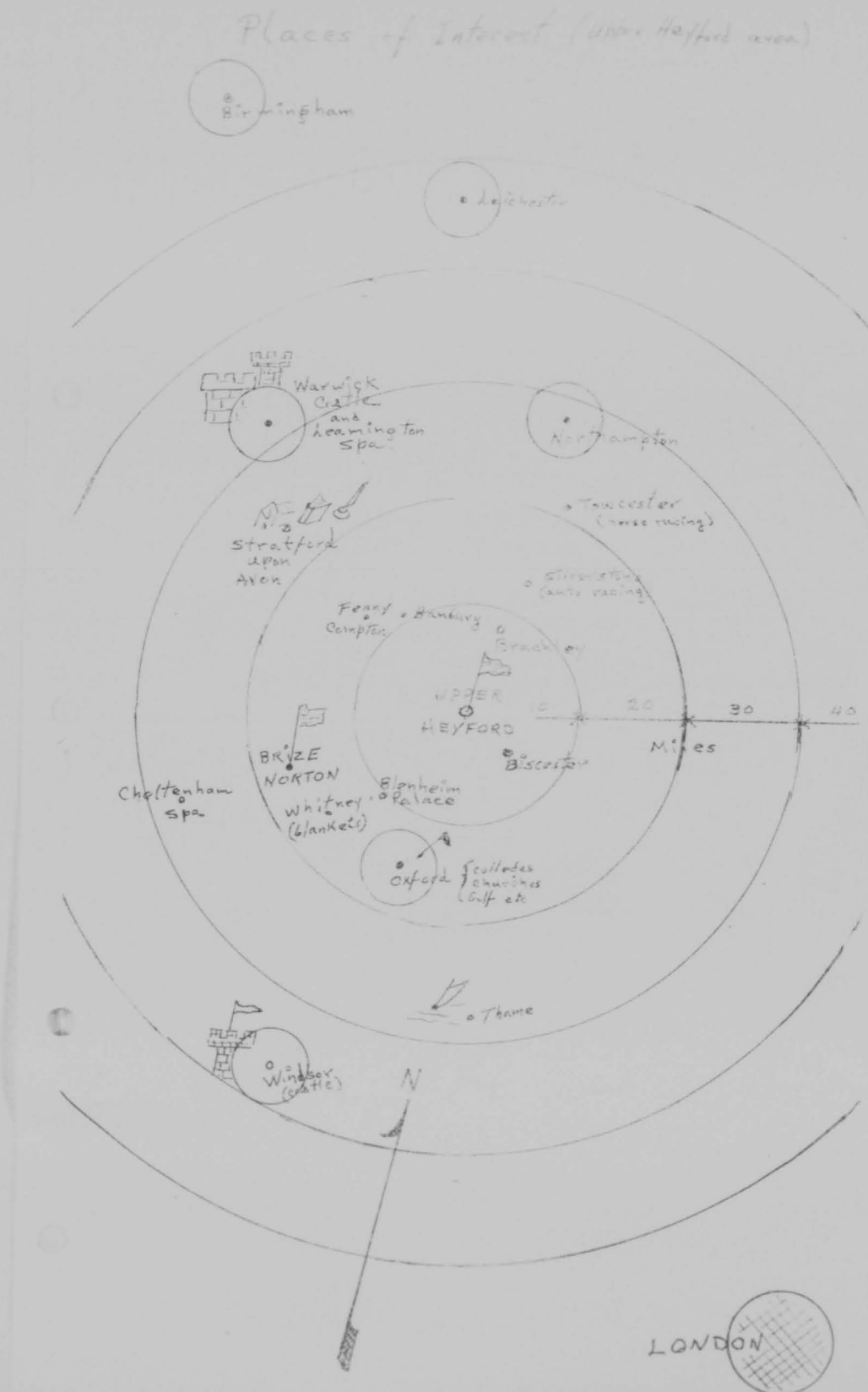
b. An equipment augmentation of two adding machines and two typewriters is required at Upper Heyford AFB. No additional equipment is required at Brize Norton AFB.

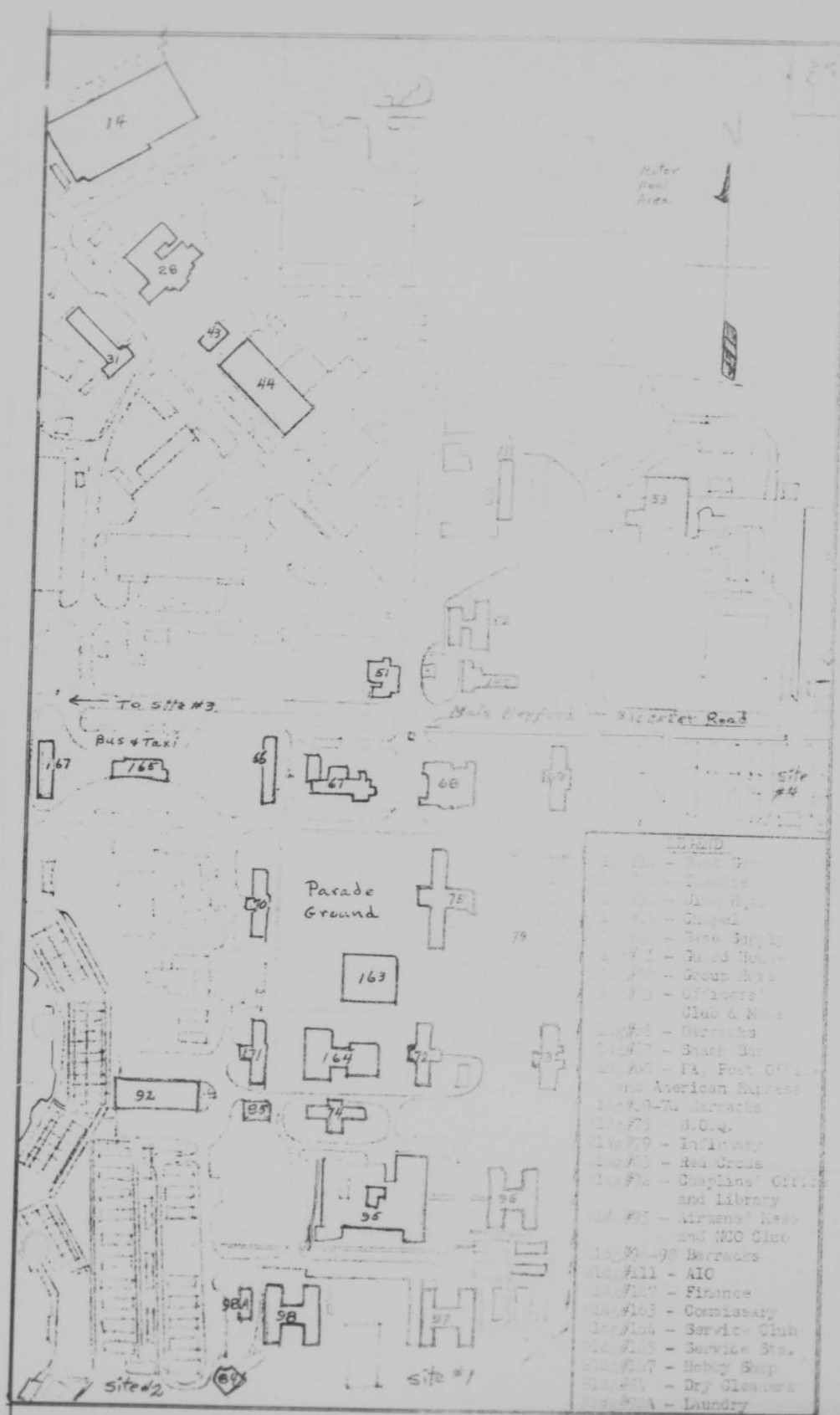
3. STATISTICAL SERVICES:

a. Facilities at both Upper Heyford AFB and Brize Norton are considered adequate. Personnel required by 400-1A are in place. Personnel augmentation required at Upper Heyford will consist of one Statistical Service Officer and two Statistical Service clerks. An augmentation of one Statistical Service clerk is required by the Comptroller at Brize Norton AFB.

b. An equipment augmentation of one typewriter is required at Upper Heyford AFB. No additional equipment is required at Brize Norton AFB.

4. ELECTRONIC ACCOUNTING MACHINE: EAM facilities present at Upper Heyford AFB are considered inadequate as no proper electrical outlet exists in the Maintenance Control area for the installation of a key punch machine. This will require the key punch machine and operator to be located in A&E building approximately 100 yards from the proposed site of Maintenance Control. Necessary work orders have been submitted to secure the installation of proper electrical outlets in the Maintenance Control for EAM use.





0796

CONFIDENTIAL

CONFIDENTIAL

1099-C

0797

General Montgomery's visit to Smoky Hill.

9

0798



0799

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Slicky Hill Air Force Base
 Salina, Kansas

1100 hours

15 February 1955

STAFF MEETING

Personnel Present

Wing Commander.	Colonel de Russay
Director of Material.	Colonel Jones
Director of Operations.	Colonel Thacker
Director of Personnel.	Major Clark
Director of Comptroller.	Major Lavagnin
Wing Adjutant.	Lt Wagner
	Major Brown
310MS.	Major Crawford
310FMS.	Major Hament
310GMS.	Lt Col Jordan
310AMS.	Lt Dunham
310ARS.	Major Panther
379BS.	Captain Smith
380BS.	Major Goodlad
381BS.	Lt Neal
310KG.	Major Hite
310BEO.	Lt Nelson

MINUTES

310CC

The message from the Chief of Staff, Fifteenth Air Force to the Division Commander was again read. Strict compliance with uniform regulations will be adhered to on this Base. The uniforms will be worn by Air Force personnel at all times on the Base with the exception of pre-announced absence parties and going from the barracks to the main gate to leave the Base. Effective immediately, the OD will be briefed daily on the proper wearing of the uniform, will inspect the Officers Club for violators. An incident report will be submitted on each offender. The NCO Club and the Airmen's Club will practice this policy. Officers, Noncommissioned Officers and Airmen will wear Class A uniforms in their respective clubs after 1800 hours unless attending a party when the white shirt and black tie will be worn. The flannel shirt will not be acceptable in the clubs after 1800 hours. Flying clothing will not be worn in any club. Base Reg 35-2 is being disseminated at this time.

The proper wearing of the uniform was discussed by the Division Commander with General Le May when he was here. There should be no question in anyone's mind as to the proper wearing of the uniform for it will be worn on Base at all times which is General Le May's policy throughout SAC.

0300

22 Feb 55 will not be considered a holiday. The Fifteenth POM Inspectors will continue their work on this day.

This Wing will take full advantage of all training made available to us during the week ends we work.

Operations Plan 10-55 has been published and received in the Wing. The crew folders, as prescribed, will be prepared immediately.

210DO Action

It has been requested that we check all U-19 reports, to insure that all items pointed out by Tech Reps have had action by this Wing.

310DM Action

Insure full cooperation of each individual on the C&A check being made at the present time.

Storm windows are being put on the barracks. Have a daily check to insure the storm windows are shut and properly latched.

310HS Action

Fifteenth Air Force is establishing a program whereby a Safety Division will be set up incorporating Ground and Flying Safety. Increased emphasis will be placed on the prevention of ground accidents. The Division Commander will interview each squadron commander who has anyone involved in a ground accident, whether it be an automobile accident or an accident on the flight line.

All reward posters will be removed.

Suggest those who have not dropped bombs have this practice before our TDY.

The Survey Team check list is disseminated for your information and guidance. In the event an item is not covered in this check list, inform Colonel Bywater.

It Col Rifkin has been appointed Wing Executive Officer as an additional duty.

It is suggested that personnel of the Wing request transportation when needed on official business. A record is being made of each time the Motor Pool receives and refuses a request for transportation.

The Aircraft Commander's Dinner will be held in the Officers' Open Mess on Friday, 18 February 1955, at 1900 hours.

210DO

It is requested that all B-47 flights this week and next concentrate on night heavy weight refuelings, especially for those crews unsuccessful in the "Kid Glove" mission.

The 40th Wing is running an exercise 16 Feb and will have 30 aircraft landing in the early afternoon.

The Wing is behind 260 hours on their B-47 flying time.

310DM

Request every effort be made to minimize the changes of personnel for Mobility.

310FMS

Typewriters will be bolted to the top of the box. Boxes should be painted "this side up" "Typewriter." It might be well to bolt the typewriter on this cover at the present time so it would be ready to go.

310FMS

Pay day will be Saturday, 19 February.

310EM

All maintenance supervisors will be given a maintenance examination by Fifteenth Air Force inspectors.

310AG

Major Donald M. Brown was introduced as Wing Adjutant.

It is requested that all Offense or Incident reports be routed through Wing Headquarters before being sent to the squadrons. Request squadron personnel not accept these from the Air Police, but advise them to take them to Wing Headquarters.

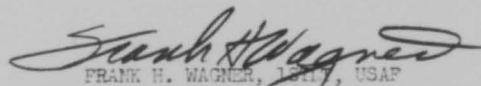
Every effort must be made to meet suspenses.

The Wing is authorized 15 long distance telephone calls for the month of February. Request every effort be made to use the SOC Line, TWX or letter rather than the telephone.

Request that all form letters received as letters of indebtedness be forwarded to this office so that an effort can be made to do away with such business practice.

Caution all personnel not to accept envelopes through the mail that have been sent you for the purpose of mailing them when you are at your overseas base so they can collect these jet airmail stamps. This Headquarters has received two groups so far, and upon investigation, found that they were from individuals having communist affiliations.

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER, 1LTJG, USAF
Asst Adjutant

COPY

FM COMAF 15 MARCH AFB CALIF

TO COMADIV 802 SMOKY HILL AFB KANS

/UNCLASSIFIED/RADNOTE/FOR ISO MACINKO FROM CH OF INFO WOULD.

REF TDY OF HIST TEC TO 310TH BOMB WG DURING OS DEPLOYMENT,

IT IS SAC POLY AND DESIRE OF THIS HQS THAT HIST TEC RESP FOR

OFL WG HIST ACMP RESPECTIVE WG ON ALL OS TDY OF 30 DAYS OR

MORE DURATION. REF 15AF INFO BUL NO. 5.1; 16 DEC 54.

19/0111Z FEB JWPRH

11

0803



[†] D.D.H., 1986, as completed under terms of contract 01-86-001-01 of the U.S. Navy Contracting Office, Naval Weapons Center, China Lake, California.



Target For Tonight: Los Angeles, Seattle

SHAFB Bombers In Mock Raid



CONCENTRATION is illustrated in face of Maj. Clayton Baskin, pilot, as he checks the status of his simulated bombing missions.



GRIPPING CRASH HELMET and hot ruffe, Capt. Emmett Kelley, an observer, boards B-47 to view some gear. The Stratojets fly 150 miles each 15 minutes and Captain Kelley must successfully complete the course each quarter hour.



HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1400 hours

2 February 1955

STAFF MEETING

Personnel Present

Wing Commander.	Colonel de Russey
Deputy Wing Commander	Colonel Bywater
Director of Materiel.	Colonel Jones
	Lt Col Hart
	Captain Dean
Director of Operations.	Colonel Thacker
Director of Personnel	Major Clark
Wing Adjutant.	Lt Wagner
310HS	Lt May
310FMS.	Major Shellhouse
310FMS.	Lt Col Jordan
310A&E.	Major Hart
310ARS.	Major Fancher
379BS	Captain Spitler
380BS	Lt Col Call
381BS	Lt Col Fulmer
310MG	Major Hice
310SEC.	Lt Hughes

MINUTES

310CO

Carelessness and lack of supervision will not be tolerated on the flight line. Hereafter, any damage to any aircraft caused by lack of supervision or carelessness on anyone's part, will be sufficient cause to reduce the individual at fault one grade.

The message to Fifteenth Air Force regarding last month's flying time is being prepared by Wing Operations. The Wing projected 1450 hours, flew 1010 hours, making it 70 per cent accomplished.

310DO Action

It is again reiterated that all Majors will have their pictures taken by 10 February. The Class "A" uniform and all decorations will be worn. It is the individual's responsibility to insure these photos are taken within this time for it is to their advantage. These photos will be used to replace those on the Forms 66. This might mean a lot in time to come.

Completion of GPI.

310DO Action

0805

The subject was again brought up at Division Staff meeting regarding the wearing of the uniform. The new Base regulation will be disseminated within the next few days. Squadron commanders are again urged to call this to the attention of all personnel. On week ends people are showing up in the Officers' Club, NCO Club and Airmens' Club wearing civilian clothes. Personnel will wear their uniform on Base at all times with the except of attending a costume party. Civilian clothes maybe worn from the quarters to the gate when going off Base.

The 458 funds throughout Fifteenth, SAC and Air Force-wide are short. This Base has spent 59 per cent of its quarterly allotment. Base cannot go over 62 per cent of their total budget for next month. The Wing can help by monitoring long distance calls, that is, when asked to report back by telephone from higher headquarters, request if a TWX would be soon enough. Another area would be temparty duty travel, and another would be heat, particularly insure that doors are closed in the hangars.

A policy has been established at Fifteenth Air Force by General Sweeney that if an officer from a wing visits March Air Force Base, he will report to General Sweeney's outer office and give the Warrant Officer his name, grade, station and duty assignment, reason for being at March, length of stay and where he can be reached at any time. The reason for this is that oftentimes questions can be answered by the visitor or word can be sent back by these officers. This affects all officers.

A message has been received from Fifteenth pointing out that inspectors from Fifteenth or SAC are not finding key personnel present when making inspections. Inspection schedules are planned and announced well in advance so that key personnel can make plans to be available for any inspection. On this coming inspection, 7 Feb 55, squadron commanders will insure complete cooperation of all personnel. Caution personnel to keep quiet if they don't know what they are talking about. Only give information that is asked. If asked a question and don't know the answer, refer them to the one who does. We want to leave a good impression with the inspectors.

The Dependent's Assistance Center has pointed out that some officers are giving a little resistance to their program. It was said that officers are making accusations that this center is prying into their personal affairs. It is important that the wife knows and is kept informed on her rights, benefits, etc. It is again reiterated that this center receive full cooperation for all personnel.

Squadron commanders will designate their own leave policies

31000

Rundown on accomplishments for past month:

379BS	473 hours	76%
380BS	473 hours	58%
381BS	504 hours	78%
310ARS	600 hours	96%

KC-97 EWP examination which was due on 1 Feb will be extended to 20 Feb.

310DM

It is expected to receive the C-119 aircraft by the end of March.

The 66-12 school instructors will be provided by the MTD. The course will be 40 hours beginning Monday, 7 Feb and will be 4 hours per day. Nine individuals from the Wing will attend.

Fund restrictions will affect work order requests.

Your attention is invited to the report on the improvement of the attractiveness of a career in the service.

It is anticipated that the Supply Officer will not accompany us on a deployment. Supplies will be coming into the Wing as projected. During deployment supplies will be replaced on a one for one basis. It is anticipated that all supplies for B-47 aircraft will be supplied from flyaway kits.

310DMMC

It is felt that transportation would improve if we furnish our own drivers. However the wing is not authorized sufficient drivers to meet our transportation requirement and in order to provide our own drivers we would have to utilize personnel out of their ARSC's in violation of existing regulations.

On reparable parts, Base Supply is responsible for the transportation of reparables to and from Base Supply and Field Maintenance shops with their own vehicles and their own drivers. However they are accepting this responsibility for they are delivering reparables to FMS shops, but after they are repaired, Base Supply considers them no longer reparable and therefore will not transport them from FMS shops back to Base Supply for Base stocks. This places a requirement on FMS for a vehicle to deliver repaired parts back to Base Supply and no vehicle has been authorized for this purpose to 310th Field Maintenance Squadron.

In the event of deployment, drivers will have to be furnished from our resources. The driver's application form from this Base is sufficient to permit the individual to obtain a license on an overseas Base. All application forms must accompany the driver in the event of deployment. Officers will not be permitted to drive in the event of deployment.

A new examination will be given the drivers on the Flight Line.

380ES

Personal equipment and supply sections are our biggest problem areas.

310SEC

The Penetration team has not been apprehended as yet and if the team follows the same procedure as in the past, its greatest effort to penetrate will be immediately before the mission. Impress this on your personnel.

381BS

Many security badges are broken belonging to personnel in my squadron. The Base is behind 1000 badges due to inability to get plastic. It is believed these badges will not be recognized in event of deployment.

Survival suits are too small for our personnel. It is hoped we can trade within the tactical squadrons.

The floors in the new buildings are wearing to such an extent that it will be impossible to repair them. All floors are to be tiled.

310FMS

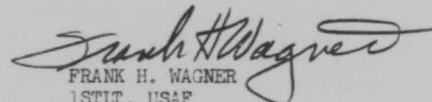
Request the three officers in this squadron assigned to the Tactical Squadrons for flying be given every opportunity to get in their flying time.

The provisions of Division Reg 32-2 and Division Letter 35-1, concerning Line of Duty Investigation is brought to the attention of all squadron commanders.

310ARS

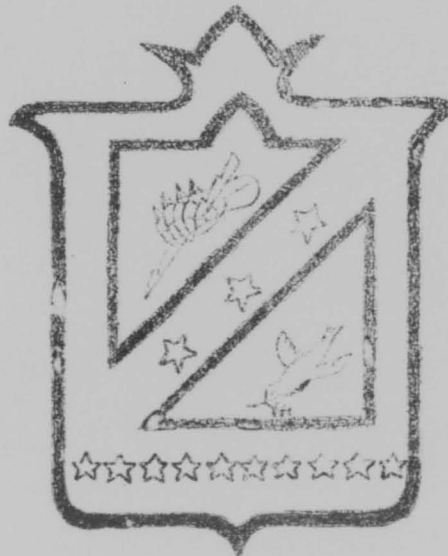
This squadron is still short a supply officer.

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER
1STLT, USAF
Adjutant

CONFIDENTIAL
310TH BOMB WING M

RCS: 15-U2



MONTH OF FEB 1955

**MANAGEMENT CONTROL
SYSTEM
CONFIDENTIAL**

28m-C

0809

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CONFIDENTIAL**SECTION I - Percent of Official Management Control System scores.**

Projected scores for February - SAC Management Control System Summary.

A. PERSONNEL	MAX POINTS	% MAX LAST MTH	% MAX THIS MTH	POINTS RECEIVED
1. Training in Required AFSC				
a. Officers	30	30	60	18.0
b. Airman				
(1) Direct Support	150	10	10	15.0
(2) Indirect Support	25	10	30	7.5
2. AWOL Rate	30	100	100	30.0
3. Ground Safety	25	80	50	12.5
4. Newsletter R.t.	40	30	30	12.0
5. Local T.O. Dist Utilization	20	91.1	-	-
Personal Sub Total	300	34	32	95.0
B. MATERIAL				
1. Flying Hours as % of Required	60	77	77	46.2
2. Reports of Survey	20	55	55	11.0
Material Sub Total	80	71.5	71.5	57.2
C. GENERAL MGMT				
1. Flying Safety	50	100	100	50.0
HIC Effect	10	-	74.4	7.4
General Mgmt. Sub Total	150	100	83	124.4
D. OPERATIONS				
1. Training Initiatives				
a. Forwardment	130	21.6	45.5	68.2
b. Tasker	50	31.5	54.5	27.2
2. Flying HR Utilization	100	65.3	62.0	62.0
3. Wing Proficiency				
a. MS P.d r. omb	40	50	50	20.0
b. MS Visual Com	25	50	50	12.5
c. Night Celestial Nav	20	100	100	20.0
d. Flight Engineer	15	50	60	9.0
e. Gunnery	20	100	100	20.0
f. Air Refueling				
(1) Jet Boom	20	90	100	20.0
(2) Radar Mgr	20	100	100	20.0
4. Probation Status - /1 Crews	50	100	100	50.0
5. Combat Ready Crews				
a. No Shortment	40	50	60	24.0
b. Fighter	10	100	100	10.0
6. Physical Conditioning	20	7	100	20.0
Operations Sub Total	500	58.1	60	303.0
TOTAL	1130	52.6	59.4	659.6

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SECTION II - Computation of Scores and discussion of influencing factors.

A. PERSONNEL

1. Manning in Required Specialties

	<u>AUTH</u>	<u>IRS</u>	<u>% IRS</u>	<u>% MAX</u>	<u>POINTS</u>
a. Officers	429	370	86.2	60	18.0
b. Airmen					
(1) Direct Support	1070	719	67.1	10	15.0
(2) Indirect Support	528	407	77.0	30	7.5

The unit manning document decreased the officer authorization as of 1 February 1955 from 436 to 429. Of the 400 officers assigned 370 are in required specialties. The percentage of officers in required specialties increased 6.4% over January. The percentage of airmen in direct support increased 3.2% over January although this amount was not sufficient to increase the points scored. Airmen manning in indirect support increased 2.4% over January. An effective OJT program and continued training will continue to increase the % Max score.

2. <u>AAOL Rate</u>	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of AAOLs	7		
Number of Personnel	7068	100	30
AAOL Rate/1000	.99		

<u>AAOLs</u>		<u>AVG Present/Duty</u>
0	-	1799
3	-	1742
2	-	1758
2	-	1789
7	-	7068

3. Ground Safety

	<u>Moving Average</u>	<u>Rate</u>	<u>% MAX</u>	<u>POINTS</u>
	<u>Exposure</u>	<u>Accidents</u>		
Military Injury	236,259	16	6.72%	
Civilian Injury	21,888	0	0	
	<u>Miles Driven</u>		50%	12.5
Motor Vehicle	116,338	0	0	
Ground Safety Index			6.72%	
	<u>Red Strength Cost</u>	<u>Rate</u>		
Cost Index	7,940	\$36,972	4.66	

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CONFIDENTIAL**Ground Safety (cont'd)**

Total cost for the month of February from lost time accidents and first aid was \$1,018. Nine (9) military accidents accounted for 23 lost time days. Four (4) first aids were reported. The % score was decreased by 30% due to the increased number of accidents for the month.

4. Reenlistment Rate

	<u>Losses</u>	<u>Average</u>	<u>AWPA</u>	<u>POINTS</u>
Number of Discharges	98			
Number of Reenlistments	26		30	12.0
Reenlistment Rate	26.5			

The reenlistment rate for the month of February was 23.8%. Twenty one (21) airman were discharged and five (5) airmen were reenlisted.

5. MTB Utilization

No man was utilized for the month of February. Personnel completed 613 hours of mechanical training on the 28th of February. MTB was not utilized for remainder of month due to deployment preparations preceding MTB recovery.

6. PERSONNEL**1. Flying Hours as Required**

		<u>(JAN - FEB)</u>	<u>AWPA</u>	<u>POINTS</u>
Flying Hour Required:	B-47	2709		
	RC-97	967		
	Total	3676		
Flying Hours Delivered:	B-47	1575	77%	46.2
	RC-97	803		
	Total	2378		
Weighted Percentage		77.3%		

During the first two (2) months of the quarter the wing has lost 1143 flying hours due to adverse weather conditions.

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CONFIDENTIAL**2. Reports of Survey**

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number Reports of Survey	24		
Total Strength	8070		
Average \$ Per Report	\$194.47	55%	11
Report of Survey Per/1000	2.97		

Sightsee (18) reports of survey for \$2940.62 were recorded during February. The total assigned strength was 1968 military and 31 civilian.

C. GEN. PA. INFO.**1. Flight Data**

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of Hours Flown: B-47	4.47		
KC-97	2205		
Total	4092		
Number of Accidents: B-47	0	100%	40
KC-97	0		
Total	0		
Accident Rate:	0		

2. USCM Effectiveness

	<u>PERCENTAGE SCORE</u>		<u>ACTUAL POINT SCORE</u>	
	<u>Bombardment</u>	<u>Tanker</u>	<u>Bombardment</u>	<u>Tanker</u>
1. Aircraft Operational	78.3	63.3	19.7	15.8
2. Aircraft COMB Mission	48.5	63.3	7.3	15.8
3. Crew Proficiency				
a. Bombing	80.0	-	12.0	-
b. Navigation	88.8	-	13.3	-
c. Flight Engineering	80.0	-	8.0	-
d. Jet lookups	85.7	100.0	8.6	30.0
4. Combat Report	86.3	87.4	8.6	8.7
5. Sabotage of Aircraft	-	-	-	-
6. Sabotage of Flyaway Kits	-	-	-	-
TOTAL POINT SCORE			77.5	70.3

TOTAL WING SCORE (USCM) 74.4%

Combined score for wing obtained by using bombardment aircraft operational (36) and tanker aircraft operational (27) as weights. USCM Effectiveness score 74.4% of possible 100.

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CONFIDENTIALB. REQUIREMENTS1. Training Minimumsa. Subsistence Crews

	Item	QTR	ACCOMPL		POINTS
	Weight	K/R	to Date	% ACCOMPL	Scored
(1)	Looking	35	1060	369	34.8
(2)	Navigation	25	364	126	34.6
(3)	Cruise Control	10	99	75	75.7
(4)	Air Refueling and Radar EDVU	25	411	155	37.7
(5)	Gunners	10	105	22	20.9
(6)	Atomic Weapons	10	300	329	85.2
(7)	MISC Items	15	417	285	68.3
(8)	Flying Time	20	750	273	36.4
	TOTAL	150		45.5%	68.2

Approximately (34) sorties for 757 flying hours were lost due to weather and stand down for higher headquarters ordered missions and border strike operations.

a. Radio Crews

(1)	Weather Forecasts and Radar EDVU	15	323	152	47.1	
(2)	Navigation	10	208	126	51.0	
(3)	Cruise Control	5	57	19	33.3	
(4)	MISC Items	10	342	250	73.1	
(5)	Flying Time	10	90	10	11.1	
	TOTAL	50			54.5%	27.2

Required percentage of training requirements were not accomplished due to the excessive stand down time for Fifteenth Air Force Operations Order 116-56 and local weather conditions. Refueling squadron was unable to schedule required type of training due to necessity of supporting night air refueling requirements of tactical organizations prior to mobility movement.

2. Flying Hour Utilizationa. Equivalent Hour

	<u>B-47</u>	<u>KC-97</u>	<u>TOTAL</u>
(1) Total Hours	768	438	1206
(2) Repetitive Factor	115	44	159
(3) Take-offs & Landings	30	193	501
Total Equivalent	<u>1101</u>	<u>675</u>	<u>1866</u>

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b. Actual Hours

	E-47 1988	EC-97 1040	Total 3028
% MAX Score POINTS			62% 62

c. Wing Proficiency

Item	Weight	Activity	Proficiency	% of Max Score	POINTS
a. A-1 Radar Team	40	201/131	65	50	24.0
b. A-1 Visual Search	25	21/14	60.0	60	15.0
c. A-1 Radar EBF	20	101/97	90	100	20.0
d. A-1 Radar Engineer	15	120/82	62.3	60	9.0
e. Summary	20	13/11	65.0	100	20.0
f. Air Refueling					
(1) A-1 Radar	20	142/135	95.0	100	20.0
(2) A-1 Radar	20	162/151	93.0	100	20.0

Graduated analysis on this study will increase RPS and visual
search proficiency.

d. Probationary Crews Select and Lead crews

	(Total)	% MAX	POINTS
a. A-1 Crews	6		
b. Crews on Probation for Proficiency	6	100%	50

NR Select Crews		NR on Probation for Proficiency	
3	- JAN	-	3
3	- FEB	-	3
6			6

5. Combat Ready Crews

	Item Weight	Activity	% of MAX Points	POINTS
a. Bombardment Crews	40	41	60	24.0
b. Tanker Crews	10	20	100	10.0

The present upgrading program projects 46 combat ready E-47 crews
by 1 May 1955.

6. Physical Conditioning

	% MAX	POINTS
a. Wing Score (Cumulative)		
(1) Combat Crew Personnel Assigned: 332		
(2) Required hours (Cumulative): 7304	100%	20
(3) Actual Hours Accomplished: 6038		

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CONFIDENTIAL**SECTION III****- Areas of Difficulty -****A. Personnel**

1. Over 11 shortage of personnel combined with the shortage of personnel at the five (5) and seven (7) level, presents the primary problem of the Wing.

2. The three (3) officer and airmen shortages which most seriously impair the mission of the Wing are:

a. Officers:

<u>AFSC</u>	<u>TITLE</u>	<u>AUTH</u>	<u>ASO PRIMA FSC</u>	<u>ASO DEAFSC</u>
1435	Special Weapons Officer	3	0	2
1435	Survival TMO & EOP Officer	4	0	0
3024	COM Officer	4	3	3

b. Airmen:

30131		2	6	2
30151	RADAR FIELD	21	9	7
30171		6	3	3
92230		2	0	7
92250	PERSONAL SERVICES FIELD	9	2	2
92270		4	0	0
20450		5	3	4
20470	INTELLIGENCE	0	2	2

E. Materiel

1. The outstanding materiel problem confronting this wing is the development of a procedure that will expedite the delivery of bits and pieces for reparables in Base Shops.

C. Air Refueling

1. Nine-hundred and sixty (960) AOCF hours have resulted from the shortage of brakes, cylinders and starters.

2. An excessive number of manhours have been required for spark plug changes resulting from the use of H-115 plugs in the "F" model aircraft.

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D. OPERATIONS

Ordered missions hampered the wing to a great extent. The stand down on these missions caused many fuel leaks because of heavy fuel loads. Extreme changes in temperature during the stand-down caused good radar sets to malfunction.

- SECTION IV -

Special Analysis or Studies.....NEGATIVE

William L. Lavach
WILLIAM L. LAVACH
Major, USAF
Director of Comptroller

- SECTION V -

- Wing Commander's Comments -

1. Concur with Comptroller's comments in Section III.

John H. de Russy
JOHN H. de RUSSY
Colonel, USAF
Commander

CONFIDENTIAL

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DAILY STRENGTH REPORT

AS OF 28 FEB 55

	AUTH	ASG	OFFICERS				AUTH	ASG	AIRMEN		
			TDY	HOSP	LV				TDY	HOSP	LV
HQ SQ	45	55	6	1	0		107	100	7	0	1
379BS	77	59	5	0	0		100	114	4	0	0
380BS	77	59	4	0	1		100	104	20	0	2
381BS	77	62	2	0	2		100	112	5	0	0
FMSQ	7	10	3	0	0		377	353	40	0	6
FMSQ	5	4	0	0	0		138	134	18	0	4
A&ESQ	13	12	1	0	2		331	300	20	0	7
ARSQ	100	116	26	0	12		250	239	32	0	12

SUBJECT: Uniforms

TO COMDR, 310BOMWG
COMDR, 40BOMWG
COMDR, 802ABGRU

FROM COMDR

14 FEB 55 COMMENT NR 1
BRIGEN Sutherland/ava/204

1. There has been considerable discussion of uniforms and when to wear them since I arrived here. There are as many interpretations of Strategic Air Command, Fifteenth Air Force and 802d Air Base Group regulations on the subject as there are people who read them.

2. During General Le May's recent visit, I raised the question and requested permission for our personnel to wear civilian clothes after duty hours (normally 0800-1700). General Le May's answer was an emphatic and unequivocal NO. He then went on to explain that the uniform is the badge of membership in a highly important and valued service of the country. He feels that the members of the Air Force should be proud of the fact that they are serving in the Air Force and wearing the uniform should make them conscious of this fact while advertising to all their pride in country, service and self. He told me that at one time there were Master Sergeants who, living off the base, came to work each day in civilian clothes, changed to coveralls for their duty period, and back to civilian clothes to return home. The reason being that they did not own the first part of a uniform.

3. I was informed that he asked the Commanders to buck up the uniform. Three months passed and nothing improved. He brought the subject up again and, after two months, one Division Commander in SAC had taken steps. At that point, General Le May directed the writing of the regulation. It is obvious that today's situation was brought about by the lethargy, a few months ago, of the very people who complain at wearing the uniform today.

4. General Le May further stated he is against the practice of wearing filthy, dirty, coveralls to and from quarters in town. He said he is not opposed to sport clothes, come as you are or costume dances but does feel very strongly that formal dances should be held with fair regularity even during hot weather.

5. This raises the question of uniforms on temporary duty. Just before the New Year's reception a squadron commander called the deputy Base Commander to ascertain whether the reception was a "Command Performance." The reason being that some of his officers did not own blouses. Such a situation is unbelievable. It is certainly indicative of the fact that that squadron commander is woefully ignorant of his duties and responsibilities and the techniques of running a squadron. Obviously on being made aware of the situation he should have required those individuals to appear before him in proper uniform to insure that they had procured blouses. Uniform regulations are not relaxed on temporary duty. While present in a foreign country our personnel are to present the best appearance possible. Work clothes will definitely not be proper off base wear. Air Force personnel will be expected to own and wear blouses when required. I suggest that you conduct a show down inspection of all officers and men to ascertain that they are properly equipped with adequate articles of uniform both in quality and numbers before departure for overseas temporary duty.

Donna

Subject: Uniforms

6. Two more items on uniforms. Please inform your officers that uniform shirts (flannel) without the blouse will not constitute proper attire in the Club after 1800. Officers will wear blouses in the Club from 1800 on.

7. Some children of Air Force personnel have been in the habit of wearing M-2 and other type Air Force jackets to school. This practice should be discouraged. These items are issued for the use of airmen and officers on the line and not for the purpose of clothing dependents. Such uses increase the cost of operation of this station and deprive some airmen of needed protection in cold weather.

/s/t/ JOHN R. SUTHERLAND, Brigadier General, USAF
Commander

TO

FROM 31000

16 FEB 55 COMMENT NR 2
COL de Russey/207

1. At the Air Division Staff meeting on Tuesday, 15 February 1955, General Sutherland discussed this same subject and advised that a new Base regulation concerning uniforms will be published and distributed this week.

2. I believe that General Sutherland's remarks in comment 1 above should be very enlightening to everyone in this Command and request that it be brought to the attention of all of your personnel.

3. The subject of uniforms has been one of constant concern to me, and I will expect upon receipt of the new Base Regulation 35-2, that everyone in this Command will comply with the spirit as well as the letter of this regulation. Any deviations noted will result in disciplinary action.

John H. de Russey
JOHN H. de RUSSY, Colonel, USAF
Commander

310th Bomb Wing Outstanding Airmen for 6
Month Period.

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0823

Sergeant Batterman receives congratulations on being
named the outstanding NCO in the Wing.

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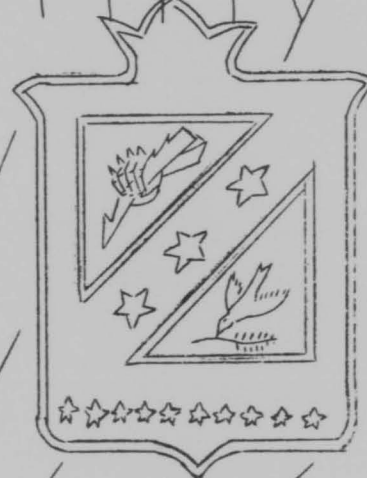


0825

310th mobility

19

1955



dependents assistance

information
bulletin

0826

HEADQUARTERS
802D AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

COMDR

21 February 1955

SUBJECT: Open Letter

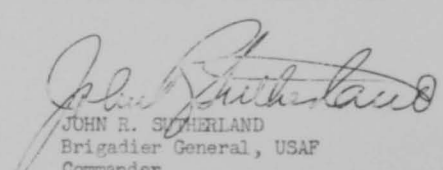
TO: The Dependents of the Personnel of the 310th Bomb Wing

1. After months of intensive training, the men and officers of the 310th Bomb Wing will put into practice the lessons that they have so painstakingly learned since they started to get combat ready. To do that, they are about to embark on the first of their periods of Temporary Duty. The successful completion of the tour in the United Kingdom will be the proof of their ability and their readiness to take their place in the Strategic Air Command War Plan.

2. Though separation for a protracted period is never pleasant, you are nevertheless more fortunate than your sisters were during World War II. The 310th Bomb Wing has joined the Dependent's Assistance Program to insure to you such aid and assistance as you may require during the absence of the Wing. In addition, the Air Base Group and the Division Headquarters stand ready to help you when the need arises. During World War II there was no such move made by the Air Force. The men left for overseas and the women were on their own until the men returned.

3. You can do your part in making this a successful TDY for the Wing. You may feel that with your husband's departure he is now out of your hands but that is not so. He is more at your mercy than ever before. Your letters to him can build him up or tear him down. Make them frequent, newsy and gay. Don't make him a dumping ground for your troubles. He'll have enough of his own. A carefree pilot is a safe pilot and a worry-free mechanic is a good mechanic. The combination of a troubled pilot and a troubled mechanic can lead to accidents.

4. Avoid repetition of rumors especially if they are derogatory to some one else in the Wing. Rumors are half speculation and half fantasy and little truth. Don't be too quick to believe every unfavorable report you hear of the Wing personnel overseas. This tour in the United Kingdom is not a pleasure trip. It is going to be hard work, made harder by operation in a strange area far from home. Resolve now to help as much as you can, to make this a successful mission that will enhance the prestige of your Wing.


JOHN R. SUTHERLAND
Brigadier General, USAF
Commander

0827

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

31000

17 February 1955

SUBJECT: Open Letter

TO: 310th Bomb Wing Wives

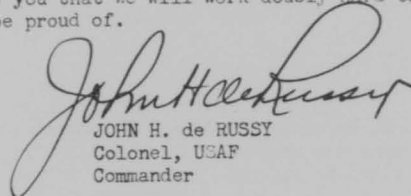
1. An outstanding military organization is one in which morale and esprit de corps are high. It cannot be outstanding unless these two factors are present. They will not be present unless the organization is known to be good, and conversely, it cannot be good without these factors. So, we find ourselves up against the old problem of trying to determine which came first, the chicken or the egg.

2. In one aspect, the problem is much simpler in the case of the 310th Bomb Wing, we are a new Wing and as such have not had much opportunity to prove our effectiveness -- yet. This simplifies the problem in a way since in our case the morale and esprit de corps must come first. On the other hand, this is an extremely difficult thing to accomplish. People like to belong to a successful group, but by the very nature of human beings, most prefer to join an already successful and famous unit rather than take up the challenge and fight the hard fight required to build an outstanding organization from scratch. Those who do start from scratch, however, have a very gratifying experience to look forward to when the job is done. We have the people in the 310th Bomb Wing who are capable of doing this and we have just reached the stage of training and development in which we can prove ourselves and establish the reputation we have been striving for -- that of the best bombardment wing in SAC. Our 90-day TDY will be the test and our proving ground. This will be ninety days of hard work -- made especially difficult by separation from our families. I know that it will be even more difficult for the families. Our time will be filled with our work -- you are apt to find some time on your hands to reflect on your loneliness.

3. I beseech you to spend any such time reflecting rather on why you are alone and taking pride in the fact that your sacrifice is contributing to the defense of the United States and the other free countries of the world. You are the key to our problem of morale and esprit de corps. If each of you will join with us in our determination to do this job well, there can be no doubt of the outcome. It is only as a military family that we can be successful. The wives at home must be pulling just as hard as the men overseas. If your men know that you are taken care of and that you are with them in this effort, they will be immeasurably more effective than if their minds were constantly harassed by the thought of unhappy loved ones at home.

HQ 310BOMWGM, 310CO, Subject: Open Letter

4. I feel that the 310th Bomb Wing wives have already demonstrated an understanding of this problem by volunteering their services for the TDY Committee within the structure of the Dependent's Assistance Program. The willingness and initiative you have displayed in organizing this program is most gratifying and very encouraging to me. With such support and understanding from our families at home, the 310th Bomb Wing family cannot but succeed in returning with our goal accomplished. We appreciate your support and assure you that we will work doubly hard to make our Wing one that you may be proud of.


JOHN H. de RUSSY
Colonel, USAF
Commander

Dear Madam:

Although your husband will be away for awhile, we want you to know that you will continue to be an important member of Smoky Hill Air Force Base.

In order to help you with any problems that may arise during your husband's absence, we have established a Dependents Assistance Center on the base, telephone 7-4411, extension 8089.

The Strategic Air Command recognizes that dependents of airmen and officers on TDY are apt to need help in solving their problems and has designated the Dependents Assistance Center as the agency to perform such duties. The nucleus of the Dependents Assistance Center has been formed and has been in operation since August 1954. We are very proud of our center, however we do encourage you to become an active member in this organization, because we realize the participation of as many dependents as possible will insure the success of this program.

The Dependents Assistance Office is well aware that sometimes circumstances prevent your taking an active part in this program, but we still consider you a vital part of our organization.

Remember, all of you are as much of the TDY movement, as the airmen, and officers, who are away providing what support their Wing can do to defend our country in the event of an emergency.

We request that you direct all inquiries and problems which you can not solve yourself to this phone number-Base 7-4411, Ext. 8089, The Dependents Assistance Center is open 8:00AM to 5:00PM weekdays. For emergency calls at night, or Saturdays and Sundays, call the Base Operator and ask for the Dependents Assistance Office, this party will contact the O.D. on duty. The O.D. will not handle your problems, but will give you the phone number of the party who is on call during that period.

On the inclosed sheets we have briefly outlined the committees which have been operating within the Dependents Assistance Center, and the functions which they perform.

For those of you who are leaving the Salina area during your husband's absence, we would appreciate your notifying the Dependents Assistance Center, of your forwarding address, so that we may be able to keep you posted on your husband's return date and any other pertinent information that we feel you should know.

If you desire any further information regarding the Dependents Assistance Center, please feel free to call or write us.

JAMES H. KELLER
1STLT, USAF
Dependents Assistance Officer

SERVICES AND FACILITIES AVAILABLE TO DEPENDENTS
OF PERSONNEL ASSIGNED SPOKY HILL AIR FORCE BASE

This inclosure is designed to assist you as a dependent in reaching the right office and right person so that you will receive the most expeditious solution to your problem. Also incorporated within this document is a list of the recreational facilities which are available to you. If this list of services and facilities does not meet the desired need of your problem, you are then invited to write or call the Dependents Assistance Center. The following list of services and facilities are listed because of their immediate importance to your welfare and will in most cases serve your purpose.

1. Air Force Aid Society.

(Building #479, phone extension 478. Open 8:00AM till 5:00PM.)

2. Commissary.

(Office, Building 24, phone 8115, Store, Building 265, phone 549.)

The commissary is open five days, tuesday thru friday 1200 hours till 1730 hours, and on saturday from 1200 hours till 1530 hours.

3. Hospital.

(Building 1007, phone extension 521.)

Due to the acute shortage of military physicians at the present time, dependent care must necessarily be limited in order to successfully perform the primary mission of the Medical Department. In case of an emergency dependents care, call 521, between 8:00AM and 5:00PM or 576 after 5:00PM.

4. Recreational facilities.

Base theatre, service club and swimming pool, contact the Special Services Office, Building 478, extension 238.

5. Chaplain.

The Base Chaplains Office is located in Building 480, extension 211 or 738, open from 8:00AM til 5:00PM. After 5:00PM, call extension 201.

6. Base Nursery.

It is open primarily for Day Nursery, however will stay open when contracted for club functions. The Base Nursery is located in Building 1050, extension 8020. The nursery will be open from 7:30AM till 5:30 PM, Monday thru Friday and 7:30AM to 1:30PM Saturday, also they are open for Sunday Church Services.

TDY COMMITTEE

Harriett A. Goodlad
Chairman, Phone 7-1274

This committee functions only during the time of a TDY period and has set up the following facilities.

WDY TELEPHONE NETWORK

Alyce Fulmer - - - Phone 6069
Millie Stepp - - - Phone 7-4642

The ladies listed above have set into operation a telephone committee composed of volunteers from the Dependents Assistance Center. It is our plan to telephone each dependent at periodic intervals throughout the TDY to assure us that you are well and happy, and to give you any pertinent unit information available along with the activities planned for you while your husband is away.

TDY OFFICE COMMITTEE

Marie Ofner - - - Phone 7-4396
Jean Megenity - - - Phone 7-0293

This committee keeps in touch with all dependents without telephones. They will relay the same information as above committees, except it will be mailed from the Dependents Assistance Center.

TDY NEWSLETTER

Judy deRussy - - - Base Ext. 280

You will await with interest our monthly newsletter concerning news from the Wing. In addition a similar letter will be sent to the men regarding local news of interest.

ENTERTAINMENT COMMITTEE

Charlotte Levy - - - Phone 7-1461
Nancy Speed - - - Phone 7-4028

This committee will plan various types of entertainment for you. You will be notified later as to the types of entertainment and the time and place they will be held.

The following committees
are in operation at all
times within the Dependents
Assistance Office

PERSONAL SERVICES COMMITTEE

Jackie Nichols - - - Phone 7-3678
Mini Bently

The function of this committee will
vary tremendously, from notifying the
husband of a child birth, arranging
for the care of children when the
mother is hospitalized, arranging
for transportation when needed, etc.

WELCOMING COMMITTEE

Irene Galligan - - - Phone 7-1603

These ladies will continue to welcome
all new personnel to SHAFB, but also
will call upon those dependents who
may be ill or in distress or just
plain lonesome, either in the hos-
pital or at home.

PUBLICITY

Mary Ann Dean - - - Phone 7-0787

This committee gives us pertinent
information as to the current func-
tions within the Dependents Assis-
tance Center. The articles will vary
from newspaper publications or other
means of informing personnel.

CASUALTY

Celeste Steinkrauss - - - Phone 6128

This committee, tho rarely called upon
will assist the Chaplain in the case
of an emergency.

OFFICE

JoAnn Ralph - - - Phone 7-2996

This committee does clerical work five
days a week in the Dependents Assis-
tance Center.

THE CASUALTY COMMITTEES' PLACE
IN THE
DEPENDENTS ASSISTANCE PROGRAM

8

1. COMPOSITION:

a. The Casualty Committee is composed of voluntary Air Force Wives. A large percentage of the committee have had either professional or practical nurses training.

2. PURPOSE:

a. The purpose of the Casualty Committee is to assist Air Force Families, on an unofficial basis, during the critical period surrounding a death.

3. DUTIES:

a. Upon notification that death has occurred, or will possibly occur, selected members of the Casualty Committee will accompany the Chaplain concerned to the local home of the family. Committee members will remain outside the home until it has been determined by the Chaplain that domestic and/or nursing assistance is desired and appropriate. If such assistance is not desired and/or appropriate, Committee women will not give their services; however subsequent follow-up with the Chaplain concerned will be made.

b. If it is determined that initial and/or subsequent assistance is desired, the following services are available:

(1) Care of children.

(2) Care of wife.

(3) Meal Planning:

(a) Personal Services will be contacted for food. Meals will be planned for a balanced diet.

(4) Telephone Calls:

(a) Make calls for wife, when asked.

(b) Answer calls coming into the home and keep a list for the family of the friends that offered their regrets.

(5) Take care of the home: keep it clean and running as smoothly as possible.

(6) The Committee Members will remain in the home until relatives arrive, or until the wife and children are on the way to their home town.

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(7) In case the deceased is to be shifted back to the home Base, the members of the Committee will help the wife through all necessary arrangements by accompanying the wife at all times.

4. Members of the Casualty Committee are not qualified or encouraged to advise dependents in any way concerning official matters, such as insurance or other benefits.

CELESTE M. STEINKRAUSS
Chairman,
Casualty Committee

HEADQUARTERS
802D AIR BASE GROUP
Office of the Dependents Assistance Officer
Smoky Hill Air Force Base
Salina, Kansas

21

14 February 1955

Dear Mrs:

Colonel John deRussy, Wing Commander, will be at the Base Theater to address all dependents of the 310th Bomb Wing, with reference to the approaching TDY.

It is most important that you attend this meeting so that you may be better informed of any problems which might arise during this period of separation from your husband.

At this meeting representatives from all services on the base will speak briefly regarding their particular place in the TDY and will be most willing to answer your questions.

We hope to have 100% turn out and will appreciate your notifying a next door neighbor or friend who has possibly not been contacted through a letter or phone call.

Any additional information regarding the meeting may be obtained by calling the Dependents Assistance Center, telephone 7-4411, ext. 8039.

REMEMBER

"A WELL INFORMED DEPENDENT, IS A HAPPIER DEPENDENT"

Sincerely,

HARRIETT A. GOODLAD
Chairman,
TDY Committee

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379th Bomb Squadron "English" Party.

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General LeMay with Smoky Hill Commanders at Lunch.

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PRODUCTION AND STATISTICAL SUMMARY
310TH BOMBARDMENT WING, MEDIUM

Date Month of Feb 55

a. Flying Time for Squadrons and Wing:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average Flying Time per Possessed Sq.)
37912	367:10	16	22:57
32043	457:30	16	28:36
30165	323:45	17	19:03
310TH BOMB Wing Total	1148:25	49	23:26
100th AOEFS Total	493:45	20	24:41
Combined Total	1642:10	69	23:45

b. Number of Aircraft Assigned:	B-47	49	KC-97	22
c. Average number of Aircraft possessed:	B-47	49	KC-97	20
d. Number of Periodic Inspections Scheduled:	B-47	14	KC-97	4
Number of Periodic Inspections Completed:	B-47	19	KC-97	6
e. Number of Engine Changes:	B-47	20	KC-97	2
Average Time at Engine Change:	B-47	169:55	KC-97	164:00
f. Number of Cylinder Changes:			KC-97	4
g. Number of Turbo Changes:			KC-97	0

h. In Commission - Rates and Figures:

(1) Wing Percentage In Commission:	B-47	69.4%	KC-97	71.6%
(2) Number Hours Aircraft In Commission:	B-47	22845	KC-97	9619
(3) Average Hours In Commission per Possessed Aircraft:	B-47	466	KC-97	481

i. AOCN - Rates and Figures:

(1) Wing Percentage AOCN:	B-47	24.9%	KC-97	20.1%
(2) Number Hours Aircraft AOCN:	B-47	8206	KC-97	2701
(3) Average Hours AOCN per Possessed Aircraft:	B-47	167	KC-97	135

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Production and Statistical Summary - Continued

3. AOCF Rates and Figures:

(1) Wing Percentage AOCF:	B-47	05.5%	KC-97	08.1%
(2) Number Hours Aircraft AOCF:	B-47	1832	KC-97	1098
(3) Average Hours AOCF per Possessed Aft	B-47	37	KC-97	54
(4) Items AOCF at present:	B-47	3	KC-97	4
(5) Number items AOCF this month:	B-47	30	KC-97	23
(6) Number items received this month:	B-47	31	KC-97	22

4. ANFE Rates and Figures:

(1) Total items ANFE requisitioned this month:	B-47	132	KC-97	45
(2) Number items ANFE received this month:	B-47	143	KC-97	35
(3) Total items ANFE at present:	B-47	23	KC-97	16
(4) Number Aircraft ANFE on this date:	B-47	17	KC-97	9
1. Number Aircraft items Cannibalized this month:	B-47	32	KC-97	9

5. Technical Order Compliance Status Data:

(1) TOC Percentage Rate:	B-47		KC-97	
(2) TOC Total Man-hours Backlog:	B-47		KC-97	

Information not available - Personnel TDY.

6. Number of Field Maintenance Work-Orders Requested:	1247
7. Number of Armament & Electronics Work-Orders Requested:	1123

Valentine S. Kudrikoff
 VALENTINE S. KUDRIKOFF
 CWO, USAF
 Reports & Analysis Officer

B-47 on ramp after snow storm at Smoky Hill.

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001CST

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR 116-55

(NICKNAME "KID GLOVE")

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HQ 310BOMWG
OPORD 116-55
27 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001CST

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

802ABGP	COL Jack L. Randolph
40AREFS	MAJ Leroy T. Shuler
310AREFS	MAJ Jack N. Fancher
379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL George W. Call
381BOMRON	LTCOL Harold G. Fulmer
310A&E	MAJ Arnold R. Megenity
310FMS	MAJ Carol Hamant
310PMS	LTCOL James E. Jordan
310HEDRON	MAJ William A. Crawford

1. GENERAL SITUATION: Fifteenth Air Force will test the operational readiness of the 310BOMWG by a graduation exercise involving a minimum of 70% of assigned KC-97 and B-47 aircraft and aircrews. This is a Unit Simulated Combat Mission under the provisions of SUPPL XVIII, SAC REG 50-8.

a. Intelligence: Omitted.

b. Friendly Forces:

- (1) WADC will provide fighter interception along the route as coordinated by COMADIV 802D.
- (2) Radar bomb scoring detachment at Los Angeles, California and Spokane, Washington will provide radar bomb scoring at

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OPORD 116-55
27 JAN 55

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respective sites during this exercise.

(3) 802ABCF will provide:

- (a) Flight line and briefing security.
- (b) Necessary ground transportation.
- (c) Necessary ground refueling support.
- (d) Necessary flight lunches and necessary facilities as required.
- (e) Processing of radar film.
- (f) Special weapons support as coordinated with Special Weapons Officer, 310BOMWG.

2. MISSION: The 310BOMWG will:

- a. Perform a Special weapons exercise on 1, 2 and 3 FEB 55. Thirty three B-47 combat crews are required to participate.
- b. Conduct simulated bombing attacks against camera bombing targets at Memphis, Tenn., Indianapolis, IND; and Davenport, IA. and record radar bombing attacks against Los Angeles, CALIF and Spokane, WASH., RBS sites on 2, 3 and 4 FEB 55. Thirty-three B-47 aircraft and combat crews are required to participate .
- c. Provide aerial refueling to maximum internal fuel load for B-47's on flight missions on 2, 3 and 4 FEB 55.

3. TASKS FOR SUBORDINATE UNITS:

- a. The 379BOMRON will provide:
 - (1) Nine B-47 aircraft and aircrews to perform the special weapons exercise and flight mission.
 - (2) Interrogation team composed of squadron operations officer, squadron observer, squadron intelligence officer and

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OPORD 116-55
27 JAN 55

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designated assistants.

- b. The 38030MRCN will provide:
 - (1) Thirteen B-47 aircraft and aircrews to perform the special weapons exercise and flight mission.
 - (2) Same as a. (2) above.
- c. The 38180MRCN will provide:
 - (1) Eleven B-47 aircraft and aircrews to perform the special weapons exercise and flight mission.
 - (2) Same as a. (2) above.
- d. The 310AREFS in coordination with the 40AREFS, will provide sufficient KC-97 aircraft and aircrews to accomplish required aerial refueling.
- e. The 40AREFS in coordination with the 310AREFS will provide KC-97 aircraft and aircrews for mission support as required.
- f. The 310A&E squadron will provide support for this mission as required by Annex C, this OPRD.
- g. The 310FMS will provide support for this mission as required by Annex C, this OPRD.
- h. The 310FMS will provide support for this mission as required by Annex C, this OPRD.
- i. The 310HEDRON will provide:
 - (1) Briefing, critique and class "X" control teams.
 - (2) Supervisor of interrogation teams.
 - (3) Qualified tower officer to be in place during take-off and landing of all aircraft on this mission.
 - (4) Dispatch liaison officer to Kansas City ARTC regional office to coordinate flight mission details NLT 27 JAN 55.

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27 JAN 55

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3. X. GENERAL INSTRUCTIONS:

- (1) This OPCORD is effective upon receipt. Order of execution will be sent for each day of operation by COMAF 15.
- (2) 5X and staff crews will not participate in this mission.
- (3) Routes: See Annex B, this OPCORD.
- (4) Special weapons exercise will be performed one day prior to flight mission for each crew. See Annex A, this OPCORD for schedule.
- (5) Thirty-three B-47 aircraft will be dispatched on 2, 3 and 4 FEB 55 in increments of 12, 12 and 9 aircraft respectively. Flight mission of 2 and 3 FEB 55 will consist of 4 - 3 ship cells. Mission of 4 FEB 55 will consist of 3 - 3 ship cells. See Annex B, this OPCORD for flight schedules.
- (6) Sufficient KC-97's from the resources of the 310AREFS and 40AREFS will be dispatched to accomplish aerial refueling of B-47's on one-to-one basis, with tanker spares, Airborne tanker commander and weather reconnaissance as required.
- (7) Los Angeles, California is the designated mission effectiveness point. B-47 aircraft failing to proceed as far as, and/or make effective bomb runs on the Los Angeles RBS target, will be considered aborts for the purpose of determining mission effectiveness. B-47 aircraft and crews aborting prior to the Los Angeles RBS run on 2 and 3 FEB 55 will be rescheduled for the flight mission of 4 FEB 55

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OPCORD 116-55
27 JAN 55

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within the support capabilities of the AREFS. Effective aircraft and crews will not be rescheduled for this mission. SUPPL 18, SAC REG 50-8 applies.

(8) Bombardment Phase:

(a) Bomb load: simulated 1000 pound GP bomb utilizing SHACK tables for ballistic information. Special weapons will not be carried on flight mission.

(b) Targets and method of bombing:

- 1 B-47 cell leaders will accomplish radar camera bombing, using direct method, at Memphis, TENN; Indianapolis, IND; and Davenport, IA. Cell lead will be changed after each target to allow each aircraft in the cell to accomplish one radar camera bombing attack during the mission.
- 2 All B-47 aircraft will accomplish one record radar RBS run on target "FOXTRACT" at Los Angeles RBS site. Method of bombing will be direct, with offset checking as desired. Target rotation policies established by SAC REG 50-4 have been waived for this mission.
- 3 All B-47 aircraft will accomplish one record radar RBS run on target "ALPHA" at Spokane RBS site. Method of bombing will be direct.
- 4 Specific target information will be given at target study, and is contained in target folders.
- 5 In event of equipment failure, observers will complete RBS runs in order of priority listed

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27 JAN 55

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below, commensurate with 50-8 requirements of the individual crew concerned:

- a Malfunction.
- b GPI.
- c Practice runs are not authorized.
- 6 Observers will not use optical assistance on any bomb run.

(c) Bombing altitudes:

- 1 Camera bombing targets: As directed by aircraft performance factors and call tactics.
- 2 RBS targets: 35,000 or 38,000 feet indicated pressure altitude, depending on position in the bomber streams. See Appendix B, this OPORD.

(9) Navigation phase:

- (a) A record night celestial leg will be flown by all B-47 crews starting at 35-00N, 119-00W and terminating at Kelso, Washington.
- (b) A record night celestial grid leg will be flown by all B-47 crews starting at Missoula, Montana and terminating at SHAFB.
- (c) B-47 aircraft terminating the mission after the RBS run at Los Angeles because of insufficient fuel reserve will perform a record night celestial leg enroute to SHAFB as briefed.
- (d) The Co-pilot of each B-47 is responsible for the maintenance of aircraft track and position during

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27 JAN 55

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celestial navigation legs in accordance with SAC
REG 51-11.

- (e) During the cell phase of the mission, the lead aircraft is responsible for navigation for the entire cell. During cell lead changes, observers will coordinate to keep accurate position at all times.
- (f) KC-97 navigators will furnish an accurate position to B-47 observers at termination of refueling.
- (g) After cell break-up, individual B-47 observers will do independent navigation to determine and meet control times at control points.
- (h) For spacing maneuver to change from cell to bomber stream formation, see Annex B, this OFORD.
- (10) Control times and H-hour points.
 - (a) Needles, California, and Kelso, Washington, are the designated H-hour control points for the Los Angeles and Spokane targets, respectively.
 - (b) CAA facilities at Colorado Spring, COLO., and Fortuna, CALIF., will be used to relay cell and bomber stream leader ETA's to succeeding aircraft for computation of H-hour control times.
 - (c) Needles, CALIF., Monterey, CALIF., Kelso, WASH., and Sheridan, WY., are used as points to broadcast ETA's on interplane frequency to assist in bomber stream spacing.
 - (d) Specific details of control time procedures will be covered in specialized briefing.

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OFORD 116-55
27 JAN 55

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- (e) See PARA 14, Annex "D" this OPORD for additional detail on communication procedures at control points.
- (11) All navigator logs, radar scope clocks and mission reports will be kept in "Z" times.
- (12) Altitude settings:
 - (a) After take-off and cell formation, altimeters will be set at 29.92, or adjusted on the cell leader at his command.
 - (b) With the exception of take-off, cell formation adjustments and landing, altimeters will be set on 29.92 for the entirety of the mission.
- (13) Radar scope photography:
 - (a) Record navigation legs will be credited only if scoreable from O-15 camera film. SAC REG 51-11 applies.
 - (b) Bombing photography will be taken in accordance with SAC Manual 50-38. O-15 photography is required to credit radar camera attacks and for scoring estimates of RBS runs.
- (14) Air Refueling Phase: See Annex B. this OPORD.
- (15) Flying safety considerations are of paramount importance:
 - (a) No airspace restricted areas, other than those specifically cleared for this mission, will be overflown.
 - (b) Block altitude and route reservations will be coordinated by the wing operations officer NLT 27 JAN 55.

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OPORD 116-55
27 JAN 55

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Liaison Officer will be dispatched to Kansas City
ARTC Regional Office to coordinate mission details.

- (c) Tactical squadron commanders will monitor all phases of mission preparation to insure adequate crew rest. SAC REG 62-19 applies.
- (d) While in cell formation, cells will be separated by 30 minutes enroute. While in bomber stream formation, B-47 aircraft will be separated by 10 minutes of time and 3000 feet of altitude in accordance with schedules listed in Annex B. this OPORD.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Security: All personnel of this wing will be responsible for the accomplishment of applicable security regulations and directives.

b. Aircraft Security:

(1) This wing is responsible for security of its aircraft whenever personnel from this wing are working on aircraft and during normal duty hours (0800-1700).

(a) Wing personnel will challenge all individuals approaching aircraft to insure they have the need and right for access.

(b) Security section of 802d Supply Squadron is responsible for security of this wing's aircraft during loading and unloading of special weapons.

(c) 802d Air police Squadron is responsible for this wing's aircraft at times other than specified by paragraphs b (1) and (1), (b).

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OPORD 116-55
27 JAN 55

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(d) Aircraft commander is responsible for the security of his assigned aircraft at all enroute stops. The aircraft commander will apply to the local Base Commander for security guards; if none are available, he will assign a crew member to the aircraft as point guard until local security guards are available to guard the aircraft.

(1) The aircraft commander will accomplish security inspection of aircraft prior to flight in accordance with SAC REG 205-8.

c. Access procedures:

(1) Access rosters will be used for access to areas in which loading and unloading of special weapons is taking place.

(a) Units required to submit access rosters are: 379BOMRON, 380BOMRON, 391BOMRON, 310FMS, 310A&E, and any others required to have personnel in this area.

1 These rosters will be submitted to 310th Wing Security Officer in six copies not later than 28 JAN 55. One person per squadron will be given permission to vouch for all personnel not included in the roster. This individual will be clearly indicated on the respective rosters.

(2) Access to buildings and offices:

(a) 310A&E Squadron will have a guard at the entrance to building 932 unless secured by lock during times when this building is not in use.

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OFCRD 116-55
27 JAN 55

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- (b) 310th Wing Intelligence will utilize its current security procedures for access to this restricted area.
- (c) All other buildings and offices of this wing will be secured as directed by squadron commanders. Minimum security will require each section and office to secure its own immediate area and challenge all personnel not identified as having the need and right for access. Security is the inherent responsibility of all personnel.
- b. Reports: See annex E, this OPORD.
- c. Briefing, critique schedules; See APP 1, Annex B, this OPORD.
- d. Logistics: See Annex C, this OPORD.
- 5. COMMAND AND COMMUNICATION MATTERS:
 - a. Command: Normal, except that designated 4OAREFS aircraft and crews are under operational control of 310BCMWG for duration of this exercise.
 - b. Communications: See Annex D, this OPORD.

JOHN H. de RUSSY
Colonel, USAF
Commander

ANNEXES:

- A. Special Weapons Exercise
- B. Air Operations
- C. Logistics
- D. Communications
- E. Reports

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DISTRIBUTION:

310AREFS, 5 CYS
40AREFS, 5 CYS
37930MRCN, 5 CYS
38030MRCN, 5 CYS
38130MRCN, 5 CYS
310A&E, 1 CY
310FMS, 1 CY
310FMS, 1 CY
310DO, 5 CYS
310AG, 2 CYS
310DM, 3 CYS
802ADIV, 3 CYS
802ABGP, 3 CYS

OFFICIAL:

for Hawley Lt Col
ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

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HQ 310BOMWG
OPORD 116-55
27 JAN 55

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HEADQUARTERS
110TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kans
27 January 1955, 0001 CST

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO 116-55

SPECIAL WEAPONS EXERCISE

HQ 310 BOMWG
Annex "A"
OPORD 116-55
27 JAN 55

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CONFIDENTIALANNEX "A"TOOPERATIONS ORDERSERIAL NO 116-55SPECIAL WEAPONS EXERCISE

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 27 January 1955, 0001 CST

1. Aircrews will report to building T-800 at times designated below for Bomb Commander's kit, final briefing and transportation to the loading area.
2. Aircrews will observe loading and off-loading of weapon and perform pre-take off check, IFI and IFE.
3. Weapons information for this exercise will be contained in the Bomb Comdr's Flimsy.
4. Supply procedure as outlined in Section V, Volume III, AF Manual 67-1 and SAC ACOP 67-1 apply.
5. Schedule is as follows:

<u>DATE</u>	<u>TIME(LCL)</u>	<u>SQUADRON AND CREW NUMBERS</u>		
		<u>379BOMRON</u>	<u>380BOMRON</u>	<u>381BOMRON</u>
1 FEB 55	0530	L-18, R-01	R-03, R-50	L-26, R-15
1 FEB 55	1230	R-07	R-32, R-30	R-37
			R-41, R-31	

HQ 310 BOMWG
 Annex "A"
 OPOD 116-55
 27 JAN 55

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DATE	TIME (LCL)	SQUADRON AND CREW MEMBERS		
		278	280	281
2 FEB 55	0530	R-19, R-22	R-05, R-09	R-13, R-14
	1230	R-45	R-04, R-29	R-20, R-27
				R-35
3 FEB 55	0530	R-05, R-28	L-08, R-42	R-12, R-40
	1230	R-39	R-11	R-43

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted

DISTRIBUTION:

310AREFS, 5 CYS
40AREFS, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AAS, 1 CY
310FMS, 1 CY
310PMS, 1 CY
310DC, 5 CYS
310AG, 2 CYS
310OM, 3 CYS
802ADIV, 3 CYS
802ABGP, 3 CYS

OFFICIAL:

for F. G. White Lt Col
ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

HQ 310 BOMWG
Annex "A"
OPORD 116-55
27 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001CST

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 116-55

OPERATIONS

HQ 310BOMBW
Annex "B"
OPORD 116-55
27 JAN 55

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CONFIDENTIALANNEX "B"TOOPERATIONS ORDERSERIAL NR 116-55OPERATIONS

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 27 January 1955, 0001CST

1. TACTICS (B-47):

a. Twelve B-47 aircraft are scheduled for the first flight mission on 2 FEB 55, with cell composition as follows:

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>SQUADRON</u>
RED	LEADER	Blake	379BOMRON
"	2	Smith, S. R.	"
"	3	Wolfe	"
BLUE	LEADER	Eversole	380BOMRON
"	2	Garbade	"
"	3	Hart	"
GREEN	LEADER	Wise	381BOMRON
"	2	Colladay	"
"	3	Hubbes	"
YELLOW	LEADER	Stevens	"
"	2	Siglin	"
"	3	Kruse	"

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b. Twelve B-47 aircraft are scheduled for the second flight mission on 3 FEB 55, with cell composition as follows:

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>SQUADRON</u>
RED	LEADER	Kantor	380BOMRON
"	2	Smith, N. R.	"
"	3	Stewart	"
BLUE	LEADER	Field	381BOMRON
"	2	Maronde	"
"	3	Rowley	"
GREEN	LEADER	Barnard	379BOMRON
"	2	Bennett	"
"	3	Thomas	"
YELLOW	LEADER	Foss	381BOMRON
"	2	Evans	"
"	3	Anderson	380BOMRON

c. Nine aircraft are scheduled for the third flight mission on 4 FEB 55, with cell composition as follows:

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>SQUADRON</u>
RED	LEADER	Mann	381BOMRON
"	2	Vanleeuwen	"
"	3	Austin	"
BLUE	LEADER	Bruce	379BOMRON
"	2	Renfro	"

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BLUE	3	Hopkins	379BOMRON
GREEN	LEADER	Preston	380BOMRON
"	2	Pirino	"
"	3	Wayman	"

* NOTE: Aborting aircraft on first two days will be scheduled after after Green Flight within tanker support capabilities.

d. B-47's will take-off at one minute intervals and form into cells. Cells will be dispatched 30 minutes apart in time at the same altitudes. Cell formations and tactics will be as specified by SAC Manuals 55-5 (CONF) and 55-5A (Top Secret), and as briefed.

e. Mass air refueling tactics will be in accordance with 15AF Message DOOP 250, 15 JAN 55 and as briefed. See KC-97 tactics, this Annex.

f. Cell formations will be maintained from take-off through arrival at Colorado Springs, COLO.

g. Cell break-up into a tanker stream of individual aircraft will occur upon arrival at Colorado Springs, COLO. Spacing between successive individual aircraft will be 10 minutes of time and 3000 feet of altitude. Precise tactics to be used in this maneuver will be covered in the general briefing.

2. TACTICS (KC-97):

a. Seventeen KC-97 aircraft are scheduled for each day of the flight mission with cell organization as follows:

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<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>UNIT</u>
None	Airborne COMDR	_____	_____
ALPHA	LEADER	_____	_____
"	1	_____	_____
"	2	_____	_____
"	Spare	_____	_____
BRAVO	LEADER	_____	_____
"	2	_____	_____
"	3	_____	_____
"	Spare	_____	_____
COCO	LEADER	_____	_____
"	2	_____	_____
"	3	_____	_____
"	Spare	_____	_____
DELTA	LEADER	_____	_____
"	2	_____	_____
"	3	_____	_____
"	Spare	_____	_____

NOTES: a. Specific names and organizations of individual aircraft commanders not available pending final coordination by 310TH and 40AREFS. Refueling flimsies containing this information will be in B-47 and KC-97 crew folders.

b. B-47 aircraft aborting on 2 and 3 FEB 55 will be scheduled

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to complete mission on 4 FEB 55. Therefore, tanker cell formation of 4 FEB 55 will be scheduled within maintenance capability to support scheduled B-47's.

b. Participation by the 40TH and 310AREFS will be as follows:

<u>DATES</u>	<u>310AREFS</u>	<u>40AREFS</u>	<u>TOTALS</u>
2 FEB 55	12	5	17 ACFT & Crews
3 FEB 55	9	8	17 " "
4 FEB 55	9	8	17 " "

NOTE: 310AREFS will designate airborne commander for all days of mission.

c. One tanker task force commander will be dispatched each day to conduct weather RECON over refueling routes. He will depart in sufficient time to arrive at the most distant orbit point two (2) hours prior to arrival of first bomber cell.

d. Seventeen KC-97 tanker aircraft will be dispatched in support of operation "Kid Glove" on each day of the mission.

e. Tanker formation and refueling procedures will be in accordance with SAC Manual 55-10 and 15AF Message DOOP 250.

f. Tanker aircraft will depart in sufficient time to allow last aircraft of each flight to arrive at the orbit point 30 minutes prior to the ETA of receiver cells. Tankers within the cells will depart at one minute intervals maintaining one mile in trail and 500 feet vertical separation. APS-42 radar equipment will

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be utilized during the entire mission to insure positive aircraft separation. All aircraft will assume an altimeter setting of 29.92 upon reaching 1,000 feet on top and prior to entering the orbit area.

g. Element leaders will establish a standard orbit pattern with a base altitude of 14,500 feet. Tanker and receiver element leaders will effect the rendezvous as outlined in the tactical doctrine by utilizing the APN-12 and APN-76 and APN-11 radar equipment. Tanker cells will depart the orbit point on course three (3) minutes prior to the bomber cell ETA. Upon departing the orbit point on the refueling track, tankers will fly a modified in-trail formation with primary tankers maintaining their relative distance and altitude separation but angled off the right of the leader approximately 10 degrees. The spare tanker remains 500 feet above the highest primary tanker and angled 10 degrees off to the left of the leader. The receiver cell will assume the modified in-trail refueling formation prior to their descent and maintain this formation until after completion of refueling. The bomber cell leader will affect a point rendezvous, adjusting his descent range to include one additional mile for each bomber behind him. This will allow the highest aircraft in his cell to pass over the orbit point 500 feet below the base altitude of tanker cell. This will insure positive aircraft separation in the event the receiver cell should inadvertently over-run the tanker cell. Prior to descent, the receiver cell leader

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will direct all aircraft to switch to initial contact frequency for the rendezvous. Bomber aircraft will continue station keeping throughout descent aided by visual positioning by the aircraft commander if possible.

h. To assist receiver aircraft commanders in identifying their assigned tanker, a color code will be flashed from the tanker aircraft's pod position.

(1) The following code will be utilized:

<u>TANKER, RECEIVER COMBINATION</u>	<u>COLOR</u>
LEADER	Green
2	Amber
3	White

i. When receiver leader is assured that all receivers are in the observation position, he will announce for each to switch to individual refueling frequencies. During the refueling operation, all tankers will be on a common VHF interplane frequency. Co-pilot of receiver aircraft will monitor tanker interplane VHF on the Omni receiver. After each receiver has completed refueling and dropped back to the observation position, he will switch back to the initial contact frequency which the leader has also used for refueling and check-in with the leader, announcing completion of refueling. When all receivers have completed refueling, the tanker leader will order

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his flight to execute a 45 degree turn to the left to clear the receiver track. The receiver will then accelerate to climb and continue on course.

j. The spare tanker maintains his relative position in the flight until primary tanker and bomber increase in speed indicates that a slight descent be initiated to obtain required airspeed. During final phase of refueling, if not utilized, the spare will increase rate of descent as necessary to pull ahead of the primary tankers and thus clear the area for the 45 degree left turn of the formation. If required as a primary tanker, the spare then will descend to aborting tanker altitude, while accelerating ahead of the tanker leader. The receiver will turn to the left as required to position himself behind spare tanker. Before maneuvering, receiver aircraft will insure that spare tanker is ahead of tanker leader. Any aborting primary tanker will initiate a slow descending 45 degree turn to the right. The receiver utilizing the spare tanker will assume normal formation position after tanker has cleared the receiver track. Spare tankers will also make a 45 degree turn to the left after refueling is completed. All aborting tanker aircraft will descend to 9,000 feet and file individual clearances for return to home base. Tanker flights will descend to 10,000 feet after completing refueling to avoid interference with subsequent flights.

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3. SCHEDULED ACCOMPLISHMENTS (B-47):

- a. Heavy weight take-off.
- b. APN 12/76 - APN 11 rendezvous with tanker leader (cell leaders only).
- c. Air refueling to maximum internal fuel load.
- d. One radar camera bombing and two record radar RBS runs on assigned targets.
- e. One record night celestial navigation leg.
- f. One record night celestial grid navigation leg.
- g. Controlled ETA's to specified control points.
- h. Radar tracking of fighter interceptors.
- i. One long range cruise control mission.
- j. Instrument let-down and observer monitored GCA.

4. SCHEDULED ACCOMPLISHMENT (KC-97):

- a. Heavy weight take-off.
- b. APN 12/76 rendezvous with B-47 cell leader (tanker leader only).
- c. Air refueling with off-load at primary orbit point is 50,000 pounds. Off-load, if secondary orbit point is used, will be 45,000 pounds. In any event, B-47's will be given maximum internal fuel off-load.
- d. Instrument let-down and observer - monitored GCA.

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e. Maximum additional 50-8 accomplishments as directed by COMDEP, 310 and 40AREFS.

5. AIRCRAFT LOADING AND EQUIPMENT REQUIRED:

a. B-47.

- (1) Fuel: All aircraft: 90, 405 pounds (Fuel load NR 8).
- (2) Bombs: None.
- (3) Ammunition: None.
- (4) Cameras: O-15 and O-23.
- (5) Survival Equipment: Standard, plus overwater gear.
- (6) Radar capability:
 - (a) Navigation.
 - (b) Bombing.
 - (c) Rendezvous.

b. KC-97:

- | | | |
|-------------|------------------|------------------|
| (1) Fuel: | <u>"G" MODEL</u> | <u>"F" MODEL</u> |
| (a) 115/145 | 7,590 Gallons | 6,210 Gallons |
| (b) JP-4 | 5,470 " | 6,900 " |
- (2) Survival Equipment: Standard.
 - (3) Radar capability:
 - (a) Navigation.
 - (b) Rendezvous: APN 12/76, APN 11.

6. BRIEFING, MISSION PLANNING AND INTERROGATION: See APP I, this Annex.

7. ROUTE: See AP 5, this Annex.

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8. MISSION TIME SCHEDULE AND CONTROL POINT DATA: See APP 4, this Annex.
9. FLIGHT PERFORMANCE: As briefed.
10. FLIGHT CLEARANCES:
 - a. COMDRS, 379BOMRON, 380BOMRON and 381BOMRON will:
 - (1) Prepare following forms for each scheduled aircrew:
 - (a) 802ABGP Form 47.
 - (b) Flight Orders.
 - (c) Form F.
 - (d) Loading List.
 - (e) 802ABGP Form 136.
 - (f) AF Form 175.
 1. Route will be indicated as "Kid Glove".
 2. Leaders of each cell will certify compliance with PARA 47, AFR 60-11, in remarks section.
 - b. Flight clearance package will be turned in at pre-take-off meeting to briefing officer for necessary processing.
 - c. COMDRS, 310 and 40AREFS will prepare forms as indicated in PARA 10a (1) above, except that specific route will be outlined in detail.
 - d. KC-97 clearance package will be handled IAW normal procedures.

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JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES:

1. Planning, Briefing and Critique SKED.
2. B-47 Time SKED.
3. Routes - B-47.
4. KC-97 Time SKED.
5. Routes - KC-97.
6. *Performance Data - B-47.

*NOTE: Omitted except for COMBRS copies of this OPRD.

DISTRIBUTION:

310AREFS, 5 CYS
40AREFS, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310A&E, 1 CY
310FMS, 1 CY
310PMS, 1 CY
310DO, 5 CYS
310AG, 2 CYS
310DM, 3 CYS
802ADIV, 3 CYS
802ABGP, 3 CYS

OFFICIAL:

for Hawthorne H Coe
ROBERT E THACKER
Colonel, USAF
Wing Operations Officer

HQ 310BOMWG
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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kans
27 January 1955, 0001CST

APPENDIX "A"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 116-55

FLIGHT PLANNING, BRIEFING SCHEDULE

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CONFIDENTIALAPPENDIX "1"TOANNEX "B"TOOPERATIONS ORDERSERIAL HQ 116-55FLIGHT PLANNING, BRIEFING SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Slicky Hill Air Force Base, Kansas
27 January 1955, 0001CST

All times are local (CST)

<u>ACTIVITY</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Target Study	B-47 OCSR	SQ Facilities	As Directed By SQ COMDR
Flight Planning	B-47 Crews	SQ Facilities	0800, 29 JAN 55
	KC-97 "	" "	0800, 28 JAN 55
General Briefing	B-47 Crews	Ground School Auditorium	1400, 29 JAN 55
	KC-97 "	310 AREFS	0900, 29 JAN 55
Specialized Briefing	B-47 Aircrews	Ground School Auditorium	1500, 29 JAN 55
	KC-97 "	310 AREFS	1000, 29 JAN 55

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<u>ACTIVITY</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Pre-Take Off	B-47 Aircrews	Ground School	1000, 2 FEB 55
Briefings	(as scheduled to fly)	Auditorium	1000, 3 FEB 55 1300, 4 FEB 55
	KC-97 Aircrews (as scheduled to fly)	SQ Facilities	As Directed by COMDR, 310AREFS
De-Briefing	B-47 Aircrews	Ground School Auditorium	ASAP After Landing
	KC-97 Aircrews	SQ Facilities	"
Critique	B-47 Aircrews	Ground School Auditorium	To be Announced
	KC-97 Aircrews	Ground School Auditorium	To be Announced

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001G3T

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5-07 TIME SCHEDULE

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APPENDIX "B"
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OPERATIONS ORDER
SERIAL NR 116-55
B-47 TIME SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kans
27 January 1955, 0001CST

3 FEB 55

ACFT COMDR	CELL & PSN	ACFT NR*	STA TIME	START ENG	TAXI	TAKE-OFF
Blake	RED LEAD		1135	1405	1415	1435
Smith, S.R.	RED 2		1135	1405	1416	1436
Wolfe	RED 3		1135	1405	1417	1437
Eversole	BLUE LEAD		1207	1437	1447	1507
Garbade	BLUE 2		1207	1437	1448	1508
Hart	BLUE 3		1207	1437	1449	1509
Wise	GREEN LEAD		1239	1509	1519	1539
Colladay	GREEN 2		1239	1509	1520	1540
Hubbes	GREEN 3		1239	1509	1521	1541
Stevens	YELLOW LEAD		1311	1541	1551	1611
Siglin	YELLOW 2		1311	1541	1552	1612
Kruse	YELLOW 3		1311	1541	1553	1613

*UNKNOWN AT TIME OF OPORD PUBLICATION

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FEB 55

<u>ACFT COMDR</u>	<u>SKILL & PSN</u>	<u>ACFT NR*</u>	<u>STA TIME</u>	<u>START ENG</u>	<u>TAXI</u>	<u>TAKE-OFF</u>
Kantor	RED LEAD		1135	1405	1415	1435
Smith, N.R.	RED 2		1135	1405	1416	1436
Stewart	RED 3		1135	1405	1417	1437
Field	BLUE LEAD		1207	1437	1447	1507
Maronde	BLUE 2		1207	1437	1448	1508
Rowley	BLUE 3		1207	1437	1449	1509
Bernard	GREEN LEAD		1239	1509	1519	1539
Bennett	GREEN 2		1239	1509	1520	1540
Thomas	GREEN 3		1239	1509	1521	1541
Foss	YELLOW LEAD		1311	1541	1551	1611
Evans	YELLOW 2		1311	1541	1552	1612
Anderson	YELLOW 3		1311	1541	1553	1613

*UNKNOWN AT TIME OF OPORD PUBLICATION

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 27 JAN 55

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4 FEB 55

ACFT CONDR	CELL & PSN	ACFT NR*	STA TIME	START ENG	TAXI	TAKE-OFF
Mann	RED LEAD		1435	1705	1715	1735
Vanleeuwen	RED 2		1435	1705	1716	1736
Austin	RED 3		1435	1705	1717	1737
BRUCE	BLUE LEAD		1507	1737	1747	1807
Renfro	BLUE 2		1507	1737	1748	1808
Hopkins	BLUE 3		1507	1737	1749	1809
Preston	GREEN LEAD		1539	1809	1819	1839
Pirino	GREEN 2		1539	1809	1820	1840
Wayman	GREEN 3		1539	1809	1821	1841
**	YELLOW LEAD		1611	1841	1851	1911
	YELLOW 2		1611	1841	1852	1912
	YELLOW 3		1611	1841	1853	1913

* UNKNOWN AT TIME OF OPORD PUBLICATION
 **ABORTS FROM 2, 3 FEB WILL FLY IN YELLOW CELL

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001CST

APPENDIX "A"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL N: 116-55

ROUTE INFORMATION (B-47)

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TO

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TO

OPERATIONS ORDERSERIAL NR 116-55ROUTE INFORMATION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
21 January 1955, 0001CST

PRIMARY ROUTE

<u>ROUTE TO:</u>	<u>TC</u>	<u>VAR</u>	<u>TAS</u>	<u>DIST</u>	<u>NO WIND TIME</u>	<u>TOTAL TIME</u>	<u>REMARKS</u>
SHAFB							
LEVEL OFF	120	-10	390	000	004		ALT 10M
FORMATE	120	-9	380	100	017	021	
LEVEL OFF	121	-8	410	000	015	036	ALT 32M
NORFOLK RESERVOIR	121	-7	433	000	007	043	IP
MEMPHIS, TENN.	123	-6	433	100	017½	1:00½	TGT "E"
EVANSVILLE, IND	035	-4	431	000	029	1:29½	IP
INDIANAPOLIS, IND	033	-2	431	100	018	1:47½	TGT "D"
41-18N KNOX, 86-38W	346	-1	428	000	013	2:00½	TP
JOLIET, ILL	282	-2	428	000	009½	2:10	IP
DAVENPORT, IOWA	270	-3	428	000	016	2:26	TGT "C"
DESCENT POINT	250	-8	428	000	039½	3:05½	START LET-DOWN

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ROUTE TO:	TO	VAR	EAL	DIST	WIND TIME	TOTAL TIME	REMARKS
CONCORDIA, KANS	250	-10	430	040	:08	3:13½	PRIMARY ORBIT
REFUEL	261	-11	435				
HILL CITY	261	-11	435	120	:28	3:41½	RDVU POINT
REFUEL	264	-12	435	008	:02	3:43½	
LEVEL OFF	264	-12	390	033	:14½	3:58	ALT 31M
COLORADO SPRINGS*	264	-13	425	090	:13	4:11	BREAK-UP CELLS
GRAND JUNCTION	273	-14	425	180	:27½	4:38½	
35-45N 113-32W	289	-15	425	303	:42½	5:19	CLIMB POINT
LEVEL OFF	227	-13	390	035	:07½	5:26½	CLIMB 4M
NEEDLES	227	-15	425	045	:06½	5:31	H-HR CONTROL POINT
SAN DIEGO	225	-15	425	178	:25	5:56½	IP
LOS ANGELES RBS	329	-15½	425	090	:13	6:09½	TGT "F"
35-00N 119-00W	329	-15	425	077	:11	6:20½	CHECK FUEL RE-SERVE START NIGHT CELESTIAL
37-24N 123-40W	301	-17	425	266	:37½	6:58	TP
41-00N 127-00W	339	-20	425	421	:59½	7:57½	TP
KEISO	054	-22	425	216	:30½	8:28	END NIGHT CELESTIAL H-HR CONTROL POINT
ELLENSBURG	061½	-22	425	100	:14	8:42	IP
SPOKANE RBS	073	-22	425	135	:19	9:01	TGT "A"
MISSOULA, MONT.	113	-21	425	150	:21	9:22	START GRID LEG
41-CON 98-00W	116	-16	425	770	1:42	11:11	TP
SHAFT	172	-10½	425	136	:19	11:30	END GRID LEG

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- * (1) At Colorado Springs, Cell Leader continues on course to Grand Junction, giving ETA to #2 and #3 aircraft, and to CAA at Colorado Springs.
- (2) Number two aircraft in each flight will take up a true heading of 300° and perform a perpendicular bisector control problem to be spaced 10 minutes behind his leader at Grand Junction.
- (3) Number three aircraft in each flight will take up a true heading of 325° and perform a perpendicular bisector control problem to be spaced 10 minutes behind his leader at Grand Junction.
- (4) All aircraft will maintain cell altitudes until 10 minutes after separation on control problem.

ALTERNATE REFUELING ROUTE

<u>ROUTE TO</u>	<u>TC</u>	<u>VAR</u>	<u>TAS</u>	<u>DIST</u>	<u>NO WIND TIME</u>	<u>TOTAL TIME</u>	<u>REMARKS</u>
DAVENPORT						2:26	
DESCENT POINT	250		408	107	:17	2:43	START LET-DOWN
LAMONI VOR	250		450	60	:08	2:51	
REFUEL	274						
LINCOLN	274		250	124	:30	3:21	START CLIMB
LEVEL OFF	252		390	093	:14 $\frac{1}{2}$	3:35 $\frac{1}{2}$	31M
COLORADO SPRINGS	252		425	301	:42 $\frac{1}{2}$	4:18	BREAK-UP CELLS

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001GST

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 116-55

PRIMARY ROUTE TIME SCHEDULE - KC-97

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APP 4, Annex "B"
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CONFIDENTIALAPPENDIX "4"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 116-55PRIMARY ROUTE TIME SCHEDULE - KC-97
(ALL TIME CST)HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
27 January 1955

<u>ACFT COMDR</u>	<u>CELL AND POSITION</u>	<u>ACFT NR</u>	<u>STA TIME</u>	<u>ST ENG</u>	<u>TAXI</u>	<u>ETA</u> <u>L.O. ORBIT</u>	<u>ALT at</u> <u>ORBIT</u>
_____	Airborne Commander	_____	1021	1221	1231	1301 1529	17M
_____	JUGULAR ALPHA LEADER	_____	1408	1608	1618	1648 1727	14.5M
_____	" " 2	_____	1409	1609	1619	1649 1727	15M
_____	" " 3	_____	1410	1610	1620	1650 1727	15.5M
_____	" Spare	_____	1411	1611	1621	1651 1727	16M
_____	JUGULAR BRAVO LEADER	_____	1438	1638	1648	1718 1757	14.5M
_____	" " 2	_____	1439	1639	1649	1719 1757	15M
_____	" " 3	_____	1440	1640	1650	1720 1757	15.5M

* NOTE: a. This schedule good for 2 and 3 FEB 55. b. For 4 FEB 55 mission, add 3 hours to all times.

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ACFT COMDR	CELL AND POSITION	ACFT NR	STA TIME	ST ENG	TAXI	T.O.	ETA ORBIT	ALT at ORBIT
	JUGULAR BRAVO Spare		1441	1641	1651	1721	1757	16M
	JUGULAR COCA LEADER		1508	1708	1718	1748	1827	14.5M
	" " 2		1509	1709	1719	1749	1827	15M
	" " 3		1510	1710	1720	1750	1827	15.5M
	" Spare		1511	1711	1721	1751	1827	16M
	JUGULAR DELTA LEADER		1538	1738	1748	1818	1857	14.5M
	" " 2		1539	1739	1749	1819	1857	15M
	" " 3		1540	1740	1750	1820	1857	15.5M
	" Spare		1541	1741	1751	1821	1857	16M

	Airborne Commander		1021	1221	1231	1301	1529	17M
	JUGULAR ALPHA LEADER		1316	1516	1526	1556	1659	14.5M
	" " 2		1317	1517	1527	1557	1659	15M
	" " 3		1318	1518	1528	1558	1659	15.5M
	" Spare		1319	1519	1529	1559	1659	16M
	JUGULAR BRAVO LEADER		1346	1546	1556	1626	1729	14.5M

* NOTE: This schedule good for 2 and 3 FEB 55. b. For 4 FEB 55 mission, add 3 hours to all times.

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SECONDARY ROUTE SCHEDULE (CONTINUED)

<u>ACFT COMDR</u>	<u>CELL AND POSITION</u>	<u>ACFT NR</u>	<u>STA TIME</u>	<u>ST ENG</u>	<u>TAXI</u>	<u>T.O.</u>	<u>ETA ORBIT</u>	<u>ALT at ORBIT</u>
_____	JUGULAR BRAVO 2	_____	1347	1547	1557	1627	1729	15M
_____	" " 3	_____	1348	1548	1558	1628	1729	15.5M
_____	" Spare	_____	1349	1549	1559	1629	1729	16M
_____	JUGULAR COCA LEADER	_____	1416	1616	1626	1656	1759	14.5M
_____	" " 2	_____	1417	1617	1627	1657	1759	15M
_____	" " 3	_____	1418	1618	1628	1658	1759	15.5M
_____	" Spare	_____	1419	1619	1629	1659	1759	16M
_____	JUGULAR DELTA LEADER	_____	1446	1646	1656	1726	1829	14.5M
_____	" " 2	_____	1447	1647	1657	1727	1829	15M
_____	" " 3	_____	1448	1648	1658	1728	1829	15.5M
_____	" Spare	_____	1449	1649	1659	1729	1829	16M

* NOTE: A. This schedule good for 2 and 3 Feb 55. b. For 4 FEB 55 mission, add 3 hours to all times.

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001CST

APPENDIX "5"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 116-55

ROUTE INFORMATION (KC-97)

HQ 310BOMWG
APP 5, Annex "B"
OPORD 116-55
27 JAN 55

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APPENDIX "C"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 116-55

ROUTE INFORMATION (KC-92)

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM

Smoky Hill Air Force Base, Kansas

27 January 1955, 0001CST

TO	TO	VAR	MC	DIST	TAS	TIME	LAPSED TIME
Herrington	102	-10	092	35	190	10 $\frac{1}{2}$	10 $\frac{1}{2}$
	(108° turn)					2 $\frac{1}{2}$	12
Clay Center	348	-10	338	43	190	13	26
	(52° turn)					13	27 $\frac{1}{2}$
Concordia	296	-10	286	29	189	8 $\frac{1}{2}$	36
	Concordia orbit on track 264°				231	30	1:06
Hill City	264	-11	253	100	255	23 $\frac{1}{2}$	1:29 $\frac{1}{2}$
39° 18N - 100° 26W	264	-11	253	28	255	6 $\frac{1}{2}$	1:36
SHAFB	104	-11	093	133	195	41	2:17

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27 JAN 55

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SECONDARY							
<u>TO</u>	<u>TC</u>	<u>VAR</u>	<u>MC</u>	<u>DIST</u>	<u>TAS</u>	<u>TIME</u>	<u>LAPSED TIME</u>
Herrington	102	-10	092	35	199	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Lamoni	050	-9	041	180	199	19 $\frac{1}{2}$	30
					232	30	1:00
					231	30	1:30
Orbit on track 276							
Lincoln	276	-9	267	124	255	29 $\frac{1}{2}$	1:59 $\frac{1}{2}$
SHAFB	200	-10	190	230	194	1:11	3:10
AIRBORNE COMMANDER (WEATHER)							
GOODLAND	280	-11	269	191	199	57	57
CONCORDIA	086	-11	075	181	219	51	1:48
LAMONI	070	-9	061	180	219	50	2:28
						2:00	4:28
						3:11	7:39
ALLOWANCE FOR MONITOR AND RETURN TO BASE							

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 APP 5, Annex "B"
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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001 CST

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 116-55

LOGISTICS

HQ 310BOMWG
Annex "C"
OPORD 116-55
27 JAN 55

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ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 116-55

LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001 CST

1. Flight Line Maintenance:

- a. Provide power supply and fire extinguishers for each aircraft one day prior to mission day or as required.
- b. Crew Chiefs or their assistants will remain at the aircraft at all times that maintenance is being accomplished.
- c. Provide necessary security clearance for Flight Line Personnel. Measures will be taken to secure all aircraft assigned tactical squadrons by use of tactical squadron personnel.
- d. Insure that all outstanding maintenance is performed and all work orders submitted are completed prior to 2400 hours of 1 FEB 55.
- e. All towing equipment will be on stand-by status at squadron maintenance office, with drivers and ready for use on the day prior to the mission. Drivers will be assigned as needed by squadron maintenance officers.
- f. Refueling pits will be manned as directed by Maintenance Control.

HQ 310 BOMWG
Annex "C"
OPORD 116-55
27 JAN 55

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g. Special Weapons Loading:

- (1) Deliver one each 50 pound carbox bottle to each loading station.
- (2) Insure that each aircraft being loaded has ground wires attached.
- (3) Crew Chiefs assigned each aircraft will be present during all loading operations.
- (4) All units will submit an access roster of personnel required to enter the loading area, as directed in paragraph 4a, Basic OPORD.

h. "Kill Frost" equipment will be checked and put in stand-by for use as required from 0800 hours until 1430 hours on 2, 3, and 4 FEB 55.

i. Aircraft, when possible, will be refueled two days prior to mission day. Remaining aircraft will be refueled ASAP at the discretion of the Maintenance Control Officer.

2. Squadron Supply:

a. Arrange squadron work load so qualified supply personnel will be on duty at all times the day prior to the mission and through take-off on mission day.

3. Base Supply:

a. Base Supply will be in operation 24 hours, 30 JAN 55 through 4 FEB 55 or as required by Maintenance Control.

4. Field Maintenance:

a. Will have maintenance personnel available continuously from

HQ 310 BOMWG
Annex "C"
OPORD 116-55
27 JAN 55

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30 JAN 55 through 4 FEB 55.

b. Have parachute rigger available for duty at 0200 hours on 3, 4, and 5 FEB 55, remaining on duty each day until dismissed by the Field Maintenance Supervisor.

c. Have personnel stand-by for refueling of all ground power equipment as needed. Conduct inspections as required to insure all ground units have fuel enough to prevent stoppage. Furnish additional power as directed by Maintenance Control.

d. Have coleman tractor and drivers stand-by at maintenance control as directed by Maintenance Control.

e. Special Weapons' loadings:

(1) Deliver six (6) power units to the special weapons loading area, C-26's or C-21's.

(2) Deliver one (1) air compressor, 1200-1500RSI capacity to the special weapons area.

5. Periodic Maintenance:

a. Have coleman tractor and drivers stand-by at maintenance control as directed by Maintenance Control.

b. Furnish personnel to other units of the Wing as directed by Maintenance Control.

6. Armament and Electronics Maintenance Squadron:

a. Insure that all boresighting is completed as required on scheduled aircraft. That all radar discrepancies have been cleared prior to 2400 hours two days before the mission where possible. The remaining as soon as practicable thereafter, or as directed by Maintenance Control.

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27 JAN 55

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- b. Provide necessary security clearance for all Armament and Electronics personnel required on aircraft.
- c. Disable the optics as directed by the Director of Operations.
- d. Special Weapons Loading:
 - (1) Aircraft selected for loading will be rung out no more than 72 hours prior to loading.
 - (2) Six (6) aircraft will be loaded twice daily beginning at 0600 hours and 1300 hours each day on 1, 2, and 3 FEB 55.
 - (3) Provide a loading monitor at each of the loading sites to remain until all loading operations cease each day or until relieved.
 - (4) Provide spare C-9 hoist and K-2 slings as required.
 - (5) Submit an access roster of all personnel required to enter the loading area as directed in paragraph 4a basic OPORD.
- 7. Maintenance Control:
 - a. Select the aircraft to be utilized for this operation by 1700 hours, 30 JAN 55.
 - b. Insure that priority is given to all work orders requested against scheduled aircraft.
 - c. Select six (6) B-47 aircraft for special weapons loading on 1, 2, and 3 FEB 55. Aircraft will be in place from 0600 hours to 1800 hours on these dates for loading.
 - (1) Aircraft do not have to be flyable.

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Annex "C"
OPORD 116-55
27 JAN 55

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- (2) Necessary aircraft equipment and loading equipment for loading will be operational and in place.
- (3) Have bomb bay configuration for the Mark 6 installed.
- (4) All aircraft selected will have Tech Order 1B-B-47-489 complied with.
- (5) All aircraft will be loaded twice daily.
- d. Read paragraph 4e and 6d, this Annex.
- 8. Squadron Operations:
 - a. Each Bombardment Squadron will have an observer stand-by for acceptance checks of the "K"-System for all scheduled aircraft of each squadron, or have each observer scheduled for the mission be available for call to check the aircraft assigned him.
- 9. All Organizations:
 - a. All Organizations will check the 310 BOMWG DISPO, SUBJ: Logistics Support Requested of the 802D Air Base Group Required for Operation "Kid Glove".

APPENDICES: Omitted

JOHN H. de RUSSY
Colonel, USAF
Commander

DISTRIBUTION:

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40AREFS, 5 CYS
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380BOMRON, 5 CYS
381BOMRON, 5 CYS
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310FMS, 1 CY
310PMS, 1 CY
310DO, 5 CYS

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Annex "C"
OFORD 116-55
27 JAN 55

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DISTRIBUTION (CONTD)

310AG, 2 CYS
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802ADIV, 3 CYS
802ABGP, 3 CYS

OFFICIAL:

For *Forwheels H. Col*
ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

HQ 310 BOMWG
Annex "C"
OFORD 116-55
27 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001 CST

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 116-55

COMMUNICATIONS

HQ 310BOMW3
Annex "D"
OPORD 116-55
27 JAN 55

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ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 116-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
27 January 1955, 0001 CST

1. ENROUTE COMMUNICATIONS: Will be conducted in accordance with applicable ACP's, JANAP's, AFSAL 5104, SAC Manuals, Regulations, SACCEI, Supplementary Flight Information Manual (North American Area), Current Radio Facility Charts and as modified herein.
2. EMERGENCY PROCEDURES: As outlined in ACP 130, 135, JANAP 500, pertinent SAC Manuals and Radio Facility Chart.
3. IFF: Will be operated in accordance with provisions of SAC Regulation 55-23, except upon penetration of CADP, at which time IFF will be switched to standby.
4. AUTHENTICATION: AFSAL 5104 will be utilized as the means of authentication for this mission.
5. RECOGNITION AND IDENTIFICATION: Will be accomplished as outlined in paragraph 2407.3 of SACCEI.
6. CALL SIGNS:
 - a. Inter-plane:
 - (1) B-47: Designated flight color LEADER 2 or 3.

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Annex "D"
OPORD 116-55
27 JAN 55

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(2) KC-97: Airborne Commander - JUGULAR LEADER

Flight 1 - JUGULAR ALFA LEADER 2 or 3

Flight 2 - JUGULAR BRAVO LEADER 2 or 3

Flight 3 - JUGULAR COCO LEADER 2 or 3

Flight 4 - JUGULAR DELTA LEADER 2 or 3

Spare - JUGULAR (ALFA, BRAVO, COCO, DELTA) SPARE

b. ARTC: Last five true tail numbers plus "This is operation KID GLOVE (ALFA, BRAVO, COCO, or DELTA for KC-97 Aircraft) and flight number of assigned flight for B-47 Aircraft.

7. POSITION REPORTS:

a. UHF: While in CELL formation each CELL LEADER will make position reports to the designated ARTC reporting points giving the numbers of the aircraft in his flight. The position report must include the assigned flight number.

b. BOMBER STREAM: After departing Grand Junction the first and last aircraft will make position reports for the mission. The last aircraft will notify ARTC that the altitude reservation is closed at his reporting station.

NOTE: All aircraft will report to Grand Junction, when departing Grand Junction.

c. HF:

(1) CELL LEADERS will report for their assigned flights utilizing only the CELL LEADERS number, every hour as required. Reports will be addressed to "STKI" and "OGOI".

(2) After forming bomber stream, each aircraft will make hourly position reports to the HF control station, at the designated block times.

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Annex "D"
OFORD 116-55
27 JAN 55

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d. ADIZ: Each aircraft will report to the last reporting point along route prior to entering or departing an ADIZ, giving ETP or ETD of the ADIZ concerned plus ETA over next reporting point.

8. FREQUENCY ALLOCATION:

a. UHF:

- 266.2 MCS - Primary Refueling Contact Frequency, Flights 1 and 3
- 256.0 MCS - Primary Refueling Contact Frequency, Flights 2 and 4
- 303.2 MCS - Primary Refueling Frequency, Flights 1 and 3
- 279.8 MCS - Primary Refueling Frequency, Flights 2 and 4
- 318.0 MCS - Secondary Refueling Frequency, Flights 1 and 3
- 324.2 MCS - Secondary Refueling Frequency, Flights 2 and 4
- 311.0 MCS - Inter-plane
- 258.0 MCS - Los Angeles and Spokane RBS Secondary
- 364.2 MCS - GCI Common
- 295.8 MCS - Fighter Common Primary

NOTE: All B-47 Aircraft will monitor 133.56 MCS on the OMNI Receiver during Air Refueling Operations.

b. HF:

- 4724.5 KCS - USAF Air/Ground
- 6738.0 KCS - USAF Air/Ground
- 11228.0 KCS - USAF Air/Ground
- 15016.0 KCS - USAF Air/Ground
- 3023.5 KCS - HF Tower Back-up
- 4270.0 KCS - RBS Back-up and Inter-plane

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Annex "D"
OPORD 116-58
27 JAN 55

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9. CHANNELIZATION:

- a. UHF: Will be in accordance with SACCEI, current Radio Facility Charts and Communications Flimsy.
- b. HF: In accordance with SACCEI, Figure 11-13.

10. AIR REFUELING CONTACT PROCEDURES:

- a. Prior to intercepting tankers each B-47 flight will switch to assigned Primary Contact Frequency. On direction of the TANKER LEADER the #2 will switch to Primary Refueling Frequency and #3 wingman will switch to Secondary Refueling Frequency. Upon completion of air refueling the wingmen will return to Primary Contact Frequency and notify flight LEADER.

11. STRIKE REPORTS (B-11):

- a. Individual B-47 Aircraft will send a Strike Report immediately after departing Target Area. Report will be sent via HF containing the following information, and will be addressed to "STKI" (15AF) and "OGOI" (310BOMWG). "This is operation KID GLOVE", aircraft call sign, operational immediate, relay to "STKI" and "OGOI", time of bombing, target identification and results.
- b. All KC-97's will submit an off-load report to "STKI" and "OGOI" upon completion of air refueling.

12. HF CONTROL STATIONS:

- a. Andrews
- b. MacDill
- c. Offutt
- d. March

NOTE: Aircraft will select a control station at least 1,000 miles distant from reporting point.

HQ 310BOMWG
Annex "D"
OPORD 116-55
27 JAN 55

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CONFIDENTIAL13. HF REPORTING TIMES:

<u>LAST DIGIT OF CALL SIGN</u>	<u>REPORTING PERIOD</u>
1 or 6	:00 to :12
2 or 7	:12 to :24
3 or 8	:24 to :36
4 or 9	:36 to :48
5 or 0	:48 to :00

NOTE: These times do not apply for Strike Report.

14. ARTC REPORTING POINTS:

Springfield, Mo.

Memphis, Tenn.

Evansville, Ind.

Joliet, Ill.

Lamoni, Iowa

Concordia, Kans.

*** Colorado Springs, Colo.

* Cherokee, Colo.

Grand Junction, Colo.

Bryce Canyon, Utah

** Needles, Calif.

San Diego, Calif.

Bakersfield, Calif.

** Monterey, Calif.

Point Reyes, Calif.

*** Fortuna, Calif.

HQ 310BOMWG

Annex "D"

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Crescent City, Calif.

Newport, Oreg.

** Kelso, Wash.

Yakima, Wash.

Spokane, Wash. (Departing RBS)

Butte, Mont.

Billings, Mont.

** Sheridan, Wyo.

Rapid City, S. Dak.

Grand Island, Nebr.

Salina, Kans.

NOTE: * Number 3 aircraft of each flight only.

** Each aircraft will call ATA on Inter-plane Frequency at this point.

*** Each CELL LEADER (or lead aircraft) will give ETA for Grand Junction (when calling Colorado Springs) and for Kelso (when calling Fortuna).

Succeeding CELL LEADERS will call Colorado Springs for the lead aircraft ETA. Each aircraft will contact Fortuna for lead aircraft ETA at Kelso.

15. ECM: In the event of Electronic Jamming of Airborne Electronic Equipment (Radio, Radar, Navigation or Radar Fire Control), SAC Form 326 and 802ABG Form 35 will be filled in and photos will be taken in accordance with provisions of SAC Manual 55-8G and 31OBOMWG Regulations 100-5 and 100-8. In addition, a report will be submitted immediately upon landing.

HQ 31OBOMWG
Annex "D"
OPORD 116-55
27 JAN 55

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JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted

DISTRIBUTION:

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31CA&E, 1 CY
31OFMS, 1 CY
31OPMS, 1 CY
31ODO, 5 CYS
31OAG, 2 CYS
31COM, 3 CYS
802ADIV, 3 CYS
802ABGP, 3 CYS

OFFICIAL:

for 70w ltr
for ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

HQ 310 BOMWG
Annex "D"
OPORD 116-55
27 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kans
27 January 1955, 0001 CST

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR 116-55

REPORTS

HQ 310BOMWG
Annex "E"
OPORD 116-55
27 JAN 55

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ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR 116-55

REPORTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1955, 0001 CST

1. The Class "X" control team designated by the 310 BOMWG Operations Officer is responsible for the timely submission of all written mission reports.
2. No unit or aircraft tactical call signs will be used for reports of this mission. All combat reports submitted will be identified by the 5 digit true tail number of the report aircraft. Each report submitted will contain the nickname "Kid Glove", and the flag word "Zippo" at the beginning of the text.
3. Strike Phase Reports will be submitted under procedures outlined in SAC Manuals 55-8, 55-8A, 55-8D and 55-8G. They are:
 - a. B-47 Reports (Distribution "A"): B-2, B-10, B-11, B-15, B-17, B-21 (Designated aircraft only) B-23 (negative reports required), B-34, M-36, B-51 (on Los Angeles target only) B-71, B-81 and the reports required by PARA 5a(1), SAC Manual 55-8.
 - b. KC-97 Reports -- (Distribution "A"): T-2, T-10, T-22, T-23, T-71, T-81, M-11, M-18 (Designated aircraft only), M-36 and the reports required by PARA 6a(1), SAC Manual 55-8.

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27 JAN 55

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c. A B-27 and T-27 report will be submitted at the completion of the entire exercise (Distribution "B").

4. Special Reports:

a. NLT 7th calendar day after completion of the mission, a teletype report will be submitted to COMDRAF 15, ATTN: DOTF, giving the following information:

- (1) Creditable 50-8 training scheduled by type and quantity.
- (2) Creditable 50-8 training accomplished.
- (3) Remarks, to include reasons scheduled training was not accomplished, and COMDR'S estimate of per cent of flying hours that were not effective for 50-8 training accomplished.

b. NLT 10 work days after completion of the mission, a Special Weapons Report will be submitted to HQ 15AF. It will contain the following information:

- (1) Mission as planned.
- (2) Deviations and reasons why.
- (3) Difficulties encountered.
- (4) Recommendations.
- (5) Time schedule of each weapon from assembly to off-loading.

HQ 310BOMWG
Annex "E"
OPORD 116-55
27 JAN 55

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JOHN H. de RUSSY
Colonel, USAF
Commander

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310FMS, 1 CY
310PMS, 1 CY
310DO, 5 CYS
310CAG, 2 CYS
310DM, 3 CYS
802ADIV, 3 CYS
802ABGP, 3 CYS

OFFICIAL:

for *70Wbuler h+ce*
ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

HQ 310BOMWG
Annex "E"
OPORD 116-55
27 JAN 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR. 15-55

(NICKNAME "ORANGE TREE")

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OPORD 15-55
23 FEB 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST

OPERATIONS ORDER NR 15-55

TASK ORGANIZATIONS:

379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL George W. Call
381BOMRON	LTCOL Harold G. Fulmer
310AREFS	MAJ Jack N. Fancher
310 FLD MAINT SQ	MAJ Carroll Hament
310 PERIODIC MAINT SQ	LTCOL James E. Jordan, JR
310A&E SQ	MAJ Allen C. Hart
310HEDRON	MAJ William A. Crawford
310 MEDGRU	COL Robert F. Corwin

1. GENERAL SITUATION A requirement exists for continuing the rotational movement of SAC bomb wings to the United Kingdom. Unclassified nickname for this mission is "ORANGE TREE".

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) Military Air Transport service will provide:

(a) Airlift as outlined in PARA 4.

(b) Search and rescue facilities within applicable areas of aircraft movement.

(c) Communications support by AACS facilities.

(2) Northeast Air Command will provide:

(a) Necessary base facilities at Ernest Harmon.

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- (b) Search and rescue facilities within applicable areas of aircraft movement.
- (3) USAF in Europe will provide search and rescue facilities within applicable areas of aircraft movement.
- (4) CINCLANT will provide necessary sea search and rescue facilities as required.
- (5) Air Rescue Service will provide rescue service within the applicable areas of aircraft movement and will coordinate the overall search and rescue requirements.
- (6) First Weather Group will provide necessary weather information to support this mission.
- (7) 7ADIV will:
 - (a) Assume operational control of 310BOMWG and AREFS aircraft east of 3500 degrees west longitude.
 - (b) Provide AX control team at Upper Heyford.
 - (c) Provide a CX control team at Brize Norton.
 - (d) Provide standby tankers in the UK for possible emergency refueling of 310BOMWG B-47 aircraft.
 - (e) Make necessary arrangements with appropriate ARTC agencies sufficiently in advance for the purpose of procuring block altitude reservations and briefing ARTC agencies on B-47 position reporting procedures.
 - (f) Arrange necessary clearance for overfly of Spain in the event it becomes necessary to divert 310BOMWG/AREFS aircraft to French Morocco.

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- (8) 5ADIV will provide necessary base facilities at Sidi Slimane in the event it becomes necessary for 7ADIV to divert the 310BOMW/AREFS aircraft.
- (9) 802ADIV will:
 - (a) Provide necessary base support facilities to insure timely departure of 310BOMWG aircraft and personnel from Smoky Hill AFB.
 - (b) Provide a senior officer in the control tower at Loring AFB during the period of unit deployment. The latest weather data and instructions as to which refueling area will be utilized will be relayed to each B-47 cell leader by the control tower officer. Information to be relayed will be obtained from the Harmon Task Force Commander at Harmon. In this connection, see PARA 1b(10).
 - (c) Provide an officer at Harmon AFB to act as liaison officer to Harmon Task Force Commander on matters pertaining to rotation of 310BOMWG aircraft to include air refueling procedures and timing for B-47 aircraft.
 - (d) Provide a class CX control team in place at Smoky Hill AFB during period of departure of 310BOMWG aircraft.
 - (e) Provide a qualified control tower officer to be in place at the Smoky Hill tower during departure of 310BOMWG B-47 and KC-97 aircraft.
- (10) 21ADIV will:

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- (a) Provide general officer at Harmon AFB to act as Harmon Task Force Commander and to assume operational control of the 44th and 22AREFS for refueling of the 310BOMWG B-47 aircraft and of the 310AREFS during the period of unit deployment through Harmon.
 - (b) Provide a class CX control team at Harmon AFB.
 - (c) Provide or arrange for continuous weather surveillance aircraft each day of expected refueling over the air refueling area commencing not later than two hours prior to the estimated time of arrival of the first B-47 aircraft and until the final air refueling is completed.
 - (d) Provide the 802ADIV tower officer in place at Loring AFB (reference PARA 1b(10), this OPORD), with the latest weather data and instructions as to which refueling area will be utilized and any other required instructions.
 - (e) Comply with AFR 35-32 and SAC REG 50-40.
- (11) 44th and 22AREFS will:
- (a) Provide necessary air refueling support of 310BOMWG B-47 aircraft as directed by Harmon Task Force Commander.

2. MISSION: To accomplish the rotation of the 310BOMWG/AREFS to the UK for 90 day TDY.

3. TASKS FOR SUBORDINATE UNITS:

- a. 379BOMRON will:

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- (1) Provide 15 B-47 aircraft and 15 aircrews for accomplishment of this mission IAW schedule outlined in Annex "B".
- (2) Provide a field grade officer to act as liaison officer to 7ADIV control room on matters pertaining to rotation of 310BOMWG. This officer to be in place during periods of aircraft movement.
- (3) Provide personnel, equipment and services as required in PARA 4 and Annex "D", this OPORD.

b. 380BOMRON will:

- (1) Provide 15 B-47 aircraft and 15 aircrews for accomplishment of this mission IAW schedule outlined in Annex "B".
- (2) Provide a field grade officer to act as control tower officer at Upper Heyford to be in place during landings of 310BOMWG B-47 aircraft.
- (3) Provide personnel, equipment and services as required in PARA 4 and Annex "D", this OPORD.

c. 381BOMRON will:

- (1) Provide 15 B-47 aircraft and 15 aircrews for accomplishment of this mission IAW schedule outlined in Annex "B".
- (2) Provide a qualified B-47 aircraft commander to act as liaison officer with the Brize Norton radar approach control (RAPCON) to be in place during approach and landing of 310BOMWG aircraft.
- (3) Provide personnel, equipment and services as required in PARA 4 and Annex "D", this OPORD.

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d. 310AREPS will:

- (1) Provide one KC-97 aircraft and aircrew to transport the 310BOMWG Advance Party to Brize Norton, UK, on or about 25 FEB 55.
- (2) Provide 19 KC-97 aircraft and aircrews for accomplishment of this mission IAW schedule outlined in Annex "B".
- (3) Provide one field grade officer to act as control tower officer at Brize Norton to be in place during landings of 310AREPS KC-97 aircraft. (Aircraft commander of aircraft required by PARA (1) above may be utilized for this duty).
- (4) Provide personnel, equipment and services as required by PARA 4 and Annex "D", this OPORD.

e. 310AGE SQ will:

- (1) Provide personnel, equipment and services as required by PARA 4 and Annex "D", this OPORD.

f. 310 FLD MAIN SQ will:

- (1) Provide personnel, equipment and services as required by PARA 4 and Annex "D", this OPORD.

g. 310 Periodic MAINT SQ will:

- (1) Provide personnel, equipment and services as required by PARA 4 and Annex "D", this OPORD.

h. 310HEDRON will:

- (1) Provide personnel, equipment and services as required by PARA 4 and Annex "D", this OPORD.

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1. 310 MEDGRU will:

- (1) Provide personnel, equipment and services as required by PARA 4 and Annex "D", this OPORD.

3. X. GENERAL INSTRUCTIONS:

- (1) Execution day is 3 MAR 55. Orders of execution will be dispatched by Commander 15AF for all B-47 and KC-97 aircraft increments. EXCEPTION: KC-97 aircraft transporting the Advance Party.
- (2) The unclassified nickname for this Operation is "ORANGE TREE".
- (3) Schedule: See Annex "B", this OPORD.
- (4) Routes: See Annex "B", this OPORD.
- (5) Operational Control:
 - (a) Commander 15AF will maintain operational control of all deploying aircraft west of 35 degrees west longitude.
 - (b) Commander 7ADIV will maintain operational control of all deploying B-47 aircraft and KC-97 aircraft east of 35 degrees west longitude.
 - (c) The Harmon Task Force Commander (reference PARA 1b(10)) will maintain operational control of the 44th and 22AREFS KC-97 aircraft during the period of air refueling of the 310BOMWG B-47 aircraft. He will assume operational control of the 310AREFS KC-97 aircraft during staging period through Harmon AFB.
 - (d) Control teams will be provided for as follows:

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1. 802ADIV will provide a qualified control tower officer to be in place during take-off of 310BOMWG B-47 and KC-97 aircraft. Reference PARA 1b(9)(e).
 2. 380BOMRON will provide a qualified control tower officer to be in place during landing of 310BOMWG aircraft at Upper Heyford.
 3. 310AREFS will provide a qualified control tower officer to be in place during landing of 310AREFS KC-97 aircraft at Brize Norton.
- (f) Liaison officers will be provided for as follows:
1. 802ADIV will provide a qualified officer to be in place at the Loring AFB control tower during period of overfly of 310BOMWG B-47 aircraft. (Reference PARA 1b(9)(b)).
 2. 802ADIV will provide a qualified officer to act as liaison officer to the Harmon Task Force Commander on matters pertaining to the air refueling of the 310BOMWG B-47 aircraft and schedule of 310AREFS KC-97 aircraft. (Reference PARA 1b(9)(c)).
 3. 379BOMRON will provide a qualified officer to be in place at the 7ADIV control room during approach and landing of 310BOMWG B-47 and KC-97 aircraft.
 4. 381BOMRON will provide a qualified officer to be in place at the Brize Norton RAPCON during approach and landing of 310BOMWG B-47 and KC-97 aircraft.

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- (6) The Harmon Task Force Commander will provide the senior control tower officer at Loring with the latest weather data, choice of refueling area and any additional instructions.
- (7) The senior control tower officer at Loring AFB will obtain information concerning the latest weather data, choice of refueling area and any additional instructions as outlined in PARA (6) above and pass it on to 310BOMWG B-47 aircraft commanders as they approach Loring AFB.
- (8) 310BOMWG aircraft commanders will contact the senior tower officer at Loring AFB when approaching that station to obtain the latest weather data, choice of refueling area and any additional instructions.
- (9) Tactics: See Annex "B", this OPORD.
- (10) Weather Minima: See Annex "B", this OPORD.
- (11) Fuel Minima: See Annex "B", this OPORD.
- (12) Air Traffic Control:
 - (a) Commander 802ADIV will be responsible for necessary CAA, DIR and ICAO coordination for this exercise. Use of military necessity is not authorized without prior approval of this headquarters.
 - (b) For clearance purposes, the essential elements of aircraft movement may be handled as unclassified information. However, such will be held to an absolute minimum.

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- (c) Commander 310BOMWG will provide a qualified liaison officer at the local ARTC center to coordinate flight plans, obtain route and altitude reservations and to provide photostat or ozalid copies of route and altitudes for each concerned ARTC center no later than X-10. SAC HSG 55-3 will apply.
 - (d) Commander 310BOMWG will provide HEDSAC, ATTN: DOOPO and Headquarters WADIV two copies of the navigator's and performance engineer's flight plans no later than X-10.
 - (e) No airspace restricted or prohibited areas will be overflown during conduct of this mission except those specifically approved by the responsible agency.
 - (f) Route will be coordinated by 310BOMWG Operations Officer with WADF in accordance with SOP outlined in 15AFR 50-19.
- (13) Flying Safety and Survival:
- (a) The importance of flying safety will be strongly emphasized and will receive highest precedence in the conduct of all phases of this operation.
 - (b) In the event of emergency, flying safety has precedence over mission accomplishment.
 - (c) All participating crews will be briefed on the location of weather and radio stations in the Arctic in the event that extreme emergency should force a bailout or crash landing in that area. Crews will also be briefed on contact procedures and rescue facilities available

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through Canadian and US resources.

- (d) Tactical aircraft crews will be issued E-1 kits on the basis of one per crew member. The kit should not be opened except under emergency conditions and will be inspected upon landing at TDY station. Passengers boarding aircraft will be required to have minimum clothing as required by SAC REG 55-17.
- (e) All available navigation devices will be used throughout all phases of this operation to insure safety of flight.
- (f) Radar operators will be prepared to monitor let down and landing approach phases of flight using installed radar.
- (g) Squadron commanders will monitor all phases of mission preparation and insure adequate crew rest prior to each deployment phase of the mission.
- (h) All participating pilots will be thoroughly briefed on letdown procedures at the primary, enroute and destination bases, prior to departure from Smoky Hill AFB. Squadron commanders will insure that scheduled pilots make the maximum use of link trainers and simulators to familiarize themselves with jet penetration and instrument approach procedures at applicable bases.
- (i) The Commander 802ADIV will be responsible for coordination with Headquarters, Air Rescue Service and appropriate

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subordinate agencies. This coordination is of the utmost importance to insure proper search and rescue service during the conduct of this mission.

- (j) Aircraft will not fly lower than 2,000 feet over the UK except during take-off and landing.
- (k) The wing operations officer 310BOMWG will insure terrain clearance of 2,000 feet within 25 miles either side of course except in the immediate vicinity of the landing field. When making landfall, aircraft will be 2,000 feet above the highest terrain within 50 miles either side of the planned course at least 100 nautical miles prior to reaching landfall. Aircraft commanders will insure compliance with the terrain clearance altitudes in the event of being off course more than the tolerances specified.
- (14) Direct communication is authorized by 15AF between Commander 802ADIV and other task organizations, friendly forces or supporting agencies as listed in 15AF OPORD 15-55. Information copies of all correspondence will be transmitted to 15AF.
- (15) The 310BOMWG will be responsible for performing operational commitments and requirements during TDY period as outlined in letter, Headquarters 7ADIV, 26 JAN 55, Subject: (Unclassified) Operational Commitments and Requirements for 310BOMWG During TDY in United Kingdom (SECRET).

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- (16) The training program for 310BOMWG and 310AREFS while TDY in the UK will be IAW letter DOTRF, HEDSAC, 12 NOV 54.
Subject: Responsibility for Training.
- (17) Instructions regarding public information will be forwarded to Commander 802ADIV by Chief of Information, Headquarters, 15AF. Pending receipt of such instructions, personnel will divulge no information regarding this exercise to unauthorized personnel. If queried, personnel will say only that they are participating in a normal SAC rotational movement. Dates, times, places and other operational information will not be released.
- (18) Security:
- (a) Aircraft security procedures, including anti sabotage inspection of aircraft prior to flight will be accomplished.
 - (b) In the event of emergency landing, aircraft commander will be responsible for security of aircraft.
- (19) Reports:
- (a) Deployment: Submit the following reports as outlined in SAC Manuals 55-8 and 55-8G, SEP 54.
 - 1. Distribution "A": M-2, M-10, M-15, M-16, M-19, M-36.
 - 2. Distribution "B": M-27 (Submit upon completion of operation).
 - 3. M-19 (See PARA 5b for submission instructions).
 - 4. Reports required IAW PARA 5c, SAC Manual 55-8G.

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2. Reports required IAW SAC REGS 55-16, 55-18, if applicable.
6. A teletype report will be submitted to 15AF not later than 7 calendar days after completion of mission giving following information:
 - a. Creditable 50-8 training scheduled (by type and quantity).
 - b. Creditable 50-8 training accomplished.
 - c. Remarks (to include reasons scheduled training was not accomplished and commander's estimate of percent of flying hours that was not effective for 50-8 accomplishments).
4. ADMINISTRATION AND LOGISTICAL MATTERS: See Annex "D", this OPORD.
5. COMMAND AND COMMUNICATIONS:
 - a. Command: Normal.
 - b. Communications: See Annex "E", this OPORD.

JOHN H. de RUSSY
Colonel, USAF
Commander

ANNEXES:

- "A". Intelligence
- "B". Operations
- "C". Air Refueling
- "D". Logistics.
- "E". Communications

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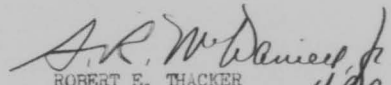
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DISTRIBUTION:

COMAF 15, 5 CYS
COMADIV 802, 5 CYS
COMABGRU 802, 5 CYS
COMAREFS 310, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310FMS, 2 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310HEDRON, 2 CYS
310 MEDGRU, 2 CYS
310DO, 5 CYS
310DM, 5 CYS
310DP, 1 CY
310AG, 4 CY
310DOI, 2 CYS
310 HIST, 1 CY

OFFICIAL:

for 
ROBERT E. THACKER
Colonel, USAF
Director of Operations *H. Be.*

HQ 310BOMWG
OPORD 15-55
23 FEB 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST

ANNEX "A"

TO

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR. 15-55

INTELLIGENCE

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Annex "A"
OPORD 15-55
23 FEB 55

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ANNEX "A"

TO

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR. 15-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST

1. INTELLIGENCE SUMMARY: Reference Section I and II, Volume I, HQ SAC BIPG, 1 FEB 54, as amended, and current SAC Consolidated Order of Battle (AAA, AOB, ROB).
2. INTELLIGENCE REQUIREMENTS:
 - a. Essential Elements of Information:
 - (1) General: As contained in the following publications:
 - (a) PARA 2, SEC VIII, Volume I, Headquarters SAC BIPG, 1 FEB 54, as amended.
 - (b) Basic Air Intelligence Requirements, Headquarters USAF, JAN 53, as amended.
 - (c) Intelligence Collection Instructions, Headquarters USAF, 1 JUN 54, as amended.
 - (2) Specific:
 - (a) As contained in PARA 3, Section VIII, Volume I, Headquarters SAC BIPG, 1 FEB 54, as amended.
 - (b) Immediate liaison will be established with theater intelligence agencies where applicable.
 - b. Means of Obtaining Information: The sources and methods used will

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Annex "A"
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23 FEB 55

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be in accordance with instructions contained in USAF Intelligence Collection Instructions, 1 JUN 54.

c. Means of Reporting Elements of Information: In all cases where collected essential elements of information are not transmitted by instructions contained in SAC Manual 55-8 and existing regulations, this information should be forwarded on Air Force Form 112 as directed by USAF Intelligence Collection Instructions, 1 JUN 54, and PARA 4b, Volume I, Section IX, SAC BIPG.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials: All tactical squadrons will deploy with sufficient navigational charts to sustain an approximate thirty day period of operation. The Wing Intelligence Section will be responsible for the following:

- (1) Navigational material as required.
- (2) Combat mission folders and target study folders for each assigned EWP target.
- (3) All radar motion pictures provided by 15AF. These will be forwarded to the 15th Reconnaissance Technical Squadron upon return to the ZI.
- (4) Bulk target material as follows:
 - (a) Fifteen copies each unannotated, five copies annotated and five copies textual of AOFM materials on each assigned DGZ.
 - (b) One copy of all Target Area Analyses (Radar) for the area west of 100° East.

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Annex "A"
OPORD 15-55
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(c) One complete set of Radar Objective Folders (ROF) for the area west of 100° East.

- (5) Necessary target and navigational materials to support 50-8 and USCM missions on Heston and Marrakech RBS sites, as well as UK camera targets and the visual bomb range in French Morocco.

b. Evasion and Escape:

- (1) Section V, Volume I, SAC BIPG, 1 FEB 54 and HEEP, Headquarters SAC, 15 AUG 54, will apply.
- (2) In the event of being forced down in Soviet-controlled territory and detained by the Communists, procedures of Section VI, Volume I, Headquarters SAC BIPG, 1 FEB 54, will apply.
- (3) Crew members will be briefed on the provisions of SAC REG 200-8, "Forced Landing Procedures in Foreign Countries and Instructions for Conduct of Aircrew Personnel".

c. Measures for Handling Captured Documents, Equipment, Material and Prisoners: Reference Section VII, Volume I, Headquarters SAC BIPG, 1 FEB 54, as amended.

d. Reports and Distribution:

- (1) Intelligence reports will be submitted in accordance with PARA 5c, SAC Manual 55-8G.
- (2) Distribution of reports will be in accordance with SAC Manual 55-8.

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Annex "A"
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23 FEB 55

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JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMAF 15, 5 CYS
COMADIV 802, 5 CYS
COMABGRU 802, 5 CYS
310AREFS, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310PMS, 2 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310HEDRON, 2 CYS
310MEDGRU, 2 CYS
310DO, 5 CYS
310DM, 5 CYS
310DP, 1 CY
310AG, 4 CYS
310DOI, 2 CYS
310HIST, 1 CY

OFFICIAL:

for *Walter B Wade Capt*
NICHOLAS J. RIFKIN
LTCOL, USAF
Wing Intelligence Officer

HQ 310BOMWG
Annex "A"
OPORD 15-55
23 FEB 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST

ANNEX "B"

TO

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR. 15-55

OPERATIONS

HQ 310BOMWG
Annex "3"
OPORD 15-55
23 FEB 55

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HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST1. B-47 AIRCRAFT:

a. All times and dates are Zulu. For local standard time, subtract six hours.

b. Forty-five B-47 aircraft and crews will be dispatched from Smoky Hill in increments according to schedule outlined below:

(1) First increment, 7 MAR 55:

<u>Flight</u>	<u>Position</u>	<u>Aircraft Commander</u>	<u>Squadron</u>	<u>Take-Off</u>
ALFA	1	Fory - de Rusey	379BOMRON	0130
"	2	Zedler - McClatchy	"	0131
"	3	Wolfe	"	0132
"	4	Hopkins	"	0133
"	5	Craven	"	0134
BRAVO	1	Stevens	380BOMRON	0230
"	2	Stewart	"	0231
"	3	Littlejohn	"	0232
"	4	Pirino	"	0233
"	5	Anderson	"	0234

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<u>Flight</u>	<u>Position</u>	<u>Aircraft Commander</u>	<u>Squadron</u>	<u>Take-Off</u>
COCA	1	Porter	381BOMRON	0330
"	2	Colladay	"	0331
"	3	Rowley	"	0332
"	4	Mays	"	0333
"	5	Wilke	"	0334

(2) Second increment, 8 MAR 55:

ALFA	1	Hart - Call	380BOMRON	0130
"	2	Eversole	"	0131
"	3	Garbade	"	0132
"	4	MacDonough	"	0133
"	5	Kantor	"	0134

BRAVO	1	Foss	381BOMRON	0230
"	2	Austin	"	0231
"	3	Holder	"	0232
"	4	Mann	"	0233
"	5	Maronde	"	0234

COCA	1	Smith	379BOMRON	0330
"	2	Bennett	"	0331
"	3	Niemann	"	0332
"	4	Swenson	"	0333
"	5	Johnson	"	0334

(3) Third increment, 9 MAR 55:

ALFA	1	Wise - Fulmer	381BOMRON	0130
"	2	Field	"	0131

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<u>Flight</u>	<u>Position</u>	<u>Aircraft Commander</u>	<u>Squadron</u>	<u>Take-Off</u>
ALFA	3	Evans	381BOMRON	0132
"	4	Hubbes	"	0133
"	5	VanLeeuwen	"	0134
BRAVO	1	Blake	379BOMRON	0230
"	2	Bruce	"	0231
"	3	Thomas	"	0232
"	4	Renfro	"	0233
"	5	Frarie	"	0234
COCA	1	Preston	380BOMRON	0330
"	2	Smith	"	0331
"	3	Siglin	"	0332
"	4	Kruse	"	0333
"	5	Wayman	"	0334

c. Route:

(1) Smoky Hill AFB	38-48N 97-38W
Ottumwa, Iowa	41-02N 92-19W
Canton, Ohio	40-48N 81-25W
Albany VOR, N.Y.	42-46N 73-47W
Concord VOR, MASS	43-12N 71-34W
Presque Isle VOR, ME (ALFA Orbit Point - Secondary)	46-45N 68-10W
New Carlisle, New Brunswick (ALFA RDVU Point - Secondary)	48-00N 65-25W
Heath Point, Anticosti Is (BRAVO Orbit Point - Primary)	49-06N 61-41W
Little Mecatine Island (BRAVO RDVU Point - Primary)	50-24N 59-20W

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Annex "B"
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Belle Isle	51-02N 49-22W
Ocean Station COCA	52-45N 35-30W
Ocean Station JULIETT	52-30N 20-00W
Turning Point	51-11N 10-31W
Turning Point	51-00N 07-00W
Valley Wales	53-15N 64-30W
Bristol, UK	51-28N 02-32W
Fairford, UK	51-41N 01-46W
Upper Heyford, UK	51-00N 07-00W

- (2) In event of diversion to Sidi Slimane with more than 31,000 pounds of fuel at Saint Eval:

Turning Point	51-00N 07-00W
St Eval	50-30N 05-00W
Turning Point	43-00N 10-00W
Turning Point	37-00N 10-00W
Sidi Slimane	34-17N 06-01W

- (3) In event of diversion to Sidi Slimane with less than 31,000 pounds of fuel at Saint Eval:

Turning Point	51-00N 07-00W
St Eval	50-30N 05-00W
Turning Point	36-00N 04-30W
Sidi Slimane	34-17N 06-01W

- (4) Following is route if refueling is to be conducted at COCA point (Harmon - Tertiary):

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Common route to Presque Isle VOR, ME, then

Point Miscou 48-01N 64-30W

Harmon Range 48-32N 58-35W
(Orbit Point COCA - Tertiary)

Gander Range 48-57N 54-35W
(Rendezvous Point COCA - Tertiary)

Ocean Station "C" 52-45N 35-30W

Common route to destination or diversion base.

d. Tactics:

- (1) B-47 aircraft will take-off and fly in cell formations in accordance with SAC Manuals 55-5 (CONF) and 55-5A (TOP SECRET) and as briefed.
- (2) Mass air refueling tactics will be conducted in accordance with SAC Manuals 55-5 (CONF) and 55-10 (CONF).
- (3) Upon arrival over Valley, each flight will separate into a five aircraft bomber stream as follows:
 - (a) Number one aircraft will turn immediately on course for Bristol and descend to 25,000 feet.
 - (b) Number two aircraft will proceed $1\frac{1}{2}$ minutes past Valley before turning on course to Bristol and descend to 27,000 feet.
 - (c) Number three aircraft will proceed three minutes past Valley before turning on course to Bristol and descend to 29,000 feet.
 - (d) Number four aircraft will proceed four minutes past Valley before turning on course to Bristol and descend to 31,000 feet.

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(e) Number five aircraft will proceed six minutes past Valley before turning on course to Bristol and descend to 33,000 feet.

e. Scheduled Accomplishments:

- (1) One night celestial leg.
- (2) One day celestial leg with PLOP.
- (3) One radar rendezvous.
- (4) One heavy weight night mass air refueling.
- (5) One long range cruise control mission.
- (6) One instrument letdown and GCA (monitored by the observer).

f. Aircraft Loading:

- (1) Fuel: Maximum internal load dependent upon the individual aircraft loading commensurate with a computed critical field length of 9,000 feet but in no case less than 80,000 pounds. (Fuel load NR 7). Fuel load requirements must be presented to the Chief of Maintenance by the squadron concerned not later than three days prior to scheduled departure.
- (2) Bombs: None.
- (3) Ammunition: None. It is imperative that hot guns not be carried over Canadian territory.
- (4) Cameras: O-15 and O-23.
- (5) Radar capability:
 - (a) Navigation.
 - (b) Rendezvous.
 - (c) Bombing (altitude measurement)

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(6) Survival equipment:

(a) Standard equipment plus those listed below:

1. One A-1 kit per crew member.
2. One B-5 vest assembly per crew member.
3. One C-2A raft per crew member.
4. One E-2B raft per aircraft.
5. One Mark 4 exposure suit per crew member.
6. One URC-4 radio per crew member.
7. One RS-6 survival radio per aircraft.
8. Flying clothing for survival under freezing temperatures.

(7) Other equipment and personnel: As required by 310BOMWG Mobility Plan.

g. Time schedules and control point data: Pertinent information will be distributed to aircrews in the form of flimsies not later than 1 MAR 55.

h. Altitude and airspeed schedules: Pertinent information will be distributed to aircrews in the form of flimsies not later than 1 MAR 55.

i. Flight clearances: Flight leaders will prepare and process clearance packages for each flight in accordance with SOP. Specific instructions will be issued on this subject for all concerned not later than 1 MAR 55.

j. Weather Minima:

(1) Weather minimums of deploying B-47 aircraft will be in accordance with 15AF MSG DOOP 156, 12 JAN 55 (CONF).

(2) Weather minimums for ZI alternates will be as established by local regulation or AFR 60-16, whichever is higher.

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Missed air refueling alternates must have the minimums for alternate landing fields as prescribed by AFR 60-16.

- (3) Aircrews will be thoroughly briefed on selected alternates as regards weather minimums. Aircrews will also be issued flimsies with pertinent information.

k. Fuel Minima:

- (1) Aircraft must be capable of a minimum of 12,000 pounds of fuel reserve over all destinations and sufficient fuel at air refueling points so as to arrive over missed air refueling alternates with a minimum of 12,000 pound fuel reserve in event of missed air refueling. EXCEPTION: Over the UK, destination fuel reserve must be 26,000 pounds.
- (2) Aircrews will proceed to alternate in the event that destinations cannot be reached upon completion of air refueling with fuel reserve as specified in PARA (1) above. Aircraft commanders will make the decision to proceed to destination or alternate based on fuel existing and forecast weather, existing and forecast winds aloft, terminal forecast and required fuel reserves at the destination.

l. Alternate Airfields:

- (1) Missed refueling:
 - (a) Primary - Limestone.
 - (b) Secondary - Goose Bay.
 - (c) Emergency - Harmon.
- (2) Diversion from St Eval - Sidi Slimane.

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(3) From Missed Approach in UK:

- (a) Fairford.
- (b) Brize Norton.
- (c) Manston.
- (d) Mildenhall.
- (e) Lakenheath.
- (f) Sculthorpe.
- (g) Burtonwood.
- (h) Prestwick.

m. Air Refueling Matters: See Annex "C", this OPORD.

n. Flight Planning and Briefing Schedule: See APP 1, This Annex.

2. KC-97 AIRCRAFT:

a. All times and dates are Zulu. For local standard time subtract six hours.

b. Twenty KC-97 aircraft and aircrews will be dispatched from Smoky Hill in increments according to schedule outlined below:

(1) Advance party transport, 25 FEB 55:

<u>Position</u>	<u>Aircraft Commander</u>	<u>Take-Off</u>
1	Kindlesparger	0300

(2) Harmon Task Force Commander transport, 2 MAR 55:

1	Rose	2100
---	------	------

(3) First increment (Main Party), 7 MAR 55:

1	Porratt - Fancher	0608
2	Swafford	0623

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<u>Position</u>	<u>Aircraft Commander</u>	<u>Take-off</u>
3	Giles	0638
4	Lovell	0653
5	Haack	0708
6	Scholz	0723
7	Baker	0738
8	Chapman	0753
9	Dean	0808

(4) Second increment (Main Party), 8 MAR 55:

1	Dunstan	0608
2	Willis	0623
3	Darlington	0638
4	Miller	0653
5	Newman	0708
6	Cannon	0723
7	Grimmett	0738
8	George	0753
9	McHale	0808

c. All aircraft will remain at Harmon AFB for approximately 35 hours for refueling and crew rest.

d. Aircraft will depart Harmon in the same order as listed for departure from Smoky Hill except that the aircraft outlined in PARA 6(2) above will remain at Harmon and depart as number ten aircraft of the first increment (main party).

e. Take off times from Harmon are as listed below:

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<u>Position</u>	<u>Take-Off</u>
1	0111
2	0126
3	0141
4	0156
5	0211
6	0226
7	0241
8	0256
9	0311
10	0326

f. KC-97 aircraft will fly a "bomber stream" type mission with 15 minutes between aircraft at departure and with altitude separation of 1,000 feet and 45 minutes between aircraft at the same altitude. This applies to both legs of the mission.

g. Route:

(1) Smoky Hill to Harmon AFB:

Smoky Hill AFB	38-48N 97-38W
Springfield VOP, ILL	39-54N 89-37W
Canton, Ohio	40-48N 81-25W
Albany, N.Y.	42-36N 73-71W
Point Miscou	48-01N 64-30W
Harmon AFB	48-32N 58-35W

(2) Harmon to Brize Norton:

Harmon AFB	48-32N 58-35W
------------	---------------

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Ocean Station COCA	52-45N 35-31W
Ocean Station JULIETT	52-30N 20-00W
St Eval, UK	50-30N 05-00W
Brize Norton, UK	51-45N 01-37W

(3) In event of diversion:

St Eval, UK	50-30N 05-00W
Turning Point	36-00N 04-28W
Sidi Slimane	34-17N 06-01W

h. Scheduled Accomplishments:

(1) Smoky Hill to Harmon:

- (a) One night celestial leg.
- (b) One grid leg.
- (c) One long range cruise mission.
- (d) One instrument letdown and GCA (monitored by observer).

(2) Harmon to Brize Norton:

- (a) One day celestial leg.
- (b) One long range cruise control mission.
- (c) One instrument letdown and GCA (monitored by observer).

i. Aircraft Loading:

(1) Smoky Hill to Harmon:

- | | | |
|-----------------|------------------|------------------|
| (a) | <u>"G" Model</u> | <u>"F" Model</u> |
| 115/145 gallons | 8847 | 8847 |
- (b) Survival Equipment: Standard equipment plus those listed below:

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1. E-1 type emergency kit (seven per aircraft).
2. Survival Radio Kit.
 - a. URC-4 (one per crew member)
 - b. CRT-3 (two per aircraft)
3. B-5 vest assembly (one per crew member and passenger).
4. C-2A raft (one per crew member and passenger).
5. F-2A raft (one per each 15 passengers or fraction thereof).
6. R-1 anti-exposure suit (one per crew member and passenger).

(c) Radar capability: Navigation.

(d) Other equipment and personnel: As required by the 310BOMWG Mobility Plan.

(2) Harmon to Brize Norton:

(a) Same as paragraph 1(1) above except that fuel load will be as follows:

	<u>"G" Models</u>	<u>"F" Models</u>
115/145 gallons	9,172	3847

j. Time schedules and control point data: Pertinent information will be distributed to aircrews in the form of flimsies not later than 1 MAR 55.

k. Altitude and airspeed schedules: Pertinent information will be distributed in the form of flimsies not later than 1 MAR 55.

l. Flight clearances: Flight leaders will prepare and process clearance packages for each flight in accordance with SOP. Specific

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instructions will be issued on this subject for all concerned not later than 1 MAR 55.

m. Weather Minima:

- (1) Weather minima for ZI destinations and alternates will be in accordance with AFR 60-16.
- (2) Weather minima for foreign destinations and alternates will be 1500 feet and three miles.
- (3) Aircrews will be thoroughly briefed on selected alternates as regards weather minimums. Aircrews will also be issued flimsies with pertinent information.

n. Fuel Minima: Fuel reserves will be in accordance with AFR 60-16.

o. Alternate Air Fields:

- (1) Harmon
 - (a) Limestone AFB: Primary.
 - (b) Goose Bay: Secondary.
- (2) Diversion from St Eval: Sidi Slimane.
- (3) From missed approach in UK:
 - (a) Fairford
 - (b) Upper Heyford
 - (c) Manston
 - (d) Mildenhall
 - (e) Lakenheath
 - (f) Sculthorpe
 - (g) Burtonwood
 - (h) Prestwick

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p. Flight planning and briefing schedule: See APP 1, this Annex.

3. GENERAL:

a. Those KC-97 aircraft with split destination mobility loads will be redeployed from Brize Norton to Upper Heyford at the earliest practical time commensurate with crew rest requirements.

b. Procedures for aborting aircraft will be covered in detail at aircrew briefings.

c. Recall plan for this mission will be covered in detail at aircrew briefings and will be issued to crews in the form of flimsies. Recall code word for this mission is "MODEST LADY". Void date 15 MAR 55.

d. B-47 aircraft missing refueling or for other reasons landing at Loring AFB will be formed into flights of not more than five aircraft for flight to UK. Senior aircraft commander will be flight commander and be responsible for coordinating flight to UK with proper authorities. It must be remembered that operational control of all aircraft movements is the responsibility of the Commander 15AF. Proper coordination of flights can be effected through the Harmon Task Force Commander.

e. Aircraft aborting take-off or for other reasons returning to Smoky Hill AFB will be formed into flights of not more than five aircraft for dispatch from Smoky Hill on 10 MAR 55.

JOHN H. de RUSSY
Colonel, USAF
Commander

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OPORD 15-55
23 FEB 55

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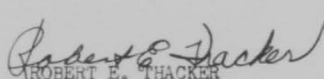
APPENDICES:

Briefing and Mission Planning Schedule

DISTRIBUTION:

COMAF 15, 5 CYS
COMADIV 802, 5 CYS
COMABGRU 802, 5 CYS
COMAREFS 310, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310PMS, 2 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310HEDRON, 2 CYS
310MEDGRU, 2 CYS
310DO, 5 CYS
310DM, 5 CYS
310DP, 1 CY
310AG, 4 CYS
310DOI, 2 CYS
310HIST, 1 CY

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST

APPENDIX "1"

TO

ANNEX "B"

TO

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR. 15-55

BRIEFING AND MISSION PLANNING SCHEDULE

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CONFIDENTIALAPPENDIX "1"TOANNEX "B"TO310TH BOMBARDMENT WING, MEDIUMOPERATIONS ORDERSERIAL NR. 15-55BRIEFING AND MISSION PLANNING SCHEDULE

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 23 February 1955, 0001CST

All times are local (CST).

<u>WHAT</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Flight Planning	ADVON KC-97 Crew	310AREFS	1300 22 FEB
Briefing	"	"	1300 23 FEB
Pre Take-Off Briefing	"	"	2000 24 FEB
Flight Planning	Second KC-97 Crew	310AREFS	1300 1 MAR
Briefing	"	"	1300 2 MAR
Pre Take-Off Briefing	"	"	1500 3 MAR
Flight Planning	All KC-97 Crews	310AREFS	1300 4 MAR
Briefing	"	"	1300 5 MAR
Pre Take-Off Briefing	KC-97 Crews 1-9	"	2000 6 MAR
Pre Take-Off Briefing	KC-97 Crews 10-18	"	2000 7 MAR

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 APP 1, Annex "B"
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WHAT	WHO	WHERE	WHEN
Briefing Harmon	KC-97 Crews 1-9	As Required Prior to Take-Off	
Briefing Harmon	KC-97 Crews 10-18	From Harmon AFB	
Flight Planning	379th B-47 Crews	379BOMRON	1330 3 MAR 55
Flight Planning	380th B-47 Crews	380BOMRON	1330 3 MAR 55
Flight Planning	381st B-47 Crews	381BOMRON	1330 3 MAR 55
General Briefing	All B-47 Crews	Base GND TNG AUD	1330 4 MAR 55
Specialized Briefing	All B-47 ACFT COMDRS & PLTS	Base GND TNG AUD	1430 4 MAR 55
Specialized Briefing	All B-47 OBSR	WG INTEL	1430 4 MAR 55
Pre Take-Off Briefing	B-47 Crews 1-5	381BOMRON	1530 6 MAR 55
Pre Take-Off Briefing	B-47 Crews 6-10	"	1630 6 MAR 55
Pre Take-Off Briefing	B-47 Crews 11-15	"	1730 6 MAR 55
Pre Take-Off Briefing	B-47 Crews 1-5	381BOMRON	1530 7 MAR 55
Pre Take-Off Briefing	B-47 Crews 6-10	"	1630 7 MAR 55
Pre Take-Off Briefing	B-47 Crews 11-15	"	1730 7 MAR 55
Pre Take-Off Briefing	B-47 Crews 1-5	381BOMRON	1530 8 MAR 55
Pre Take-Off Briefing	B-47 Crews 6-7	"	1630 8 MAR 55
Pre Take-Off Briefing	B-47 Crews 11-15	"	1730 8 MAR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST

ANNEX "C"

TO

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDERS

SERIAL NR. 15-55

AIR REFUELING

HQ 310BOMWG
Annex "C"
OPORD 15-55
23 FEB 55

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ANNEX "C"

TO

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR. 15-55

AIR REFUELING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001CST

1. Air refueling will be conducted strictly in accordance with the SAC Tactical Doctrine and latest revisions thereto.
2. Air refueling operations will be conducted in the Harmon-Goose Bay area. Air refueling squadrons participating are the 22nd, which will be operating from Harmon AFB and the 44th which will be operating from Goose Bay AFB.
3. Tanker orbit points and rendezvous points for this mission are as follows:
 - a. ALFA (Secondary)
 - (1) Orbit Point: Limestone VOR, Me 46-45N 68-10W
 - (2) Rendezvous Point: New Carlisle 48-00N 65-25W
 - b. BRAVO (Primary)
 - (1) Orbit Point: Heath Point 49-06W 61-41W
 - (2) Rendezvous Point: Little Mecatina IS 50-34N 59-20W
 - c. COCA (Tertiary)
 - (1) Orbit Point: Stephenville Range 48-32N 58-35W
 - (2) Rendezvous Point: Gander Range 48-57N 54-35W

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4. No wind flight plans requires the following fuel on loads at points indicated to insure arrival over Upper Heyford with 26,000 pounds of fuel or arriving over Sidi Slimane if so diverted with a minimum of 12,000 pounds fuel reserve:

- a. Primary point: 51,300 pounds.
- b. Secondary point: 52,000 pounds.
- c. Tertiary point: 49,800 pounds.

NOTE: B-47 aircraft will onload 52,000 pounds of fuel regardless of refueling point provided that excessive time is not required for such on load.

5. In the event of missed refueling, aircraft will utilize Loring AFB as the primary alternate landing field. In the event that weather at Loring is below minimums, Goose Bay will be used as a secondary alternate. No wind flight plans allow for descent to refueling altitude, cruise at refueling altitude for 30 minutes and climb back to optimum altitude enroute to alternates with following fuel reserves:

- a. Primary point:
 - (1) Limestone: 14,000 pounds.
 - (2) Goose Bay: 20,000 pounds.
 - (3) Harmon: 20,000 pounds.
- b. Secondary point:
 - (1) Limestone: 26,000 pounds.
 - (2) Goose Bay: 22,000 pounds.
 - (3) Harmon: 24,000 pounds.

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c. Tertiary points:

*(1) Limestone: 10,000 pounds.

(2) Goose Bay: 14,500 pounds.

(3) Harmon: 17,000 pounds.

* NOTE: To insure 12,000 pound fuel reserve over Limestone in event of completely missing air refueling, decision to return to Limestone must be made within six minutes of reaching rendezvous altitude.

6. Rendezvous equipment settings, radio procedures and call signs will be distributed to aircrews in the form of filmsies not later than 1 MAR 55.

7. Squadron commanders will be responsible for insuring that aircrew members are thoroughly briefed on mass night air refueling tactics prior to participation in this mission.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMAF 15, 5 CYS
COMADIV 802, 5 CYS
COMABGRU, 5 CYS
COMAREFS 310, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310PMS, 2 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310HEDRON, 2 CYS

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310MEDGRU, 2 CYS
310DO, 5 CYS
310DM, 5 CYS
310DP, 1 CY
310AG, 4 CYS
310DOI, 2 CYS
310HIST, 1 CY

OFFICIAL:

Robert E. Thacker
ROBERT E. THACKER
Colonel, USAF
Director of Operations

CONFIDENTIAL

HQ 310BOMWG
Annex "C"
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HEADQUARTERS
310TH BOMBARDMENT WING (MEDIUM)
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001 CST

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 15-55

ADMINISTRATIVE AND LOGISTICS

HQ 310 BOMWG
Annex "D"
OPORD 15-55
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ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 15-55

ADMINISTRATIVE AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001 CST

SECTION I - GENERAL

1. PURPOSE: To disseminate administrative and logistical instructions that will apply to the deployment of the 310th Bombardment Wing to the United Kingdom.
2. APPLICABILITY: These instructions are applicable to all personnel of the 310th Bombardment Wing and the 310th Air Refueling Squadron.

SECTION II - SUPPLY

1. 7th Air Division will be responsible for logistical support of the 310th Bombardment Wing at Upper Heyford, U.K. and for the 310th Air Refueling Squadron at Brize-Norton, U.K.
2. Flyaway Kit and UME indicated in the unit mobility plan, plus ten (10) conventional bomb configuration kits of the 1000 lb capacity will be deployed.
3. Supply support enroute will be from the flyaway kit.

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4. Supply support during TDY period will be from the flyaway kit with replenishment from normal theatre channels. Consumption data will be reported in accordance with SAC REG 67-23 (RCS: SAC-338).

5. The 310th Bombardment Wing will deploy twenty-seven (27) J-47 FAK engines to Upper Heyford and the 310th Air Refueling Squadron will deploy five (5) R-4360 FAK engines to Brize-Norton. The FAK level of power packs will be maintained in a servicable condition at all times.

6. Consumption data of all issues from either the FAKs or base stocks will be recorded, reviewed and forwarded to SAC headquarters within ten days after return of this unit to Smoky Hill AFB in accordance with SAC Manual 65-2.

7. The Commander of the 310th Air Refueling Squadron is responsible for the expeditious movement of reparable power pack-ups generated according as follows:

a. When FAK power pack-ups are used to accomplish change, reparable power pack-ups will be carried to destination.

8. Reparable items generated during TDY period will be evacuated as follows:

a. Items which are not listed as critical by Headquarters AMC, Headquarters SAC, 7th ADIV or the base accountable officer at Smoky Hill AFB, will be evacuated within 72 hours through theater supply channels.

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b. Critical items will be turned in to theater base supply without delay for immediate evacuation by most expeditious means to the theater depot. Shipping documents will indicate that the item is critical and should be evacuated by air to ZI depots.

c. Base Supply at both stations will accept no reparable items from AGE until every effort has been made to determine the availability of component parts thru local procurement channels. All reparables will be screened by the maintenance supervisor and will be shown on the repairable tag before turn in to Base Supply is accomplished.

9. All personnel will deploy with clothing and equipment indicated in Appendix I to this annex. Flight lunches will consist of 1 each box Lunch and IF-4 lunches as required.

10. Basic load for individual weapons will be carried by the unit concerned and will not be issued to individuals except in an emergency.

11. PAK items required for AGE maintenance will be serviceable and compatible with aircraft involved in this movement.

12. "Shop Standard" test equipment will be serviceable and current in accordance with applicable technical orders and regulations. Calibration will be current on test equipment where applicable.

SECTION III - MAINTENANCE

1. Civilian Technical Representatives will accompany the wing and will be administered in accordance with SAC MSG 66-4, as amended. All civilian Technical Representatives will deploy on MATS support aircraft as indicated in unclassified Appendix II to this Annex.

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2. Maintenance support required enroute will be provided at Harmon AFB, by personnel and equipment being deployed on MATS Trip No. 1213 as indicated in Appendix II of this annex. Emergency maintenance support enroute for B-47 type aircraft will be provided by personnel and equipment being deployed on MATS Trip No. 1251 as indicated in unclassified Appendix II of this annex, subject to approval by Headquarters MATS for diversion of this aircraft.
3. Maintenance support required, which is beyond the combined capability of the wing and local base forces at any point, will be reported to SAC Headquarters in accordance with SAC REG 65-15.
4. The SAC maintenance activity at Upper Heyford and at Brize-Norton will be organized and operated as prescribed in SAC REG 66-12. Maintenance activities at both bases will be the responsibility of the Chief of Maintenance, 310th Bombardment Wing. He will establish a sub-maintenance control at Brize-Norton Air Force Base.
5. SAC aircraft commanders, or designated representatives, will perform a security check at all enroute and/or operating stations to insure that fuel, oil and ADL fluid for servicing aircraft are clear of contamination and that fuel and oil are of the grade specified by applicable TOs. A clean glass, paper, or metal container will be used to obtain a sample from each servicing unit, for a thorough visual inspection for contamination prior to servicing each aircraft. Minor time element is required to perform this check.
10. Necessary action will be taken to assure that prepositioned equipment at enroute and forward operating stations receives proper care and

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maintenance during each period of use. Equipment determined to be in an unserviceable condition will be immediately brought to the attention of appropriate responsible personnel at the enroute or forward operating stations.

14. Immediately upon arrival, 310th ARLES will dispatch engine build up personnel assigned to Mildenhall to assist in the operation of the engine build up line. Personnel will be assigned by name.

15. All B-47 aircraft will deploy with the Mark six (6) capabilities except aircraft deploying with J-47 engines which will have the U-2 hook in the AFT position.

16. Upon landing at destination all B-47 aircraft deploying with the U-2 hook in the AFT position will require repositioning of the U-2 hook to the Forward position immediately. This will be accomplished by A&E personnel designated by the A&E Squadron Commander.

17. Each B-47 aircraft capable of utilizing internal JATO bottles will deploy with the following:

- a. ATO cowling installed.
- b. ATO racks will be installed or carried in the bomb bay, tied by rope to the cargo.
- c. ATO exhaust cowling will be carried in the bomb bay tied by rope to the cargo.
- d. If any of the above items can not be carried by the individual aircraft, they will be carried in the one 263 box being deployed by each squadron. NOTE: External ATO racks will not be deployed but will be held for Phase IV shipment.

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15. Reference 310 BOMWG mobility plan, Part III, Section D-2, PARA D-1, B-47 tow bars. Each Bombardment Squadron will deploy with three (3) tow bars, one with each increment of five (5) aircraft deployed. Above item will be broken down into three (3) parts and secured beneath the engine dolly. Provisions should be made for securing all special bolts and nut, including shear pins, as these are critical items.
16. Five (5) H-1 dollies and five (5) C-10 hoists (USE) will be deployed with the 310th Bombardment Wing A&E Squadron. The above items will be supplied by the 802d Munitions Supply Squadron, Smoky Hill Air Force Base.

SECTION IV - TRANSPORTATION

1. Personnel and cargo limitations are as follows: Cargo will be prepared for shipment in accordance with Part V, Section C of the Wing Mobility Plan:

a. Personnel for Upper Heyford:	1517
b. Cargo for Upper Heyford:	292,000
c. Personnel for Brize-Norton:	542
d. Cargo for Brize-Norton:	117,800

2. Support airlift for personnel and cargo is as follows:

a. Personnel for Upper Heyford:	107
b. Cargo for Upper Heyford:	124,800
c. Personnel for Brize-Norton:	220
d. Cargo for Brize-Norton:	60,000

3. Troop commanders will insure that personnel and their personal baggage transported in support aircraft are not separated enroute.
4. Part V, Section B of the Wing Mobility plan applies.

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5. Travel of dependents and shipment of household goods weight allowance will be in accordance with the provisions of paragraph 4g(2), SAC REG 75-4, 23 MAR 53.

6. Personnel assigned to Upper Heyford and transported to Brize-Norton by the 310th Air Refueling Squadron will be deployed by KC-97 aircraft immediately to Upper Heyford as stated in Annex B this Operations Order.

7. Cargo of large quantities, arriving at Brize Norton VIA 310th Air Refueling Squadron, will be re-deployed in the same manner as Item 6 (6) above.

SECTION V - MEDICAL

1. The 310th Bombardment Wing will deploy 1 x Part II AE, T/O 1-9022 equipment, personnel and equipment.

2. The 310th Air Refueling Squadron will deploy 1 x Part II AD, T/O 1-9022 equipment, personnel and equipment.

3. Personnel involved in the movement will be immunized in accordance with the provisions of AFRs 160-101, as amended, 160-102 and SAC REG 160-1.

4. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and at destination. In an emergency and if determined necessary by the wing surgeon, evacuation, utilizing available aircraft, may be effected if a qualified attendant is furnished to accompany the patient(s).

SECTION VI - PERSONNEL

1. Personnel procedures in Part V, Section G of the Wing Mobility Plan will be adhered to.

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SECTION VII - ADJUTANT

1. Orders covering movement of individuals will indicate TDY and will be prepared in accordance with paragraph 18, Chapter 3, AFM 30-3, 1 APR 53. CIPAP will be included in the travel orders. Orders will be unclassified, regardless of classification of the operations order, unless otherwise stated herein.
2. Orders will contain the following statement verbatim to define the purpose of the TDY: "Purpose - SAC Rotational Movement."
3. MAIL:
 - a. Applicable parts of AFR 162-4 will apply.
 - b. APO addresses are as follows:
 - (1) Upper Heyford - APO 194 New York, New York
 - (2) Brise-Norton - APO 147 New York, New York

SECTION VIII - COMPTROLLER

1. Military pay records of all passengers will be placed in the care of the troop commander assigned each aircraft. He will be responsible for delivery to the finance officer at the final destination.
2. Reports will be submitted in accordance with applicable instructions contained in SAC Manuals 171-1, 171-2 and 171-4.
3. Expense summary reports for the units concerned will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1, JUL 51, as amended, and AFL 177-4.
4. Per Diem is payable in the same manner as for ordinary TDY.
5. SAC Funding NR HQ-53 applies.

SECTION IX - JUDGE ADVOCATE

1. All personnel will be under the jurisdiction of the Commander, 7th Air Division, for purpose of courts-martial and UCMJ, Article 15.

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SECTION X - SECURITY

1. The SAC Security Intelligence Digest, Volume I, Number 1, 25 JAN 54, and all subsequent issues will be used as a guide in determining the subversive situation at enroute and forward operating areas.
2. Security inspections of aircraft will be conducted in accordance with the provisions of SAC REG 205-8, as amended.
3. Unit security officers will monitor unit security procedures during the movement to and from forward areas in accordance with SAC REG 205-11 and will insure that personnel have been cleared in accordance with AFR 205-6, as amended.
4. SAC restricted area badges will be used by all personnel concerned.
5. The air police elements being deployed will be integrated with the forward stations' air police complement. These air police will normally be used to secure the aircraft and flyaway kits of the 310th Bombardment Wing and the 310th Air Refueling Squadron. Air police will be under the operational control of the Provost Marshal of the host base.
 - a. Personnel deployed to maintain the flyaway kits will be responsible for access to and internal security of the kits during working hours.
 - b. Guards for the aircraft will be furnished by the using organization during normal duty or working hours.
 - c. The host base will be responsible for security of aircraft during non-duty hours, area security for flyaway kits and all other internal security.
 - d. The air police will furnish one (1) air police radio equipped vehicle per tactical or tanker squadron on a 24-hour basis.

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- e. Appropriate plans or SOPs at forward bases will clearly indicate security responsibilities.
- f. The security of aircraft and equipment staging through Harmon AFB, will be the responsibility of that base. Additional air police will not be provided by the 310th Air Refueling Squadron.
7. Individual air police material requirement for deployment will be as outlined in the Wing Mobility Plan and in unclassified Appendix I to this Annex.
8. The safeguarding and destruction of classified matter will be as directed in AFR 205-1, SAC REG 205-15 and the Wing Mobility Plan.

SECTION XI - MISCELLANEOUS

1. Burial and grave registration will be in accordance with existing directives of the 7th Air Division. In the absence of such directives, the provisions of AFRs 30-11, as amended, 35-21, as amended, 143-6, as amended and AFM 143-1, 1 NOV 53, will be followed.

SECTION XII - WING MOBILITY PLAN

1. The Wing Mobility Plan applies to this deployment, except as follows:
 - a. SOP V, paragraph 5-C, paragraph 7-C, paragraph 11 B-1-2.
 - b. SOP VI, paragraph 2-B.
 - c. Part IV, loading plan, except as indicated in Appendix 2 to this Annex.

JOHN H. de RUSSY
Colonel, USAF
Commander

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APPENDIX C

APP 1 - Clothing and Mobility Equipment

DISTRIBUTION:

COMAF 15, 5 CYS
C MAGIV 802, 5 CYS
COMABGRU 802, 5 CYS
COMAREFS 310, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310FMS, 2 CYS
310AGE, 2 CYS
310FMS, 2 CYS
310HEDRON, 2 CYS
310HEDGRU, 2 CYS
310DO, 5 CYS
310DN, 5 CYS
310DF, 1 CY
310AG, 4 CYS
310DOI, 2 CYS
310HIST, 4 CY

OFFICIAL:

Robert W. Kerstetter

ROBERT W. KERSTETTER
Major, USAF
Logistics Officer

HQ 310BINGG
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HEADQUARTERS
310TH BOMBARDMENT WING (MEDIUM)
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001 CST

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APPENDIX 1

TO

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 15-55

CLOTHING AND MOBILITY EQUIPMENT

HQ 310 BOMB
APP-1 TO ANNEX D
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23 FEB 55

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ANNEX "D"TOOPERATIONS ORDERSERIAL NR 15-55CLOTHING AND MOBILITY EQUIPMENTHEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001 CST

1. The following list of mandatory clothing is required for each airman deploying in the air lift phase of Wing Mobility:

Bag, duffel	1 each
Belt, waist, web, blue	2 each
Buckle, silver	1 each
Cap, flight wool	1 each
Cap, fatigue, OD HBT - (one (1) each for administrative personnel and two (2) each for personnel performing duties out of doors such as maintenance personnel, truck drivers, messengers, etc).	
Cap, service, wool blue	1 each
Coat, wool blue	1 each
Cover, rain cap	1 each
Drawers, cotton, shorts	6 pair
Glove, insert, wool gray	1 pair
Glove, shell leather	1 pair
Insignia, cap, service	1 pair
Insignia, collar	1 pair
Insignia, sleeve, grade (each outer garment)	1 pair

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Jacket, wool blue	1 each
Necktie, wool blue	2 each
Overcoat, wool blue	1 each
Raincoat, blue	1 each
Shirt, cotton khaki	5 each
Shirt, cotton oxford or poplin	3 each
Shoes, service, black - (one (1) pair for administrative personnel and two (2) pair for personnel performing duties out of doors such as maintenance personnel, truck drivers, messengers, etc).	
Shoes, low quarter, black	1 pair
Socks, cotton, black	5 pair
Socks, wool, black	3 pair
Suit, fatigue, one piece, HBT - (one (1) pair for administrative personnel and three (3) pair for personnel performing duties out of doors such as maintenance personnel, truck drivers, messengers, etc).	
Towel, bath	2 each
Trousers, cotton khaki	5 pair
Trousers, wool blue	2 pair
Undershirt, cotton	6 pair
Civilian clothing as desired	

2. The following list of mobility equipment will be required for Officers, Warrant Officers and Airmen.

Weapon (of the type issued)	1 each
Carbine, Cal .30 M-1, with 2 clips	
Gun, sub machine, with 2 clips	
Pistol, Cal .45, with 2 clips	
Revolver Cal .38, light weight	

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Bag, water proof	1 each
Belt, pistol, web	1 each
Blanket, wool, blue	2 each
Can, meat	1 each
Canteen	1 each
Cover, canteen	1 each
Cup, canteen	1 each
Detector, radio	1 each
Fork	1 each
Helmet, steel, complete	1 each
Holster, pistol, Cal .45 (one (1) per pistol Cal .45)	
Holster, revolver Cal .38 (one (1) per revolver Cal .38)	
Hood, jacket, field	1 each
Jacket, field	1 each
Knife	1 each
Mask, gas, M9A1	1 each
Overshoes, rubber	1 pair
Pack, field, canvas	1 each
Pocket, magazine, Cal .30 (one (1) per carbine Cal .30)	
Pocket, magazine, Cal .45 (one (1) per pistol Cal .45)	
Pouch, first air, complete	1 each
Spoon	1 each
Strap, carrying, general purpose	1 each
Sweater, wool, OD	1 each

a. Additional items required for personnel whose principal duties are performed out of doors (maintenance personnel, truck drivers, messengers, mail clerk, etc).

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Boot, mukluk, N4B (Overshoes, rubber, may be suitable substitute)	1 pair
Cap, air crew, D-1B or suitable substitute	1 each
Jacket, air crew N-3B or suitable substitute	1 each
Jacket, identification flight line (one (1) per crew chief)	
Liner, trousers E-1B or suitable substitute	1 pair
Mitten inserts, N2	1 pair
Mitten inserts, MIL-M-6270B	1 pair
Mitten set, N4B	1 pair
Shirt flying A1B or suitable substitute	1 each
Socks, wool, ski - (only with mukluk boot)	6 pair
Parka, wet weather (optional)	1 each
Trousers, wet weather (optional)	1 pair

3. All items not required by personnel assigned will be turned into the Unit Supply room for packing and storage for Phase IV deployment of the Wing.

4. Personal equipment and organizational equipment not listed in preceding paragraphs for officer personnel will be left to discretion of the squadron commander.

5. Each organizational commander will be responsible for insuring that all personnel, except tactical aircraft crew members, from his organization are dressed and equipped in accordance with the following when they report to the loading area for processing and for boarding the aircraft.

Belt, pistol, cotton, web

Canteen, with cover

Authorized weapon with out basic load

Pocket, first aid, with kit, complete, M-192

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e. All personnel will carry one (1) hand bag (not B-4 or suitcase) maximum weight of 15 pounds and weapon to the weighting station prior to loading on aircraft.

- (1) Other baggage will be tagged with baggage identification tag which will show the weight, name, rank, serial number and organization. Also there will be a sheet of paper inside the bag with the following information: name, rank, serial number, organization, present station, destination, home address, and new duty station. There will be no lighter fluid, no lighters, and no other items.

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001 CST

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR. 15-55

COMMUNICATIONS

HQ 310BOMWG
Annex "F"
OPORT 15-55
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ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR. 15-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
23 February 1955, 0001 CST

1. GENERAL: Enroute Communications and general procedures will be governed by and in accordance with current ACP's, JANAP's, AFSAL 5104 (), SAC Manuals, SACCEI, 7th Air Division CEI, Radio Facility Charts, and as directed by this Headquarters.
2. CALL SIGNS:
 - a. All reports and calls will be made utilizing current Wing Tactical Call Signs.
 - (1) B-47: GRANVILLE plus assigned suffix.
 - (2) KC-97: BRACER plus assigned suffix.
 - b. Individual B-47 flights will be indicated by assigned suffix (ALFA, BRAVO, COCO).
3. IFF: In accordance with SAC Regulation 55-23.
4. EMERGENCY PROCEDURES: In accordance with ACP 130, 135, JANAP 300, Radio Facility Charts and 7th Air Division Information Manual.
5. RECOGNITION AND IDENTIFICATION: As outlined in Paragraph 2407.3 of SAC CEI.
6. AUTHENTICATION: AFSAL 5104 will be utilized as required.

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Annex "E"
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23 FEB 55

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CONFIDENTIAL7. UHF/VHF/HF CHANNELIZATION (WEST OF 35° 00' WEST LONGITUDE):

a. UHF: Standard from SHAFB to Point Victor at Ernest Harmon, except Channels 7-12 which will be as outlined below:

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
7	See Flimsy	Air Refueling
8	" "	" "
9	" "	" "
10	311.0 MCS	Interplane
11	See Flimsy	Air Refueling
12	" "	" "

NOTE: Channel 12 will be utilized for any additional frequency required.

b. East of 35° 00' West Longitude in accordance with published U.K. Channelization Information Card. It will be the Aircraft Commanders responsibility to re-channelize the UHF Set upon crossing the 35th Meridian (Ocean Station COCO).

c. VHF and HF Channelization will be standard except as modified in Communications Flimsy.

8. REPORTING:

a. UHF: Standard CAA Position Reporting.

b. HF: Hourly Position Reports and Half hourly Operations Normal Reports as required.

c. VHF: Standard CAA Position Reporting.

NOTE: See Communications Flimsy for detailed procedures on Position Reports.

9. ADIZ REPORTING: Procedures outlined in Radio Facility Charts apply.

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10. HF CONTROL STATIONS:

a. Prior to Presque Isle:

Primary - Andrews

Secondary - Offutt

Alternate - Harmon

b. Departing Presque Isle:

Primary - Harmon

Secondary - Andrews

Alternate - Lages

c. Departing Ocean Station "COCO":

Primary - Croughton

Secondary - Sidi Slimane

Alternate - Lages

11. HF FREQUENCIES: As directed in Communications Flimsy and as listed in current Radio Facility Charts.

12. REPORTS: As required in SAC Manual 55-80.

13. AIR REFUELING:

a. Call Signs: B-47

First Flight - ALFA GRANVILLE 1-5

Second Flight - BRAVO GRANVILLE 1-5

Third Flight - COCO GRANVILLE 1-5

b. KC-97 (Refueling Aircraft):

First Flight - ALFA PLAYSUIT 1-5

Second Flight - BRAVO PLAYSUIT 1-5

Third Flight - COCO PLAYSUIT 1-5

c. Frequencies: As directed in the Communications Flimsy.

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14. ZI REPORTING POINTS: In accordance with final approved Flight Clearance and current regulations and publications. Detailed Reporting Points will be outlined in the Communications Flimsy.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted

DISTRIBUTION:

COMAF 15, 5 CYS
COMADIV 802, 5 CYS
COMABGRU 802, 5 CYS
COMAREFS 310, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310A&E, 2 CYS
310HEDRON, 2 CYS
310MEDGRU, 2 CYS
310DO, 5 CYS
310DM, 5 CYS
310DP, 1 CY
310AG, 4 CYS
310DOI, 2 CYS
310HIST, 1 CY

OFFICIAL:

for *Robert E. Thacker*
ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
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OPORD 15-55
23 FEB 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 February 1955, 0001 CST

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR. 15-55

COMMUNICATIONS

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ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR. 15-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Snaky Hill Air Force Base
Salina, Kansas
23 February 1955, 0001 CST

1. GENERAL: Enroute Communications and general procedures will be governed by and in accordance with current ACP's, JANAP's, AFBAL 5104 (), SAC Manuals, SACCEI, 7th Air Division CEI, Radio Facility Charts, and as directed by this Headquarters.
2. CALL SIGNS:
 - a. All reports and calls will be made utilizing current Wing Tactical Call Signs.
 - (1) B-47: GRANVILLE plus assigned suffix.
 - (2) EC-97: BRACER plus assigned suffix.
 - b. Individual B-47 flights will be indicated by assigned suffix (ALFA, BRAVO, COCO).
3. IFF: In accordance with SAC Regulation 55-23.
4. EMERGENCY PROCEDURES: In accordance with ACP 130, 135, JANAP 300, Radio Facility Charts and 7th Air Division Information Manual.
5. RECOGNITION AND IDENTIFICATION: As outlined in Paragraph 2407.3 of SAC CEI.
6. AUTHENTICATION: AFBAL 5104 will be utilized as required.

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23 FEB 55

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CONFIDENTIAL7. UHF/VHF/HF CHANNELIZATION (WEST OF 35° 00' WEST LONGITUDE):

a. UHF: Standard from SHAFB to Point Victor at Ernest Harmon, except Channels 7-12 which will be as outlined below:

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
7	See Flimsy	Air Refueling
8	" "	" "
9	" "	" "
10	311.0 MCS	Interplane
11	See Flimsy	Air Refueling
12	" "	" "

NOTE: Channel 12 will be utilized for any additional frequency required.

b. East of 35° 00' West Longitude in accordance with published U.K. Channelization Information Card. It will be the Aircraft Commanders responsibility to re-channelize the UHF Set upon crossing the 35th Meridian (Ocean Station COCO).

c. VHF and HF Channelization will be standard except as modified in Communications Flimsy.

8. REPORTING:

a. UHF: Standard CAA Position Reporting.

b. HF: Hourly Position Reports and Half hourly Operations Normal Reports as required.

c. VHF: Standard CAA Position Reporting.

NOTE: See Communications Flimsy for detailed procedures on Position Reports.

9. ADIZ REPORTING: Procedures outlined in Radio Facility Charts apply.

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10. HF CONTROL STATIONS:

a. Prior to Presque Isle:

Primary - Andrews

Secondary - Offutt

Alternate - Harmon

b. Departing Presque Isle:

Primary - Harmon

Secondary - Andrews

Alternate - Lages

c. Departing Ocean Station "COCO":

Primary - Croughton

Secondary - Sidi Slimane

Alternate - Lages

11. HF FREQUENCIES: As directed in Communications Flimsy and as listed in current Radio Facility Charts.

12. REPORTS: As required in SAC Manual 55-8G.

13. AIR REFUELING:

a. Call Signs: B-47

First Flight - ALFA GRANVILLE 1-5

Second Flight - BRAVO GRANVILLE 1-5

Third Flight - COCO GRANVILLE 1-5

b. KC-97 (Refueling Aircraft):

First Flight - ALFA PLAYSUIT 1-5

Second Flight - BRAVO PLAYSUIT 1-5

Third Flight - COCO PLAYSUIT 1-5

c. Frequencies: As directed in the Communications Flimsy.

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14. ZI REPORTING POINTS: In accordance with final approved Flight Clearance and current regulations and publications. Detailed Reporting Points will be outlined in the Communications Flimsy.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted

DISTRIBUTION:
COMAF 15, 5 CYS
COMADIV 802, 5 CYS
COMABGRU 802, 5 CYS
COMAREFS 310, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310A&E, 2 CYS
310HEDRON, 2 CYS
310MEDGRU, 2 CYS
310DO, 5 CYS
310DM, 5 CYS
310DP, 1 CY
310AG, 4 CYS
310DOI, 2 CYS
310HIST, 1 CY

OFFICIAL:

for *Robert E. Thacker*
ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
Annex "E"
OPORD 15-55
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DO-0055

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0985

OPERATIONS MEMORANDUM)

NUMBER 62K-6)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

8 February 1955

FLYING SAFETY

Inoperative Torquemeter

1. An inoperative torquemeter on KC-97 Models F and G aircraft prior to take-off will be grounds for an aircraft ground abort and will be charged as a maintenance abort.

2. A torquemeter becoming inoperative during flight will not constitute an abort, providing cross reference of other engine instruments indicates no engine malfunction.

3. AUTHORITY: 15TH AF MESSAGE DOTSB 47485, 9 JULY, 1954

BY ORDER OF THE COMMANDER:

OFFICIAL:



FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

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0986

WING REGULATION)

NUMBER 51-1A)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

4 February 1955

FLYING TRAINING

Standard Procedure for Planning and Scheduling
of Air Training Requirements

1. 310th Bombardment Wing Regulation 51-1, 20 January 1955, is changed as follows:

a. Pages three (3) and four (4), attachment 1, 310th BOMWG REG 51-1, 20 JAN 55, are superseded by the attachment to this change. New pages will be inserted upon receipt.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant



FRANK H WAGNER
1STLT, USAF
Adjutant

1 Attachment
Pages 3 & 4, Attachment 1, 310BWR 51-1.

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- (c) Duration of sorties planned showing the percentage of total sorties that each sortie length constitutes, for example:

20% - 6 hours.
20% - 10 hours.
60% - 8 hours.

- (d) Not later than the 10th of each month, the AREFS will receive from Wing the bomb squadron's tanker requirements.
- (3) By the 15th of each month, receive from Wing the RBS schedule, if available, together with ground training and trainer commitments.
- (4) By the 20th of each month, Squadron Operations Officer and staff will study flying time requirements, training requirements, tanker requirements, school quotas, leaves, etc and plan the squadron's flying and ground training program for the month.
- (5) The Squadron Commander and Operations Officer will attend the monthly 60-9 schedule meeting held not later than the 25th of each month. (Date and time to be announced monthly), with information listed in PARA 1b (4) above.

c. Wing (Weekly)

- (1) Each Thursday hold commander's 60-9 weekly scheduling meeting.
- (a) Attended by: Wing CO and DCO, DM, DO, DCO, DOTF, tactical and AREFS Commander, A&E, PM, FM Commanders, Chief of Maintenance, Maintenance Control Officer, tactical and AREFS Operations Officer and Comptroller.
- (b) Purpose: Confirm coming week's portion of monthly flying training program. Analyze past week's accomplishments and discuss any changes necessitated by aborts, etc.
- (2) After weekly scheduling meeting, Wing DO provides Maintenance with the following:
- (a) Mission requirements for each sortie for coming week.
- (b) Fuel load for each sortie.
- (c) Duration of each sortie.

(d) Tanker requirements.

(e) Equipment (Aircraft) requirements I.E., E, Cameras, Bombs, and Ammo.

d. Squadron (Weekly)

- (1) Each Tuesday, Squadron Operations Officer and his staff review monthly schedule and make any changes necessitated by aborts, etc.
- (2) Squadron Commanders and Operations Officers attend each Thursday the Commander's weekly 60-9 scheduling meeting and present revised schedule.
- (3) By 1200 hours Saturday, post coming week's ground and flying schedule in each Operations Section.

e. Squadron (Daily)

- (1) Each day prior to 1400 hours, Squadron Operations Officer will provide the Wing Maintenance Controller with a listing of the operational requirements for the third flying day hence and the next days operational requirements. The following information will be provided in this listing as follows:
 - (a) Aircraft Commander.
 - (b) Aircraft Number.
 - (c) Duration of sortie.
 - (d) Take-off time schedule.
 - (e) Requirements for: Bombs, ammo, special weapons, radar, cameras, etc.

2. BRIEFING:

- a. To be conducted at squadron level except for wing type unit missions.
- b. Briefing to be conducted by squadron Operations Officer, Flight Commander or designated briefing teams. Flight Commanders or briefing teams will not brief their own mission.

3. CRITIQUES:

- a. To be conducted at squadron level except for wing type unit missions.
- b. All crew members are required to attend critique for their own mission.

WING REGULATION)
NUMBER 62-14A)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

2 February 1955

FLYING SAFETY

Crew Rest

310th Bombardment Wing Regulation 62-14, 2 November 1954, is rescinded and will be removed from the files and destroyed, reference Fifteenth Air Force Regulation 62-3, 11 January 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:



FRANK H WAGNER
1STLT, USAF
Adjutant

FRANK H WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "G" & "T"

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Information Reflecting the Mission Accomplishment

COMDR
ATTN: BAAC

31000

5 MAR 55
310AC/MAJ Lavagnino

1. In compliance with disposition form, 16 September 1954, same subject, the following information is forwarded for the month of February 1955.

a. The three (3) officer and airmen shortages which most seriously impair the mission of the 310th Bombardment Wing are:

(1) OFFICER

AFSC	TITLE	AUTH	ASCD PRM AFSC	ASCD BY AFSC
1435	Special Weapons Officers	3	0	2
1435	Survival TNG & SQP Officers	4	0	0
3024	SQM Officer	4	3	2
(2) 30131	RADAR FIELD	2	8	2
30151		21	9	7
30171		3	3	3
92230	PERSONAL SQP FIELD	2	0	7
92250		9	2	2
92270		4	0	0
20450	INTELLIGENCE FIELD	5	0	4
20470		6	2	2

b. Problems:

- (1) Overall shortage of personnel combined with the shortage of personnel at the 5 and 7 level, present the primary problem of the 310th Bombardment Wing.
- (2) The outstanding materiel problem confronting this Wing is the development of a procedure that will expedite the delivery of bits and pieces for reparables in Base shops. As of this date the A&S Maintenance shops have approximately 150 components on the shelf and work benches awaiting parts. At no time since the arrival of KC-97 and B-47 aircraft in this Wing has Base Supply been able to obtain a sufficient level to fill bench stock requisitions. This is indicative that depot stocks are

31

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1100 hours

22 February 1955

STAFF MEETINGPersonnel Present

Wing Commander.	Colonel de Russy
Deputy Wing Commander	Colonel Bywater
Director of Operations.	Colonel Thacker
Director of Materiel.	Colonel Jones
Wing Adjutant.	Major Brown
Director of Personnel	Lt Turner
Director of Comptroller	Major Lavagnino
Executive	Lt Col Rifkin
310HS	Major Crawford
310FMS.	Major Harent
310PMS.	Lt Col Jordan
310ARE.	Lt Dunham
310ARS.	Major Fancher
379BS	Lt Col McClatchy
380BS	Lt Col Call
381BS	Lt Col Fulmer
310MG	Major Hice

MINUTES31000

Ground accidents were the worst in the history of SAC and cost nearly a million dollars. The greatest percentages of these accidents were caused by private vehicles. Each commander whose 1955 accident experience shows no improvement by 1 May will have the opportunity to explain to General Sweeney personally. General Sweeney is initiating action requiring an entry to be made on each squadron commander's effectiveness report to indicate his effectiveness in controlling action on both flying and ground accidents. Operation Tracer is being studied for possible adoption. This information will be disseminated to the squadrons.

310AG Action

Operations Order 6-55 will be run 14 Mar 55.

310DO Action

The instructor observers will be reassigned to the 40th Bomb Wing

310DO Action

There will be an Officers' Call at 1600 hours 28 Feb 55 in the Base Theater. General Sutherland will talk to the officers and it is imperative that every officer who is not actually flying or preparing to fly be present.

Commencing Thursday, 24 Feb, any garbage can found without a lid on it will be picked up. A full check will be run on this by the Wing.

310HS Action

There will be a briefing of Fifteenth Air Force Inspection Team at 0815, 23 Feb 55.

Request a UAL change be forwarded on the magnifying lens.

310DM Action

Crews will be informed immediately not to operate or extend the flaps of the B-47 aircraft when the airspeed is over 230 knots.

Review all U-19 reports to insure that URs have been forwarded for any item contained in the report wherein a UR is needed.

310DMC Action

310DCO

A guide to 7th Air Division policies and general procedures and practices of Air Force bases in the United Kingdom will be disseminated from this office.

310DO

Due to the time element, all crews must be on time for EMP briefings and familiarizations. A test will be given when reaching the United Kingdom. All check lists must be memorized to insure everyone passing this test.

First operations priority is to get crews scheduled for refueling; next is to get those observers scheduled that need night celestial. The 50-8 requirements have last priority.

It is important the B-47 aircraft goes as scheduled for we can't keep the KC-97 crews standing by. The KC-97 crew must be notified immediately upon a cancellation. Wing Control will notify the KC-97 crew.

All crews not on B-47 aircraft will go TDY on support aircraft.

Insure that the bomb plot at Camp Phillips is used when requested. The Base has men out there upon our request. Insure that personnel running this plot are notified immediately in the event of a cancellation.

310DM

The Base Director of Materiel reports that they have on hand a large quantity of adjustable steel shelves which might be classified as bins, which are available for issue providing we submit a UAL change request and then submit a requisition. Suggest someone check these at Base Supply to see if they can be used for storage bins and that the necessary action be initiated if they can be used so that installation can be made by rear echelon.

Request you forward your request for drivers we will need overseas immediately so that action can be taken to get the driver's licenses. No government vehicle will be driven at our TDY station unless the driver has a license.

Long run requisitions are being severely criticized by POM Inspection Team. There is no record in my office or in the squadron as to what has been received or what is on long run requisitions.

The parking space for the three bomb squadrons has been decided for the UK.

310DMC

Insure that parts requested from Base Supply Expeditor System are needed. This service is delivering parts that when they reach their destination, find they are no longer needed. This is very discouraging and takes time from the service so it is impossible for them to serve the Wing in a satisfactory manner.

310DOF

A UR will be forwarded on Flying Safety incident reports. The Squadron Flying Safety Officer will insure this action.

The setting of the automatic parachute is 20,000 feet in two seconds. Captain La Fritz, Altitude Chamber, has volunteered to give us a briefing.

The hangars at the two TDY bases are smaller than those here. Clearance is very limited on each side of aircraft.

310DP

Personnel going TDY before 5th of the month, pay day, contact Sgt Hathaway Ext 340 who will insure your pay for the past 15 days.

Record processing will be Sunday, 27 Feb, at 0800 and this will have not bearing on the pay records. Pay records will remain at Base Finance where the Troop Commander will pick them up on the day of departure.

The clerk situation in the Wing was again explained.

310EX

Stress to all personnel the seriousness of any civilian offense at our TDY base. Military personnel will be tried in English courts in the event of an offense and they are very strict. Insure that personnel take very conservative civilian clothing so that they will be inconspicuous when off base. The seriousness of black marketing of liquors and cigarettes must be brought to the attention of all personnel.

310FMS

Thieving is becoming a great problem on this Base. The Wing Commander advised that suspects will be punished just as much as those caught stealing. Inspections will be made and any government property found in possession of an individual will be taken and this person punished.

310IG

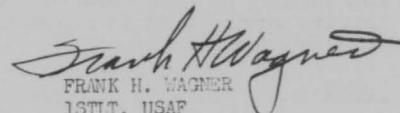
A parking area will be established directly behind ground training building on the ramp for those automobiles to be left on the Base.

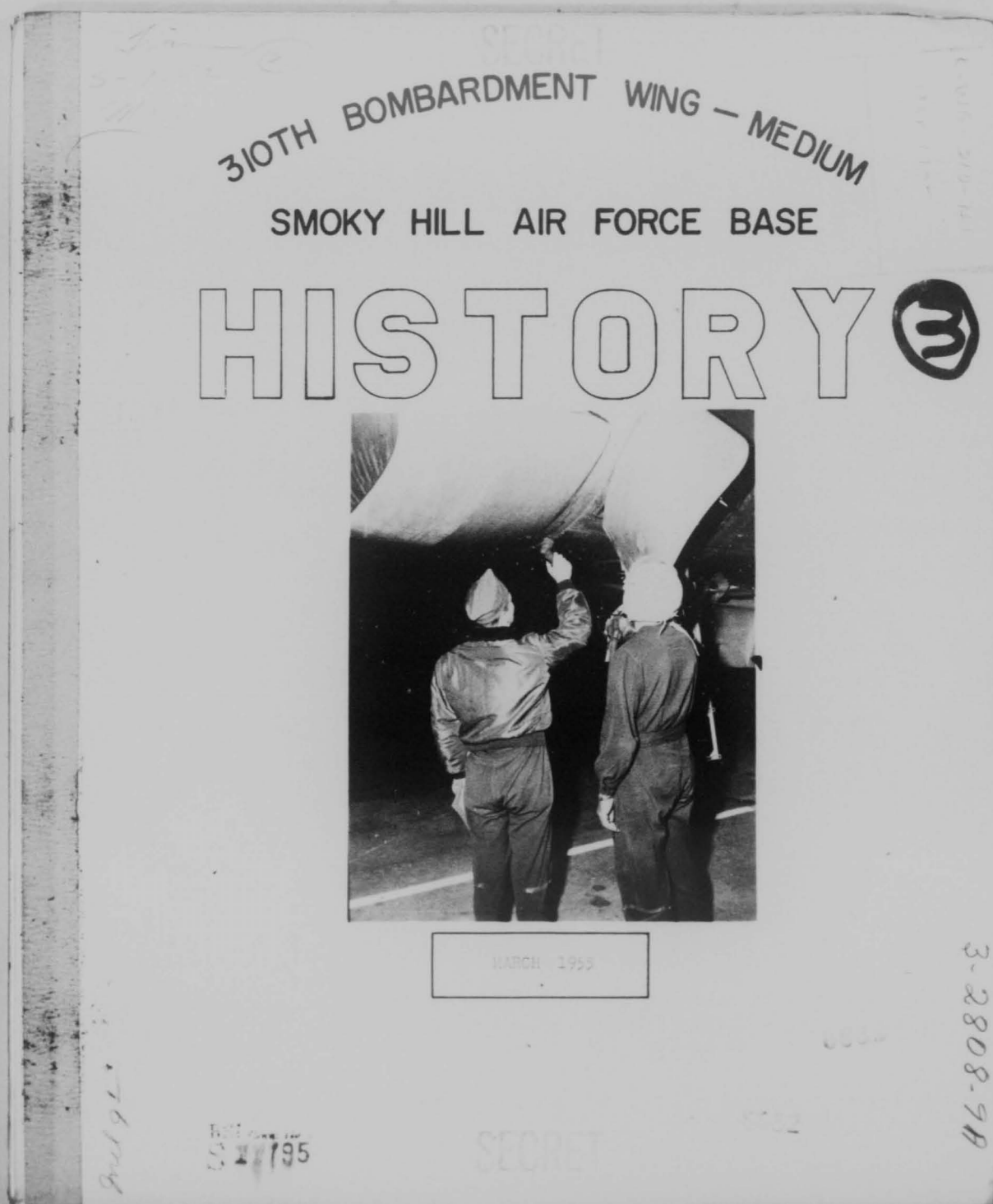
Arrangements will be made to store personal belongs in one section of the barracks under lock.

310AG

Word will be disseminated as to how to transport classified material when going TDY.

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER
1STLT, USAF
Asst Adjutant



K-UG-310-H1
MAR 1955

3-2808-7H

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RSI Card No.
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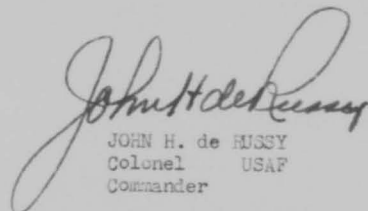
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HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SMOKEY HILL AIR FORCE BASE
APO 194 New York, New York.

MARCH 1955

802D AIR DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

This document is classified
SECRET in accordance with
AFR 205-1, par 23B(4).


JOHN H. de RUSSY
Colonel USAF
Commander

Monitored by Lieutenant Frank H. Wagner, Wing Adjutant

Prepared by S/Sgt Donnie L. Kestler, Wing Historian

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1

CHRONOLOGY

2 thru 14 March 1955

By direction of Operations Order 15-55 18 February 1955, the 310th Bombardment Wing, Medium, deployed from Smoky Hill Air Force Base, Salina, Kansas, to two 7th Air Division bases in the United Kingdom, Upper Heyford Air Force Base and Brize Norton Air Force Base.

17 March 1955

Colonel Murray A. Bywater arrives Upper Heyford Air Force Base to complete the cadre of officers and airmen assigned overseas on the wing deployment.

18 March 1955

Wing completes the Orientation and Evaluation Mission as directed by Seventh Air Division Operations Order 104-55. The mission was flown against the newly sited Heston RBS targets.

28 March 1955

CBS-TV Team arrives Upper Heyford to shoot a scenario of TDY wing on overseas deployment for the Edward R. Murrow show "See It Now".

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GLOSSARY OF IRREGULAR ABBREVIATIONS

SAC	Strategic Air Command
UK	United Kingdom
TDY	Temporary Duty
TX	Message
MATS	Military Air Service
CBS-TV	Columbia Broadcasting System-Television
RAF	Royal Air Force
RCS	Reports Control Symbol
ZI	Zone of Interior
NCO	Non-Commissioned Officer
AWOL	Being Absent Without Leave
APEX	Air Force Exchange
RBS	Radar Bomb Scoring
DNIF	Duty Not Involving Flying
CEA	Circular Error Average
CE	Circular Error
EWI	Emergency War Plan
GCA	Ground Control Approach
A/C	Aircraft Commander
ASOP	Air Standard Operating Procedure
AOCP	Aircraft Out of Commission - Parts
HF	High Frequency
USCM	Unit Simulated Combat Mission

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION:

The mission of the 310th Bombardment Wing, Medium, remained unchanged during the month of March 1955, as set forth in Fifteenth Air Force Regulation 20-14, 31 April 1954.^{1/}

Although there was no change in the mission of the wing during this period almost everything else was in for a face lifting. Wing Operations Order 15-55 was the primary project from 1 March thru 31 March. After two long years of waiting and preparing, the wing finally fulfilled a big portion of its SAC requirement when it began phasing planes, men and equipment to the overseas deployment stations at Upper Heyford and Brize Norton Air Force Bases, England during the first week in March. At long last the "Orange Tree" had blossomed.

After waiting for poor weather conditions to clear up along the route to the United Kingdom, the wing phased out 13 B-47's on 8 March, 13 more on 9 March, 15 on 10 March, three on 11 March and one on 13 March. All B-47's were destined for Upper Heyford Air Force Base and all made the trip without incident. A total of 20 KC-97 aircraft were deployed during the period 2 thru 14 March to Brize Norton Air Force Base. All aircraft made the trip without incident with only four

^{1/} Fifteenth Air Force Regulation 20-14, 31 Apr 54.

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receiver and two tanker aborts during the entire operation. This was an exceptionally fine record and said to be one of the best ever recorded by a TDY wing to the United Kingdom.

When the last aircraft had landed here at Upper Heyford the Wing Commander received a message from Major General Walter C. Sweeney, Commander, Fifteenth Air Force, congratulating the wing on its outstanding achievement in deploying to the UK without incident and with only six aborts. According to General Sweeney the very fact that there were only four receiver and two tanker aborts was good evidence of a greatly improved maintenance picture throughout the entire wing.^{2/} Receipt of this message was a great boon to morale throughout the wing and did much to bolster spirits of a great many exhausted airmen and officers.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during the month of March 1955. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated for the next three months during the period of the wings mobility. On 31 March 1955 the wing had assigned the Command, Adjutant, Comptroller Sections and the Directorates of Operations, Materiel and Personnel. In addition the wing had assigned the 379th, 380th and 381st Bombardment Squadron, 310th Air Refueling Squadron, 310th Armament and Electronics,

^{2/} TWX, Hq. Fifteenth Air Force, C36, 14 Mar 55. Exh 1

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310th Field and 310th Periodic Maintenance Squadrons. During the period of the TDY a large number of 802d Air Base Group personnel are working and will continue to work toward the accomplishment of the overall mission. The 310th Tactical Hospital had only four personnel assigned here in the UK as compared to approximately 150 in the states. Other organizations experienced fluctuations in personnel assigned or attached, however, the number of organizations remained constant throughout the month.

ADMINISTRATION:

Upon arrival at the deployment stations here in the UK, the administrative section experienced some difficulty with the handling of messages. In order to conform to the established procedures for handling TWX's in the Base Communications Center it was requested that the wing submit the names or name of persons delegated to release outgoing messages, those cleared to receipt for classified messages and the names of persons or offices to be notified for pick-up of high priority traffic after normal duty hours. ^{3/} Following receipt of this information the Wing Adjutant complied with the request and in addition requested that routine administrative messages received by Base Comm after normal duty hours be held until the next duty day. A procedure was established whereby personnel from the Wing Adjutant Section picked up all late messages. ^{4/}

^{3/} Ltr, Hq 3918th ABGP, "Handling of Messages," 14 Mar 55. Exh 2

^{4/} R & R, 31000, "Routing of Administrative Messages After Duty Hours," 22 Mar 55. Exh 3

1009

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During the month the Commander, Fifteenth Air Force, expressed a desire to the 310th Commander for a monthly letter report of wing activities to be rendered during the current mobility. The first report for the month of March is scheduled for completion and must be forwarded not later than 12 April 1955. Subsequent reports for April and May must be forwarded not later than the fifth calendar day following the reporting period. An information copy of this report will be submitted to the Commander, 802d Air Division. In order to facilitate preparation of this report a sample format was given to the staff section preparing reports. ^{5/}

During the latter part of the month the Wing Adjutant Section published instructions on the headings for various types of correspondence emanating from the 310th Bombardment Wing. ^{6/} Correspondence having addresses within the European theater, outside the theater and message forms all have different headings and were prepared accordingly.

At the March 30 Staff Meeting the Wing Adjutant announced that an information copy of all communications to Fifteenth Air Force would be furnished 802d Air Division. In addition, a copy would accompany the correspondence, be removed after signature by the Adjutant and placed in a reading file which was circulated among the wing staff. All correspondence to Smoky Hill was informal, however, disposition forms were not and will not be used. ^{7/}

^{5/} 310th Bomb Wing Activity Report Format, Mar 55. Edn 4

^{6/} R & R, 310AG, "Correspondence Headings," 29 March 55. Edn 5

^{7/} 310th Bomb Wing Staff Meeting Minutes, 30 Mar 55. Edn 6

1010

SPECIAL EVENTS:

The "Orange Tree" blossomed during the month ^{8/} as the tactical, air refueling and support aircraft assigned and attached to the 310th Bombardment Wing deployed from Smoky Hill Air Force Base, Salina, Kansas for their 90 day mobility in the United Kingdom. Adverse weather along the route from Smoky Hill to Upper Heyford and Brize Norton, particularly at Westover Air Force Base, Mass. and Harmon Air Force Base, Newfoundland, delayed deployment of the tactical aircraft three days, however, once the move started it went off without incident. This was a tremendous accomplishment and prompted the Fifteenth Air Force Commander to send a special message of congratulations to Colonel de Russy and all the officers and airmen of the wing. ^{9/} The major problem confronted during the initial move from Smoky Hill to the UK was the unsatisfactory MATS logistical support. Irregular MATS schedules began at Smoky Hill due to late arrival of scheduled support aircraft and continued throughout the support phase of the deployment. The effect of this lack of support resulted in numerous key personnel and vital test equipment not being available for the tactical squadrons during the vital first week of flying training operations when the Orientation and Evaluation Mission was flown. Some of the conditions encountered by the personnel enroute were considered unsatisfactory.

After arrival of the majority of the wing's key personnel in the UK

^{3/} By direction of Operations Order 15-55, 18 February 1955, nickname "Orange Tree", the 310th Bombardment Wing deployed from Smoky Hill Air Force Base, Salina, Kansas, to two 7th Air Division bases in the United Kingdom, Upper Heyford Air Force Base (UHAFB) and Brize Norton

a message was received by Headquarters, Seventh Air Division establishing the time and place for a briefing of wing staff officers and squadron commanders at 0900 hours 12 March 1955 at the Seventh Air Division Air Room. ^{10/} Following receipt of this message a total of 14 officers including Colonel John H. de Russy, Wing Commander; Colonel Robert E. Thacker, Director of Operations; Lieutenant Colonel Howard L. McClatchy, 379th Bombardment Squadron Commander; Lieutenant Colonel George W. Call, 380th Bombardment Squadron Commander; Lieutenant Colonel Harold G. Fulmer, 381st Bombardment Squadron Commander; Major Jack W. Fancher, 310th Air Refueling Squadron Commander and various staff officers were selected to attend this command briefing at Seventh Air Division Headquarters. ^{11/}

On 17 March 1955 Colonel Murray A. Bywater, 310th Deputy Commander, arrived RAF Station Upper Heyford to complete the cadre of officers and airmen deployed overseas. Colonel Bywater, during the move period, acted as Senior Controller at Loring Air Force Base, Maine and upon completion of his duties there departed the states for Upper Heyford.

A team of CBS-TV cameramen, newsmen and technicians from the Edward R. Murrow program "See It Now" were cleared through channels ^{12/} to document the activities of the wing and the 3918th Air Base Group. The team including Bill McClure and John Peters shot a scenario featuring

Air Force Base (ENAFB). Immediately prior to deployment the command was given its POM Inspection by a Fifteenth Air Force Inspection Team under the supervision of Colonel Thomas G. Hatcher.

9/ TWX, Hq 15th Air Force, 036, 14 Mar 55. See Exh 1

10/ TWX, Hq, 7th Air Division, OD 4235. Exh 7

11/ TWX, Hq 310th Bomb Wing, 310AG 3-4. Exh 8

12/ TWX, Hq 7th Air Division, OI 5273. Exh 9

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the aspects of a B-47 Wing on SAC rotational deployment. ^{13/} This film is tentatively scheduled for release over the CBS-TV network early in May. After the arrival of the team 310th officials cooperated to the maximum extent with them in compliance with TMM directives.

INSPECTOR:

The Wing Inspector Section as such did not make the move from Smoky Hill to the United Kingdom. Major William A. Crawford, 310th Wing Inspector for the past several months retained control of that job and during the period of the wing's TDY in England, was named Commander of the 310th Bombardment Wing Near Echelon.

During the latter part of the month the wing received information from Seventh Air Division indicating that a team of senior inspectors from that headquarters would inspect the wing on 28-29 April 1955. Purpose of this inspection is to keep Seventh Air Division Headquarters current on the capability of TDY tactical wings, and to endeavor to overcome operational deficiencies or difficulties impeding the progress of training and operations. Team chief during this visit will be Colonel William B. Campbell and he will be accompanied by representatives of the Directorates of Operations, Materiel, Intelligence, Personnel, and Security. Upon completion of the visit a copy of the inspection

^{13/} Photos of CBS-TV Team on location at Upper Heyford AFB. Exh 10

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report will be furnished the Wing Commander and Seventh Air Division. ^{14/}

A Seventh Air Division letter on the SAC Inspection Guide was received during the month for information and necessary action within the wing's area of responsibility. The Wing Commander directed that a monthly inspection of all squadron activities by the appropriate Staff Director be accomplished during the wing's TDY. Reports and immediate corrective action was required by this Headquarters. Special attention was and is to be given those areas reported upon by the Fifteenth Air Force Annual Inspection Report of 23 February 1955 as unsatisfactory or marginal. ^{15/}

COMPTROLLER:

During the month of March the Comptroller Section deployed to the United Kingdom. Setting up the section was no great problem, however, some minor deficiencies were noted. Supplies and equipment brought on the mobility move were more than adequate. The Drafting section set up immediate operation with tables and needed equipment from Base Supply and loaned through the cooperation of the Statistical Services Section.

The Comptroller Section performed routine duties throughout the month such as posting the Commander's Briefing Handbook, the Management Control System Handbook and necessary related charts to these briefing aids.

^{14/} Ltr, Hq 7th Air Division, "Staff Visit by Hq 7th ADiv," 25 Mar 55. Exh 11

^{15/} R & R, 31000, "SAC Inspection Guide," 22 Mar 55. Exh 12

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The section prepared a list of wing RCS reports and distributed them to the various sections and in coordination with Statistical Services established an RCS reporting procedure. A list of critical problems affecting the 310th Bombardment Wing mission was prepared by the section. The list included the three critical areas in personnel, materiel and operations.

The Comptroller completed a briefing for Admiral Eliez on March 24, one for General Miller on 28-29 March and a complete briefing of all wing activities for General Musgrave, Commander of Seventh Air Division on 28-29 March.

The following charts were accomplished by the drafting section in support of wing briefings and tactical squadron needs:

- a. Wing Headquarters Organizational Chart
- b. B-47 Orientation
- c. KC-97 Orientation
- d. Chart for Logistics
- e. Aircrew (Training prior to deployment)
- f. Three charts on Evaluation mission for briefing 7th Air Division
- g. Personnel Mobility Status
- h. Chart for 10 day aircraft scheduling

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CHAPTER II
PERSONNEL

During the month the 310th Bombardment Wing deployed a total of 328 officers and 1,574 airmen from the Zone of Interior to the United Kingdom bases at Upper Heyford and Brize Norton without incident. The 310th deployment was made with an overall shortage of 93 officers and 203 airmen from SAC Manual 409-1 recommendations. This was 28.3 per cent less officers and 12.9 per cent less airmen than was recommended for a full and complete deployment. Most of these shortages were in the Wing Intelligence Section and in the Air Base Group support areas. Wing shortages were also acute in the 70, 43 and 32 career fields. The Air Base Group deployed with a shortage of 13 officers and 86 airmen with the most acute shortages in the transportation, petroleum, finance and food service fields. ^{1/} These shortages were keenly felt after arrival at the deployment stations since the food service squadron at Heyford was entirely inadequate for such a large influx of personnel. However, by the end of the month the meals began to improve which was quite a tribute to the cooks from Smoky Hill. The main project within the scope of personnel and personnel procedures was the movement of the entire wing of 1,902 officers and airmen from Smoky Hill to the United Kingdom.

During March the wing still had several serious personnel shortages

^{1/} Ltr, Hq 310th Bomb Wing, 13 Apr 55/SECRET/.

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which affected the mission accomplishment. They included seven officers in the 1435 area, two in the 2054 area and two in the 6424 area. Airmen shortages included seven in the 20450/70 area, 14 in the 30131/51/71 area and 40 in the always short and always critical 43231/51 area.

COMMAND:

The 310th Bombardment Wing, Medium, presently assigned overseas to the United Kingdom, remained under the command of Colonel John H. de Russey and Colonel Murray A. Bywater, Commander and Deputy Commander respectively. During the mass move from Smoky Hill to Upper Heyford and Brize Norton the wing was led by Colonel de Russey who commanded the first B-47 the 5,000 miles from the states to England. Colonel Bywater acted as Senior Controller for the wing at Loring Air Force Base. ^{2/} Due to his commitment to remain behind until the last tactical and support aircraft had departed the 21, Colonel Bywater did not report in at Upper Heyford until 17 March 1955. His arrival completed the cadre of officers and airmen assigned to the 310th Wing for its stay in England.

STAFF:

During March the wing reported no staff or squadron commander personnel changes. This was the second straight month that saw the 310th keep its key personnel in both squadron and staff slots. The

^{2/} Interview by Wing Historian with Director of Comptroller.

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low rate of turnover in these sensitive areas was very beneficial to the wing especially since the move put a great strain on all assigned personnel and would have been even more severe on untrained personnel.

COMBAT AND MAINTENANCE:

Few problems were noted in the combat crew areas during the month with the wing reporting a full complement of B-47 combat crews and 20 KC-97 tanker crews. The main personnel problem in the wing continued to be the serious shortage of upper level maintenance personnel. Also during the month the wing reflected an excessive number of radar aborts. This was due primarily to a lack of qualified maintenance personnel which continued to be the contributing factor prohibiting any decrease in the abort rate.

All squadrons within the wing especially the maintenance squadrons are suffering from a lack of highly skilled maintenance technicians. This was an old problem that has been with the wing a long time and is expected to continue for a long time to come. This shortage along with the low skill level of presently assigned personnel presents a dual problem in the personnel field.

TRAINING: Officers

The percentage of officers in required specialties decreased two point three per cent from the February totals. During this period a total of 423 officers were authorized with 373 assigned and 309 working

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in their proper slot for an IIS percentage of 89.9 per cent. Factors contributing to decrease in effective manning were losses by transfer of effective personnel being discharged during this organizations rotational movement. Upgradings and a firm program on speciality slots should gradually increase the percentage of effective officers reported by the wing. ^{3/}

MANNING: Airmen

Percentage of airmen in direct support decreased one point seven per cent from February but this amount did not effect the overall picture. Airman manning in indirect support decreased two per cent from February which was a sufficient decrease to lower the points scored. Factors contributing to decreases in effective manning were losses by transfer of effective personnel being discharged during this organizations rotational movement. Upgrading of personnel and continuation of an effective OJT program will gradually increase the per cent of maximum score. ^{4/}

At the end of March 1955 the 310th Bombardment Wing, Medium, Smoky Hill Air Force Base, Salina, Kansas, had assigned and attached a total of 373 officers and 1,405 airmen. ^{5/} This was a drop in the total number of personnel assigned, however, a total of 1,902 airmen and officers were either assigned or attached to the wing during the

^{3/} 310th Bomb Wing Management Control System, Mar 55. Exh 13

^{4/} Ibid.

^{5/} 310th Bomb Wing Manning Chart, Mar 55. Exh 14

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First month of the wing mobility.

MORALE, WELFARE AND DISCIPLINE:

The big factor affecting morale during the first month overseas was the thrill and glamor of being in a foreign country, a place most of the troops had read about, heard about and talked about and now they were in England. A series of trips and tours to various historic sites within the local area were given by the local Service Club. Spots visited included Stratford-Upon-Avon, Warwick Castle, Kenilworth Castle, Coventry, the Hell-Fire Caves and Disraile's home at West Wycombe.

While the Special Service Section and the Service Club were sponsoring numerous trips, many 310th personnel took it upon themselves to see England in the Spring and dashed off to such historic spots as London, Liverpool, Glasgow, Edinburgh, Stratford, etc. Picture taking, ogling and just plain looking were the order of the day on all of these trips. Most everyone seemed to enjoy themselves but many thoughts were still turning towards home and family.

Various other projects are scheduled by the local clubs for the entertainment of the TDY personnel. The local Service Club presented a very well rounded entertainment program during March while the NCO Club went out of its way to welcome the 310th Wing's personnel with a gala party at the Club on 23 March. A large number

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of 310th personnel were most appreciative of the effort expended by the local club members.

Recreational facilities at Upper Heyford and Brize Norton are as good as any in the entire UK. Bikes are available for use by wing people, however, some of the airmen have had much difficulty with the "Wrong side of the road" driving. Numerous comical incidents occurred during the month with local residents motioning the new airmen off the road only to find them waving back thinking the English very pleasant and friendly, not realizing that they were riding on the wrong side of the road.

Uniform regulations for this command during the TDY at Upper Heyford and Brize Norton Air Force Base were unchanged from those in effect at Smoky Hill with the exception that flying/work clothing may be worn from quarters to the flight line and back to quarters again. Flying clothing was strictly forbidden by Colonel de Russy in the recreational area of the Officers Club, NCO Club or Airman's Club. Class "A" uniform was required at all times in the social areas previously mentioned. ^{6/}

Later during the month a policy was established on off-duty clothing. This directive stated that since the wing was in a foreign country and Anglo-American relations were so vital, off-duty clothing policies would be rather strict. The English people being very

^{6/} R & R, 310th HS, "Uniform Regulation," 18 Mar 55. Exh 15

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conservative in their dress are quick to notice an American serviceman and in order to integrate Wing personnel it was established that loud clothing, lack of ties or "Kentucky Colonel String Ties" not be worn. ^{7/} This subject has been made a matter of continuing interest for all personnel of the wing.

After arrival of all the planes and equipment the AFEX Snack Bar began a special service to 310th Bombardment Wing personnel by providing an all night service window from which late working troops may purchase coffee, do-nuts, milk, hot dogs, etc. Hours for the all night service were set at 2200 hours until 0700 hours. This was just another one of the many services offered 310th personnel during their first month in the UK.

DISCIPLINE:

During March a total of seven disciplinary cases were reported by the 310th Bombardment Wing. Of this total six were resolved satisfactorily under the provisions of Article 15, Uniform Code of Military Justice. The remaining case was tried by Summary Courts-Martial. There were no General or Special Courts-Martial cases tried by the wing during this reporting period. The number of AMOL cases continued to drop with only one such case reported during March as compared to two in February. There were no other disciplinary cases reported by the wing. ^{8/}

^{7/} R & R, 31000, "Off Duty Uniform Policy," 30 Mar 55. Exh 16

^{8/} Interview by Wing Historian with Director of Comptroller.

CHAPTER III
OPERATIONS AND TRAINING

FLYING TRAINING:

The "Orange Tree" blossomed during the month and the 310th Bombardment Wing, its aircraft and personnel, departed Smoky Hill Air Force Base for the 5,000 mile flight to the United Kingdom and two Seventh Air Division bases, Upper Heyford where the tactical aircraft were sent and Brize Norton, the deployment area for the wing's tanker aircraft. Immediately prior to deployment the command was given its POM Inspection by a Fifteenth Air Force Inspection Team.

During the first few days operating effectiveness of the wing at the forward operating bases was impaired by the unsatisfactory MATS Logistical Support. The MATS schedule became disrupted at the very outset of the operation due to late arrival of scheduled support aircraft. This initial delay started a chain reaction that carried through the entire support phase of the deployment. These delays caused vital test equipment and key personnel to be delayed in arriving the forward operating bases in time for the flying of the Orientation and Evaluation mission.

From 2 thru 14 March 1955 the wing deployed a total of 45 B-47's, 20 KC-97's, 384,611 pounds of cargo to Upper Heyford Air Force Base and 127,809 pounds of cargo to Brize Norton Air Force Base for a total

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of 256 tons of equipment and 328 officers and 1,574 airmen from the Zone of Interior to the United Kingdom without a single mishap. After arrival of the last aircraft a congratulatory message was received from Major General Walter C. Sweeney, Commander, Fifteenth Air Force. ^{1/} Receipt of this message was a real boon to morale throughout the entire wing. The deployment was made with an overall shortage of 93 officers and 203 airmen, however, most of these shortages were in the support slots and didn't hinder operational effectiveness to any extent.

The tactical squadrons stood down from 1 through 8 March in preparation for the deployment. The actual deployment of the tactical aircraft was completed from 8 through 13 March with all but four aircraft deploying in the three original increments. The day after the last aircraft was in place the first of the Orientation and Evaluation Mission aircraft were airborne.

During the trip from the ZI to England, Air Refueling support for the 310th Wing was provided by the 22d Air Refueling Squadron and the 44th Air Refueling Squadron under the Task Force Command of Brigadier General B. G. Wade at Ernest Harmon Air Force Base, Newfoundland. Adverse weather in the refueling area was a paramount factor as was the overcrowded air traffic conditions at Harmon. After an initial delay due to weather conditions in the orbit areas

^{1/} TMX, Hq. Fifteenth Air Force, C36, 14 Mar 55. See Edn 1

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the flight operation was continuous with refuelings accomplished according to the following program: 13 B-47's departed Smoky Hill on 8 March, 13 on 9 March, 15 on 10 March, three on 12 March and one on 13 March. While this was not a perfect three increment flight to the UK it was one of the best records ever established by any B-47 unit deploying to this theater. Not a single aircraft had to land at another base along the departure route. As was previously stated, the wing was lauded by higher headquarters on the fine move.

The average fuel on-loaded by each B-47 during the refueling phase of the operations was 47,500 pounds in just 27½ minutes with six disconnects, for a transfer rate of 270 gallons per minute. Excessive time was wasted at the refueling rendezvous because some of the tanker forces departed the orbit points too early. The chase from the orbit point to the observation position averaged 20 minutes per aircraft with the minimum being 10 minutes and the maximum about 35 minutes.

Seventh Air Division Operations Order 104-55 directed the Orientation and Evaluation Mission against the newly sited Heston RBS targets during the period 14-18 March 1955. While orders called for a total of 40 sorties the wing committed 70 sorties of which 54 were airborne. Twenty-six B-47's were air aborts and 16 B-47's were ground aborts for a total of 42 ineffective aircraft. A total of 46 radar runs were required and the wing accomplished 28 for a CEA of 7,907 feet and a CEP of 3,660 feet with a resultant reliability factor

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of 73 per cent (based on Seventh Air Division criteria of a 5,000 foot CE). Some aircrews experienced difficulty with the back .01 requirement of the mission which partially accounts for the high CEA. The wing scored 59 of a required 40 day celestial legs for a CEA of 21.3 miles and 14 of a required 40 gold navigation legs for a CEA of 7.2 miles.

Of the total aborts recorded by the wing during March, "Q" system malfunctions were credited with 18 although the wing "K" system in-commission rate averaged 75.2 per cent during the reporting period. The high reached in this area was 92.2 per cent and the low was 55.2 per cent concurrent with the Orientation and Evaluation Mission. Two of the aborts were charged to site communications difficulties, four others to site malfunctions due to their new location, two to crews being DMIF and the remainder to miscellaneous reasons.

Accomplishments in this area were good, however, wing officials were not completely satisfied with the above results but still the 50-8 accomplishments for the month of March reflected improvement. In the first quarter the B-47's flew 3,494 hours for a currently computed quarterly completion percentage of 70.7 per cent. During March the wing flew a total of 1,322:20 hours in B-47 aircraft for a 50-8 completion percentage of 27.4 per cent. Individually the bombardment squadrons reflected quite a "shake up" in total flying time logged during the month. In February the 380th Bombardment Squadron

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was far out in front of the other tactical squadrons, however, during March the 381st led the way with a total of 486:50 hours flying time followed closely by the 379th with 441:45 hours "in the blue". Bringing up the rear this month was the 380th with a total of 394:45 hours flying time. The tanker aircraft flew a total of 1,824 hours during the quarter for a currently computed quarterly completion percentage of 82.7 per cent. During March the KC-97's logged a total of 759:10 hours for a completion percentage of 28.5 per cent. All told the wing did exceedingly well during March considering the move and various difficulties that arose during the month. Counting the Air Refueling Squadron, the wing, for the first time in several months, topped the coveted 2,000 hour mark with a total of 2,082:30 hours flying time during the reporting period. ^{2/} This was almost 500 hours over the total logged during February, the worst month, weather wise, ever experienced by the wing.

One of the primary difficulties encountered during the month of March was poor weather in the United Kingdom which was a critical factor as far as flying was concerned. Visual requirements of SAC Regulation 50-8 were restricted somewhat. In addition a total of 159 hours flying time were lost due to low ceilings and excessive crosswinds. ^{2/}

The March flying totals were accomplished despite the wing

^{2/} 310th Bomb Wing Production and Statistical Summary, Mar 55. Exh 17

^{3/} TWX, Hq. 310th Bomb Wing, 134M, 7 Apr 55. Exh 18

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stand down preliminary to deployment. The delays caused by weather, the dislocation resulting from the MATS irregularities and the normal dislocations of departing Smoky Hill Air Force Base and subsequent adjustment and integration at the two United Kingdom bases also hindered flying-training operations.

379TH BOMBARDMENT SQUADRON:

The prime problem in the Operations Section in March was the deployment of the wing to the UK. Of the five 379th aircraft scheduled for deployment the first day all took off successfully and made the trip without incident. The five aircraft scheduled for the second day did not fare so well as one abort was encountered because of a hydraulic leak. On the third day all scheduled aircraft got off as planned, however, the aircraft delayed because of a hydraulic leak did not get off until two days later. This rather unlucky plane finally took off after having been delayed for weather and a test hop.

All aircraft reached the UK successfully and the deployment went very smoothly. The balance of the month was taken up with the Seventh Air Division Evaluation Missions and 50-8 training. The squadron was scheduled for 505 hours for the month, however, only 434:25 hours were actually accomplished. A total of 61 sorties were logged by this unit which was a good increase over the previous month. 4/

4/ 379th Bomb Squadron Historical Report, Mar 55.

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380TH BOMBARDMENT SQUADRON:

The 380th Bombardment Squadron deployed successfully to the United Kingdom without a mishap. Aircraft met all requirements and departed at or on the specific time required. During the month the squadron flew a total of 394:45 hours flying time. Many hours of this total were completed toward accomplishment of 50-8 requirements and the Evaluation and Orientation Mission as well as the flight from the states to the UK.

Beginning on 7 March the 380th started work on the Seventh Air Division Orientation and Evaluation Mission. All 16 crews in the squadron successfully completed this mission in 21 sorties. During this phase of training a total of 137:20 hours flying time was accomplished plus substantial portions of the remaining 50-8 requirements for the first quarter.

Other training areas in the squadron also reflected substantial gains over the previous month. During this period a total of 332 hours of training were expended on Intelligence-EWP work, 22 hours in link trainers, 40 hours in grid navigation and 18 hours in T-3 trainers. Other areas coming in for special training included target study and special weapons loadings. ^{5/}

381ST BOMBARDMENT SQUADRON:

From the first day of the month to 'D' Day, the Operations Section

^{5/} 380th Bomb Squadron Historical Report, Mar 55.

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worked at a feverish pace to ready themselves, the aircraft and the crews and with few notable exceptions, all crews departed as scheduled and arrived in the United Kingdom as scheduled. The notable exceptions to the above statement were the crews of Majors Billie Wise and David Holder who aborted their take-off for maintenance and were delayed two days and four days respectively.

Destination of the move was RAF Station Upper Heyford, a Seventh Air Division installation and quite a competent one with a staff which was well prepared to allow the squadron and wing every possible comfort and convenience for the aircraft and crews. Refueling was the best and quickest this organization ever observed. Accommodations were ready and waiting and the support units went out of their way to make the wing's first days as enjoyable as possible.

Squadron bombing accomplishments on strange targets left quite a bit to be desired, however, in the near future there should be some changes evident in the tabulated results. Weather hindered the squadron in logging its required flying time and necessary sorties. Finally after many days of low ceilings and poor visibility the weather broke and England began to favor the England the troops had heard so much about.

Lack of parts, the usual hue and cry of the squadron engineering section was taken care of very well at Upper Heyford. It seems as though Seventh Air Division Directorate of Materiel was made well aware of the usual B-47 shortages and necessities, consequently, most parts

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had been stockpiled and were readily accessible when the tactical units called for them.

The parking-for-maintenance problem was one which would lend itself readily to aircraft dispersal in time of attack but not so well when it came to maintenance to-be-performed. Refueling posed somewhat of a problem in the hardstand area because it necessitated the turning of aircraft or the re-entry of the refueling vehicle. The best possible situation seemed to be if both aircraft were in place upon arrival of the truck then no movement of aircraft would be necessary.

Flying time for the month was 426:50 hours with all but two of the squadrons 17 assigned aircraft participating. In the face of stand-downs and weather conditions this was a good total especially when it was noted that the accomplishments per flying hour remained just slightly below the previous average for the wing. ^{6/}

310TH AIR REFUELING SQUADRON:

At the end of this reporting period the 310th Air Refueling Squadron had 20 combat ready crews including one wing standardization board crew and six non-combat ready crews, five of which were organized during the month. All of the combat ready crews and two non-combat crews deployed to the UK during the month. Crew member changes during the month included one aircraft commander, five pilots, two flight

^{6/} 381st Bombardment Squadron Historical Report, Mar 55.

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engineers, three radio operators and seven boom operators. There were no overall crew member gains or losses during the month.

The two non-combat ready crews serving overseas with the squadron received only limited training during the month. This was due to combat ready instructor crews having to complete deployment and familiarization flights in the UK before instruction flights could be scheduled. Instruction flights for these crews were initiated on 21 March and six sorties totaling 22 hours were flown.

Forty-one sorties were flown in the deployment operation for a total of 372 hours flying time. Seven missions for 37 hours were ordered by SAC and 22 sorties totaling 157 hours were flown as directed by Seventh Air Division. A total of 116 training sorties for 737 hours were flown during the month. This included the six sorties for 22 hours flown by non-combat ready crews. Total March flying time on squadron aircraft was 759 hours. The projected flying time for the month was 716 hours. Below minimum ceilings resulted in the loss of three sorties for nine hours.

SAC minimum training requirements not accomplished in March were pilot proficiency, day and night celestial, pressure pattern navigation, cruise control and air refueling. Major causes of these deficiencies were the stand down on 1 March in preparation for overseas deployment, overseas move to the UK and necessary completion of UK orientation flights by all crews as directed by Seventh Air

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Division Operations Order 104-55 before scheduling 50-8 training flights.

During the training quarter which ended 31 March, adverse weather conditions and B-47 aborts and cancellations were primary factors in the failure of the squadron to accomplish the minimum quarterly training requirements prescribed by SAC Regulation 50-8. Sixty-four sorties totaling 265 hours were lost to weather cancellations and 26 sorties totaling 124 hours were lost to B-47 aborts and cancellations. During the month this organization was directed to support the training program set up to increase the night air refueling proficiency of the 31st Bombardment Wing crews. From the period 1-21 March, no air refueling missions were scheduled due to maintenance stand down, deployment and the necessary completion of the UK orientation flight by both KC-97 and B-47 crews. As a consequence of the large number of missions flown during this quarter using cell tactics in which only one tanker aircraft was allowed to take a rendezvous credit, a recommendation was made that all tanker aircraft in the flight be allowed to take rendezvous credit by monitoring the rendezvous performed by the flight leader. The squadron average completion of all 50-9 training requirements for the quarter ending 31 March was 82.9 per cent.

The following tables indicate the number of March accomplishments and the percentage completion of individual 50-8 training requirements for the quarter ending 31 March 1955:

(a) Air Refueling

1. Total Hookups

a. Number with B-47 aircraft

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- (1) attempted - 10
- (2) completed - 10
- b. Percentage completion for quarter - 54%
- 2. Radio Silence hookups
 - a. Number in March
 - (1) attempted - 8
 - (2) successful - 8
 - b. Percentage completion for quarter - 67%
- 3. Night hookups
 - a. Number in March
 - (1) attempted - 6
 - (2) successful - 6
 - b. Percentage completion for quarter - 68.5%
- 4. Hookups 15,000 feet or above in March
 - a. Attempted - 10
 - b. Successful - 10
- 5. Refueling to gross weight of receiver in March
 - a. Attempted - 3
 - b. Successful - 3
- 6. Dry hookups in March
 - a. Attempted - 32
 - b. Successful - 21
- 7. Radar Rendezvous (day)
 - a. Number in March
 - (1) Attempted - 8

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- (2) Successful - 8
 - b. Percentage completion for quarter - 50.5%
- 6. Radar Rendezvous, night
 - a. Number in March
 - (1) Attempted - 13
 - (2) Successful - 12
 - b. Percentage completion from quarter - 76.5%
- (b) Navigation
 - 1. Night celestial
 - a. Number in March - 39 legs with CEA of 8.8 miles
 - b. Percentage completion for quarter - 96%
 - 2. Day celestial
 - a. Number in March - 43 legs
 - b. Percentage completion for quarter - 89.5%
 - 3. Pressure Pattern
 - a. Number in March - 30 legs
 - b. Percentage completion for quarter - 97.5%
 - 4. Grid
 - a. Number in March - 2
 - b. Percentage completion for quarter - 100%
 - 5. Radar
 - a. Number in March - 17
 - b. Percentage completion for quarter - 95%
- (c) Pilot Proficiency
 - 1. Number of pilot proficiency missions in March - 35

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2. Percentage completion for quarter
 - a. Day - 95%
 - b. Night - 42%
 3. Number of take-offs in March
 - a. Aircraft Commanders - 104
 - b. Co-pilots - 108
 4. Number of Landings in March
 - a. Aircraft Commander - 103
 - b. Co-pilots - 109
 5. Number of QCS's in March
 - a. Aircraft Commander - 102
 - b. Co-pilots - 111
 6. Radar approaches
 - a. Number in March - 99
 - b. Percentage completion for quarter - 100%
- (d) Cruise Control
1. Solo long range cruise control
 - a. Number of missions in March - 23
 - b. Percentage completion for quarter - 89%
 2. Supervised long range cruise control
 - a. Number of missions in March - 1
 - b. Percentage completion for quarter - 37%
- (e) KC-97 Crew Proficiency
1. Cargo loadings
 - a. Number in March - 21
 - b. Percentage completion for quarter - 100%

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2. Passenger loadings
 - a. Number in March - 16
 - b. Percentage completion for quarter - 100%
3. Precomputations
 - a. Number in March - 71
 - b. Percentage completion for quarter - 100%
4. Emergency procedures with passengers
 - a. Number in March - 104
 - b. Percentage completion for quarter - 100%
5. Emergency procedures with crews
 - a. Number in March
 - (1) Combat ready crews - 65
 - (2) Non-combat ready crews - 2
 - b. Percentage completion for quarter - 100% ^{7/}

After arrival of the bombers and tankers training was delayed only slightly. First and foremost on the agenda was the acquainting of the flying personnel with policies and procedures for Seventh Air Division missions in addition to becoming acquainted with strange and new targets. During this early part of the training program the Operations Section published various requirements for schools needed to familiarize the crews with various new procedures in the UK. All crew and staff observers were directed to attend a Grid Navigation Course. ^{8/} The course consisted of approximately six hours of

^{7/} 310th Air Refueling Squadron Historical Report, Mar 55.

^{8/} R & R, 310DC, "Requirement for Grid Navigation Training," 15 Mar 55.
Exh 19

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instruction and two simulated ground missions. Each squadron was required to furnish eight observers for each class. Results from these classes were most encouraging and reflected an ever increasing proficiency in Grid navigation missions.

At the Staff Meeting of 22 March the Director of Operations indicated that the wing was ahead of the scheduled flying time. On the previous week the Operations Officer noted that the wing had completed approximately 52 $\frac{1}{2}$ per cent of the 50-8 requirements and by the end of the month had upped the percentage to 66 per cent. ^{2/}

OBSERVER:

Excessive radar aborts noted in the wing during March was due mainly to a lack of qualified maintenance personnel and the inexperience of some observers within the wing. These factors were also the contributing factors prohibiting the decrease of the abort rate.

Numerous weather cancellations and ordered missions were mainly responsible for not completing the desired quantity of 50-8 requirements for observers as well as A/C's and pilots. These cancellations resulted in making it impossible to reschedule missions on an individual basis for make up purposes. Visual bombing accomplishments were greatly hampered during the month in the United States as well as England.

The wing percentage of flying time utilization has suffered greatly

9/ 310th Bomb Wing Staff Meeting Minutes, 22 Mar 55. Exh 20

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because of radar and "K" malfunctions. Due to the limited number of accomplishments which can be completed with inoperative radar and "K", the observers have been spending considerable airborne time trying to repair the system. In many cases this resulted in improper procedures and low effective flying time utilization. 10/

FLYING SAFETY:

In Flying Safety the wing experienced one minor accident during the month. The accident occurred when the expansion bolts on the left outrigger shimmy dampener failed, causing a severe vibration in the outrigger during the landing roll and damaging numbers 2 and 3 engines and the strut assembly. The accident was attributable to materiel failure. A UR on this failure was submitted to higher headquarters.

During the month the Flying Safety Officer established new take-off and landing minimums while TDY in the UK. These minimums, in accordance with Seventh Air Division directives, were set on a time schedule with less clearance needed during the latter part of the TDY since weather conditions are expected to greatly improve the next two months. Squadron commanders, operations officers and aircraft commanders were made responsible for compliance with and dissemination of this information. 11/

Information from General Sweeney and General Sutherland was

10/ 310th Bomb Wing Management Control System, Mar 55. See Exh 13

11/ R & R, 310DO, "Take-off and Landing Minimums while TDY in the UK," 20 Mar 55. Exh 21

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received by the Wing Commander concerning Flying Safety Achievement within the past year and the plans for 1955. ^{12/} The theme "Professionalize in 1955" was established as the new slogan for flying safety programs through out the year 1955.

On 28 March 1955 the wing held its monthly Flying Safety Meeting in the Wing Briefing Room. Representatives from Lancer Control and Croughton Airways were on hand to discuss air to ground communications and procedures here in the UK. Attendance was mandatory and a fine showing was made at this meeting. ^{13/}

GROUND TRAINING:

The total Ground Training accomplishments for the month consisted of 5,335:30 hours, in simulation trainers, in-flight maintenance training, intelligence, EWP background training, physical conditioning and other ground school training.

Immediately upon arrival at Upper Heyford all B-47 aircraft were surveyed by the 1st Aviation Depot Squadron, then given a "ring-out" and release system check, plus a "263" equipment check. Nine aircrews completed loadings in accordance with Supplement 15, SAC Regulation 50-8. During the two weeks of March that all B-47's were on the station, forty aircraft were loaded to give a functional check in compliance with Seventh Air Division ASOP 50-2.

^{12/} 2d IND, Hq 15AF, March AFB, Calif, S.b: "Flying Safety Achievement," 20 Mar 55. Exh 22

^{13/} R & R, 310DOF, "Wing Flying Safety Meeting," 24 Mar 55. Exh 23

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SPECIAL TRAINING:

Early in March General Sweeney, Fifteenth Air Force Commander, were briefed on the 310th Bombardment Wing Operations Plan 50-55. The EMP examinations were given the combat crews with a resultant wing average score of 96.5 per cent. Upon arrival in the United Kingdom, General Musgrave, Seventh Air Division Commander, and his staff were briefed on this plan and suggested minor changes. Combat crew changes made it necessary to reassign five aiming points and to program the five newly assigned crews through the phase training required by Fifteenth Air Force Regulations 200-3 and 200-4. These changes were necessitated by weakness in certain crew members that appeared as a result of the "shakedown" on the deployment. The crew situation is expected to be fully stabilized before completion of this TDY. Indirect Bomb Damage Assessment briefings were given to crews during the month. Intelligence facilities of the 3918th Air Base Group were considered generally adequate.

B-47 STANDBOARD:

During the month the Wing Operations Officer directed that Wing and Squadron Standardization crews administer a minimum of one standardization check a week to combat crews until further notice. This schedule was necessitated by the small amount of standardization activity during January, February and March. Standardization checks for staff crew members were scheduled at the rate of approximately

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two per month, per squadron in order to complete their requirements on time. 14/

SECURITY:

A new flight line aircraft access code system was initiated by this wing upon arrival at Upper Heyford and Brize Norton. This system gives crew chiefs' and assistants' a positive means of identifying all personnel approaching their aircraft.

Air Police at Upper Heyford and Brize Norton are the only authorized personnel to conduct aircraft security checks. This base support has been very successful in disclosing the actual state of aircraft security. These checks and penetrations have been conducted at least once daily since the arrival of aircraft at both bases. The wing has a reward system for personnel apprehending penetration agents. This system has greatly increased security consciousness of all personnel.

At the Staff Meeting of 15 March the Wing Security Officer announced a new security and code word system, the one mentioned above. In this system code words were assigned to each aircraft by number for eight hours with a listing to be kept in the Wing Control Room, as well as in the Operations sites, refueling section and the Maintenance Control Room. 15/

14/ R & R, 310 Standboard, "Standardization Checks," 17 Mar 55. Exh 24

15/ 310th Bomb Wing Staff Meeting Minutes, 15 Mar 55. Exh 25

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CHAPTER IV

MATERIEL AND MAINTENANCE

The 310th Bombardment Wing deployed with an on-hand percent ge of 98 per cent for KC-97 Flyaway Kit and 94.4 per cent for B-47 FAK. There were no B-47's AOCF during the month. On 15 March the percentage of Flyaway Kit equipment on hand was above that reported last month. Resupply from Seventh Air Division supply points at Mildenhall and Greenham Common and the depot at Burtonwood was exceptionally good during the first week of operation. However, supply effectiveness declined during the second week of March for B-47 resupply which was evidenced by the percentage of spares on hand. This condition was attributed primarily to the non-availability of certain B-47 parts in the theatre. Supply action had not improved much by the end of the month and it is not anticipated that a greater percentage of B-47 spares will be reported on hand during April unless replenishment action is geared to maintain pace with usage.

Prior to departure to the UK the Director of Materiel directed each staff head and section chief to immediately upon arrival at the overseas deployment stations, make a thorough check of all Base equipment and facilities assigned. This project was completed and the wing was pleasantly surprised to find facilities in very good shape. ^{1/}

During the latter part of the month the Maintenance Control Section

^{1/} R & R, 310DM, "Inspection of Base Equipment and Facilities at TDY Deployment Bases," 2 Mar 55. Edn 26

40

was given the job of monitoring all requests of 310th Bombardment Wing support organizations for off-base motor transportation. This policy was established in order to cut down on the number of requests being received by the 3918th Motor Vehicle Squadron for various types of transportation for the wing. ^{2/}

LOGISTICS:

This section supervised all logistical portions of the 310th Bombardment Wing movement to the UK. Loading plans for personnel were prepared and submitted to Wing Personnel for processing of troops in correct order. Loading plans for material were prepared 36 hours in advance of aircraft departures and given to all squadrons involved and Commercial Transportation. In most cases the lists were followed in loading the aircraft properly. All material loads were checked by the Wing Logistics Officer before they departed.

A total of 26 bags of personal equipment were dropped off at two places along the route to provide weight allowance for extra fuel. Aircraft loading lists were according to MATS Control Team figures, but when aircraft came to Smoky Hill the Control Team said the wing was not loading heavy enough. New lists were then prepared adding more weight. This change eliminated the requirement for one MATS C-124, and this aircraft was cancelled prior to its scheduled departure to Smoky Hill.

^{2/} R & R, 310DM, "Coordination and Control of Off-Base Motor Transportation," 25 Mar 55. Exh 27

41

Manifests were kept by this section and checked against loads. After arriving in the UK manifests were checked against aircraft loads to be sure all boxes and baggage were received by correct squadrons. Some boxes and bags were misplaced upon arrival at Upper Heyford and Brize Norton but were traced and returned to the proper owners.

SUPPLY:

The Supply Section of the Directorate of Materiel was fully deployed by 16 March 1955. Offices had been established prior to arrival and functions were started immediately. A visit to all squadron unit supply sections was made by the Wing Supply Officer to determine what difficulty was being encountered by these units with the sponsoring units and Base Supply. No major difficulties were existing and all relations were exceptionally good.

A Supply Refresher Course was established as required by SAC Regulation 67-30 and all squadrons were requested to send 15 per cent of their company grade officers for the first class which was scheduled to begin 6 April 1955. The seven instructors for this course were all taken from the wing with the exception of one which came from the 3918th Air Base Group. ^{2/}

The lack of quick discount assemblies for HF antenna insulators was a restricting factor to the mission of the wing. A total of five

^{2/} 310th Bomb Wing Staff Meeting Minutes, 1 Mar 55. Exh 28

42

wing aircraft require this installation at the end of the month. Seventh Air Division has forwarded this requirement to ZI supply sources and the estimated date of delivery is 21 April 1955.

MAINTENANCE:

During March the wing planned a "Ten Day Cycle System" of maintenance which will be implemented during the "free" month of April. This system included a six month periodic inspection schedule and a 90 day flight line maintenance projection. Field Maintenance established three specialist teams consisting of an hydraulics, electric, and instrument specialist to be at-ready for each scheduled take-off. In addition, the Armament and Electronics Squadron provided a team of specialists. The purpose of these teams was to prevent ground aborts by being immediately available to correct pre-take-off difficulties. During the USCM's next month a team will be available to each tactical squadron. Rigging teams have also been organized and received special instruction from the assigned civilian Field Engineers. Their purpose is to have highly trained teams for rigging flight controls, engine controls and canopy controls.

Maintenance activities in the three support squadrons included three periodic inspections, two on F-47's and one on a KC-97. Inspection on one other KC-97 was completed but pending a flap change before returning to the Air Refueling Squadron. The Armament and Electronic Squadron completed a total of 88 bomb system ring-outs.

1046

43

The "K" system in-commission rate averaged 75.2 per cent during the month. Student instruction and training within the Armament and Electronic Squadron totaled 1,008 hours. A total of eight J-47 and one B-4360-59B engine changes were made and inspections completed on them during the period. Three J-47 engines were inspected on the line for rotor blade damage in accordance with Technical Order 2J-J47-355. One engine with an oil pump shaft sheared was repaired. One aircraft was inspected for hard landing and there was no visible damage. Three damaged flaperons were inspected for minor damage. A total of 11 Quality Control inspections were completed on B-47 and KC-97 aircraft during the reporting period.

1047

44

310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 31 March 1955)

Colonel John H. de Russy	Commander
Colonel Murray A. Bywater	Deputy Commander
Colonel Robert E. Thacker	Director of Operations
Colonel Harry H. Jones	Director of Materiel
Colonel Robert E. Corwin	310th Tactical Hospital
Major Melvin E. Clark	Director of Personnel
Lieutenant Frank H. Wagner	Adjutant
Major William L. Lavagnino	Director of Comptroller
Major William H. Crawford	310th Bomb Wing Rear Echelon Commander *
Major Carrol Hamant	Comdr, 310th Field Maint. Sq.
Lt. Col. James E. Jordan Jr.	Comdr, 310th Periodic Maint. Sq.
Major Allan C. Hart	Comdr, 310th Arm. & Elect. Sq.
Lt. Col. Howard L. McClatchy	Comdr, 379th Bomb Sq.
Lt. Col. George W. Call	Comdr, 380th Bomb Sq.
Lt. Col. Harold G. Fulmer	Comdr, 381st Bomb Sq.
Major Jack N. Fancher	Comdr, 310th Air Refueling Sq.
Captain Donald J. Rutan	310th Flying Safety Officer
Lieutenant Francis Hughes	310th Security Officer

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BIBLIOGRAPHY

Source Material

Files:

Headquarters, 310th Bombardment Wing Central Files.
Headquarters, 310th Bombardment Wing Classified Files.
Headquarters, 310th Bombardment Wing Historical Files.

Official Publications:

General Orders:

Headquarters, Strategic Air Command.
Headquarters, Fifteenth Air Force.
Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

Special Orders:

Headquarters, 310th Bombardment Wing.

Regulations:

Headquarters, Strategic Air Command.
Headquarters, Fifteenth Air Force.
Headquarters, 7th Air Division.
Headquarters, 310th Bombardment Wing.
Headquarters, 3918th Air Base Group.

Decimal Letters:

Headquarters, 310th Bombardment Wing.

Operations Memorandums:

Headquarters, 310th Bombardment Wing.

Operations Orders:

Headquarters, Fifteenth Air Force.
Headquarters, 310th Bombardment Wing.

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Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

Staff Daily Diary.

Staff Meeting Minutes.

Management Control System.

Daily Reading File.

310th Bombardment Wing Staff Section Historical Reports:

Directorate of Operations.

Directorate of Personnel.

Directorate of Materiel.

Comptroller.

310th Bombardment Wing Squadron Historical Reports:

379th Bombardment.

380th Bombardment.

381st Bombardment.

Armament & Electronics.

Periodic Maintenance.

Field Maintenance.

310th Air Refueling.

310th Headquarters Section.

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HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

APPENDIX



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LIST OF EXHIBITS

Exhibit No.

1. TWX, Hq. Fifteenth Air Force, C36, 14 Mar 55.
2. Ltr, Hq 3918th ABCP, "Handling of Messages," 14 Mar 55.
3. R & R, 31000, "Routing of Administrative Messages After Duty Hours," 22 Mar 55.
4. 310th Bomb Wing Activity Report Format, Mar 55.
5. R & R, 310AG, "Correspondence Headings," 29 Mar 55.
6. 310th Bomb Wing Staff Meeting Minutes, 30 Mar 55.
7. TWX, Hq 7th Air Division, OD 4235.
8. TWX, Hq 310th Bomb Wing, 310AG 3-4.
9. TWX, Hq 7th Air Division, OI 5273.
10. Photos of CBS-TV Team on location at Upper Heyford AFB.
11. Ltr, Hq. 7th Air Division, "Staff Visit by Hq. 7th ADiv," 25 Mar 55.
12. R & R, 31000, "SAC Inspection Guide," 22 Mar 55.
13. 310th Bomb Wing Management Control System, Mar 55.
14. 310th Bomb Wing Manning Chart, Mar 55.
15. R & R, 310th HS, "Uniform Regulation," 18 Mar 55.
16. R & R, 31000, "Off Duty Uniform Policy," 30 Mar 55.
17. 310th Bomb Wing Production and Statistical Summary, Mar 55.
18. TWX, Hq. 310th Bomb Wing, 134M, 7 Apr 55.
19. R & R, 31000, "Requirement for Grid Navigation Training," 15 Mar 55.
20. 310th Bomb Wing Staff Meeting Minutes, 22 Mar 55.
21. R & R, 31000, "Take-off and Landing Minimums while TDY in the UK," 20 Mar 55.

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22. 2d Ind, Hq 15th AF, March AFB, Calif, Sub: "Flying Safety Achievement," 20 Mar 55.
23. R & R, 310DOF, "Wing Flying Safety Meeting," 24 Mar 55.
24. R & R, 310 Standboard, "Standardization Checks," 17 Mar 55.
25. 310th Bomb Wing Staff Meeting Minutes, 15 Mar 55.
26. R & R, 310DM, "Inspection of Base Equipment and Facilities at TDY Deployment Bases," 2 Mar 55.
27. R & R, 310DM, "Coordination and Control of Off-Base Motor Transportation," 25 Mar 55.
28. 310th Bomb Wing Staff Meeting Minutes, 1 Mar 55.

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COPY

FM COMDRAF 15 MARCH AFB CALIF
TO JFLGO/COMDRBOMNG 310 UPPER HEYFORD RAF STA ENG
INFO JWFSTY/COMDRADIV 802 SMOKY HILL AFB KANS

BT

/UNCLASSIFIED/ C 36. DERUSSY FROM SWEENEY. YOUR DEPLOYMENT
TO ENGLAND HAS BEEN AN OUTSTANDING ACHIEVEMENT FOR THE WG. THE FACT
THAT THERE WERE ONLY FOUR RECEIVER AND TWO TKR ABORTS IS GOOD
EVIDENCE OF A GREATLY IMPROVED MAINT CAPABILITY. YOU AND EVERY OTHER MBR
OF YOUR COMD CAN BE JUSTLY PROUD. PLEASE EXPRESS MY CONGRATULATIONS
TO ALL YOUR OFFICERS AND AIMEN. KEEP UP THE GOOD WORK.

BT

14/1751Z MAR JWPEH

COPY

1054

COPY

HEADQUARTERS
3918TH AIR BASE GROUP (SAC)
APO 194, US AIR FORCE

OBC

14 March 1955

SUBJECT: Handling of Messages

TO: ADJUTANT
310th Bomb Wing
APO 194, US AIR FORCE

1. To conform to the established procedures for handling messages in the Base Communication center it is requested that the following be accomplished by your office as soon as possible.
2. Submit the names or names of persons delegated to release outgoing messages.
3. Submit the names of personnel cleared to receipt for classified messages. No persons, other than those listed, will be permitted to receipt for classified messages, unless written permission is received from your office.
4. Notification for pick-up will be given to the Wing Control Room for the following type messages.
 - a. Flicons
 - b. Notams
 - c. Zippos
 - d. Operational Orders
5. Notification for pick-up of routine administration traffic will be called to the Adjutant Section.
6. Names of persons or offices to be notified for pick-up of high priority traffic after normal duty hours, will be submitted to the Base Comm Center.

/s/t/ROBERT O. BALL JR.
Captain, USAF
Base Communications Officer

COPY

COPY

Routing of Administrative Messages After Duty Hours

BCOMDR
ATTN: Base COMM OFF

31000

22 March 1955

1. Request routine and priority administrative messages received by base communications after normal duty hours, be held until the next duty day. At 0800 hours each duty day, personnel from the Wing Adjutant's office will pick up all messages received during non-duty hours and effect delivery.

2. Further request the base communications center contact the following personnel when messages having a precedence of operational immediate are received after normal duty hours:

Originators Code or Symbol	Personnel to be contacted	Off duty tele- phone number
CD or DO	310BW Control Room	166
DIT	CAPT W.B. Wade CAPT A.A. Beaulieu	140 140
CM or DM	MAJ R.W. Kerstetter CAPT C. Dean	140 140
CP or DP	LT W.L. Turner MAJ M.E. Clark	240 140
All other messages	1STLT F.H. Wagner	140

3. Messages directed for the chief of statistical services should be forwarded to the 3918th Air Base Group.

FOR THE COMMANDER:

FRANK H. WAGNER, 1STLT, USAF
Adjutant

COPY

1056

310th BOMB Activity Report

310th BOMB Director of Operations,
Director of Comptroller,
Director of Personnel,
Director of Material,
Adjutant,
Security Officer,
Commander, 310th ABW, USAF

1. The Commander, 15th Air Force, has expressed a desire to the Commander, 310th BOMB for a monthly letter report of Wing activities to be rendered during the current deployment. The first report for the month of March must be forwarded not later than 12 April 1955. Subsequent reports for April and May must be forwarded not later than the 5th calendar day following the reporting period. An information copy of this report will be submitted to the Commander, 802d Air Division.

2. To facilitate preparation of the report the following format is suggested:

I. OPERATIONS & TRAINING

1. Operations & Training

a. Wing Directorate of Operations

- (1) Flying Safety
- (2) Standardization Board
- (3) Control Room

b. Operations & Training

- (1) Flying Training, including U-2's, SAC Reg 50-8, accomplishments, Orientation and Evaluation Missions, Retardation Missions, etc.
- (2) Ground Training
- (3) IFF Planning and Status (200-3 & 200-4)
- (4) Wing Observer (Wing OIPs)
- (5) Performance Engineering
- (6) Gunnery

(7) Personal Equipment, including training tests.

(8) Special Reports

c. Intelligence

(1) Targets

(2) Operational Intelligence

(3) Radar Prediction Team

d. Communications

e. Deployment

f. Squadron Operations, 273, 310, 381 SOWPOM, and 310 ARF.

IX. PERSONNEL AND ACTIVATION

1. Adjutant

2. Comptroller

3. Director of Personnel

a. Personnel Manning

b. Classification Actions

c. Manning Reports

d. Personnel Records

e. Personnel Deployment

f. Squadron Status

IX. DIRECTORATE OF P. MATERIAL

1. King Supply

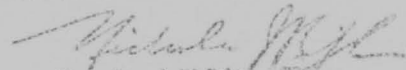
- 1. Maintenance Control (new 10-day cycle)
- 2. Quality Control
- 3. Transfer Record
- 4. Periodic Maintenance
- 5. Field Maintenance
- 6. A & E Maintenance
- 7. Material Deployment
- 8. Squadron Supply Status

IV. SECURITY

- 1. Unusual Aircraft
- 2. Subversion Activity
- 3. Unit Security
- 4. Deployment Problems and TFW Base Security Problems
 - a. Past Problem.
 - b. Security Clearances.
 - c. Aircraft Security at En Route bases

5. Reports should separate first accomplishments, problem areas encountered and their resolution, TFW base support (UNAFs and AGFds) and other similar subjects incorporated into the most pertinent heading or sub-heading of the above suggested categories. Other sub-headings may be established as required.

4. The Wing Executive Officer is responsible for the editing and preparation of the final draft for the Commander's approval. It is requested that each Directorate's chapter be submitted by 0800 hours Monday 11 April 1955, at the latest, to meet the suspense date established for this first report. Subsequent chapters should be submitted on the second calendar day following the reporting period.


Nicholas J. Harkin, LTJG,
Wing Executive Officer

cc to Wing Commander
Wing Commander
Wing Executive Officer

COPY

29 March 1955

SUBJECT: Correspondence Headings

MEMO TO: See Distribution

1. Correspondence having addressees within this theater will bear the following heading:

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, UNITED STATES AIR FORCE

2. Correspondence having addressees outside this theater will bear the following heading:

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, New York

3. Message Forms (DD Form 173) will bear the following heading in the "Form" block.

COMBOMWG 310 UPPER HEYFORD ENG

BY ORDER OF THE COMMANDER:

DISTRIBUTION
"A"

/t/s/FRANK H. WAGNER
1st Lt, USAF
Adjutant

COPY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 124, United States Air Force

1300 hours

30 March 1955

STAFF MEETING

Personnel Present

Wing Commander
Deputy Commander
Executive Officer
Director of Materiel
Director of Operations
Wing Adjutant
Director of Personnel
Director of Comptroller
Chaplain
310MG
310HS
310FMS
310FMS
310A&E
310IOF
310SEC
379BS
380BS
381BS

Colonel de Russy
Colonel Bywater
Lt Col Rifkin
Colonel Jones
Lt Col McDaniel
Lt Wagner
Lt Turner
Major Lavagnino
Captain Mignery
Captain Tandy
Lt May
Major Hament
Lt Col Jordan
Major Hart
Captain Ruten
Lt Hughes
Major Frairie
Lt Col Coll
Lt Col Fulmer

MINUTES

310CO

All delinquency reports received to date have been minor and on base. I would like to give a pat on the back to the first sergeants for maintaining the low rate. No off base incident reports have been received.

The Red Cross drive will be resumed 5 April 1955. Donations from the 310th Wing will be included in the Upper Heyford quote.

A letter from General Sutherland was read congratulating wing personnel on the efficient move to the UK.

During unit missions civilian clothing will be worn off base at all times. If proper facilities are not available to change from uniform or flying clothing to civilian clothing, personnel will change clothes in the aircraft and they will be back on the base prior to changing into any type of uniform.

The briefing for retardation mission will be conducted at 1300 hours, Friday, 1 April at 7th Air Division.

310DM

In the use of kerosene heaters, personnel are cautioned that when a white flame appears, it is an indication that the wick needs trimming. Caution must be exercised in the operation of M-41 stoves as several instances of fires have been reported. It is recommended that the chimneys be cleaned at least once a week. This chore must be done by squadron personnel.

Prior to shipment of any items of supply to this theater from Smoky Hill, S/C Regulation 76-2 must be complied with. Approval must be obtained from 7th Air Division, Fifteenth Air Force and S/C.

Airlift requirements for return to Smoky Hill are being compiled. Advise Wing Logistics Officer of any additional items to be returned.

Recommend barracks orderlies turn off stoves during the day and turn them back on at approximately 1600 hours. Carburetors will be set at number 3, never exceeding a setting of 4.

Squadrons must continue their pick up at Base Supply.

For maintenance purposes only, off-base transportation will be coordinated through Maintenance Control. If at all possible, place calls on the preceding day.

In future operational exercises similar to the recent Yukon Joke, troop commanders will compile their report concerning the operation, to be submitted to the Wing Director of Material, as soon as possible after return to this station.

S/C Regulation 67-30 requires establishment of a Supply School, approximately ten to twenty hours. Squadron grade officers will attend. A roster is being sent to the squadrons of those having completed previous schools. The school will be initiated to give officers useful information concerning supply procedures. A quota of fifteen percent for each squadron has been established for the first class. Request a list be submitted to this office by 31 March. Further information concerning the schedule will be disseminated.

The Base Motor Pool will have a bus meet the 1930 train arriving from London at Bicester on Sunday evenings.

Twenty-six pieces of missing baggage arrived on the station yesterday. This baggage is stored in Headquarters Squadron Supply Room. It is requested squadrons notify the Wing Logistics Officer of baggage still missing.

310DO

Many aircraft are short 269 equipment. A list of shortages, by squadron, was read by the 310/AS Commander.

Flying time as of 29 March 1955 - B-47, 1198 hours; KC-97, 710 hours.

Request Aircraft Commanders cooperate with the Air Refueling Squadron to support refueling missions.

DCO

The Wing Executive Officer will handle any problems pertaining to personnel welfare.

310DF

SAC Regulation 76-2 also applies to obtaining Squadron personnel who commanders desire to have sent to this theater.

310AG

An information copy of all communications to Fifteenth Air Force will be furnished 802d Air Division. In addition, a copy will accompany the correspondence, removed after signature by the Wing Adjutant, and placed in a reading file which is circulated among the wing staff. All correspondence to Snaky Hill will be formal type; disposition forms will not be used.

310AC

Request staff sections save the briefing charts and briefing information to be used for possible future briefings.

310FMS

Request squadron commanders have engineering officers search their area for engine sway braces. Sixteen were missing after arrival on this station.

Snack Bar service is poor in the Club.

Action 310E C

310HS

Personnel have accompanied the wing lacking dentures.

Action 310E C

381B3

Control of vehicles crossing the runways is **apparently** poor. Recommend vehicles line up in a single file while waiting for the green light. This item has been reported to the Air Police and Base Operations for action.

Hot gun signs.

Part of the Operations building roof was torn away by the wind.

380BS

Recommend a 307 for wind warnings.

Action 310DOF.

BY ORDER OF THE COMMANDER:

Frank H. Wagner
FRANK H. WAGNER
1STLT, USAF
Adjutant

1065

COPY

FM COMAIRDIV 7 SAC SO RWISLIP ENG
TO JFLGO/COMDOMWG 310 SAC UPPER HEYFORD ENG
/UNCLASSIFIED/OD 4235. MYMSG OD-4144, 9 MAR 55, BRIEFING FOR STAFF
AND SQ COMDRS OF BOMWG 310 W/B HELD IN 7AD AIR ROOM AT 0900, 12 MAR 55.
NAMES, RANK AND CLEARANCE STATUS OF PERS WHO WILL ATTEND BRIEFING
W/B FWD THIS HQ 11 MAR 55.
BT
10/1025Z MAR JFLGB

COPY

COPY

UNCLASSIFIED

COMDOMWGM 310 SAC UPPER HEYFORD ENG

PRIORITY

COMAIRDIV 7 SAC SO HUISLIP

X

X

OD 4235

UNCLASSIFIED

COMAREPS 310 SAC BRIZE NORTON

/UNCLASSIFIED/310AG 3-4. REF UR OD 4235. FOLLOWING FOURTEEN

COMMANDERS AND KEY OPERATIONAL STAFF OFFICERS W/SEC CLEARANCES OF

TOPSEC w/B AT 7AD AIR ROOM AT 0900 12 MAR 55.

COL JOHN H DERUSSY
COL ROBT E THACKER
LTCOL HOWARD L MCCLATCHY
LTCOL GEORGE W CALL
LTCOL HAROLD G FULMER
MAJ JACK N FANCHER
MAJ JA VARGA
MAJ DONALD J YOUNG
MAJ MICHAEL STUBLAREC
MAJ C D GUNN JR
MAJ H G GOODLAD
MAJ C E BARNETT
MAJ J M MCHALE
CAPT WLATER WADE

COMDR
D/OPS
COMDR 379 BOMBON
COMDR 380 BOMBON
COMDR 381 BOMBON
COMDR 310AREPS
STAFF
DO
DO
DO
DO
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DO

UNCLASSIFIED 1 1

D. M. BROWN, MAJ, USAF

310AG

208

1067

COPY

FM COMARIDIV 7 SAC SO HWISLIP ENG
TO JFLGO/COMBOMWG 310 SAC UPPER HEYFORD ENG
BT

/UNCLASSIFIED/01 5273. PERMISSION GRANTED FOR CBS-TV REP JOHN PETERS
AND BILL MCLURE TO FLY IN KC-97 ON ROUTINE REF MISSION PROV NO
CLASSIFIED INFO OR EQUIP IS DISCUSSED OR SHOT. NEWSMEN WILL SIGN
STANDARD RELEASE FORM PRIOR TO FLIGHT. IN ADDITION NO INTERIOR SHOTS
OF THE B-47 WILL BE AUTHORIZED.

BT

28/1145Z MAR JFLGB

COPY

CBS-TV Team on locations at Upper Heyford AFB to shoot scenario of
TDY Wing on overseas mobility.

5

1009







COPY

HEADQUARTERS
7th AIR DIVISION
APO 125, US Air Force

IG

25 March 1955

SUBJECT: Staff Visit by Headquarters 7th Air Division

TO: Commander
310th Bombardment Wing (M) (SAC)
APO 194, US Air Force

1. In order to keep this headquarters current on the capability of TDY Tactical Wings, and to endeavor to overcome operational deficiencies or difficulties impeding the progress of training and operations, a team of senior Headquarters 7th Air Division personnel will visit your wing during the period 28-29 April 1955. The team chief will be Colonel William B. Campbell. He will be accompanied by representative of the Directorates of Operations, Materiel, Intelligence, Personnel, and Security.

2. The team will be divided into two sections. The major section will meet with you and your staff at 1100 hours on 28 April 1955 for a briefing on your progress to date and on any problems or difficulties hindering your operation. The smaller section of the team will meet with the Commander of the 310th Air Refueling Squadron at Brize Norton for a similar briefing at 1100 hours on 28 April 1955. When the smaller team completes its visit, it will depart Brize Norton so as to arrive at Upper Heyford in time for a joint-team critique at 1330 hours on 29 April 1955.

3. A report of this visit will be furnished the Commander, 7th Air Division and a copy will be forwarded to you.

BY ORDER OF THE COMMANDER:

cc: COMDR, 3918th ABGMJ
COMDR, 3920th ABGMJ

GEORGE T. CHADWELL
Colonel, USAF
Chief of Staff

COPY

1073

COPY

DISPOSITION FORM

SUBJECT: SAC Inspection Guide

TO: See Distribution

FROM: Comdr, 310th Bomb Wing

22 MAR 55

1. The attached 7th Air Division letter, subject: SAC Inspection Guide, dated 25 August 1954, is for your information and necessary action within your area of responsibility. Monthly inspection of all squadron activities by the appropriate Staff Director will be accomplished during the 310th Bomb Wing's TDY and corrective action taken.

2. Special attention will be given to those areas reported upon by the Fifteenth Air Force Annual Inspection Report of 23 February 1955 as unsatisfactory or marginal.

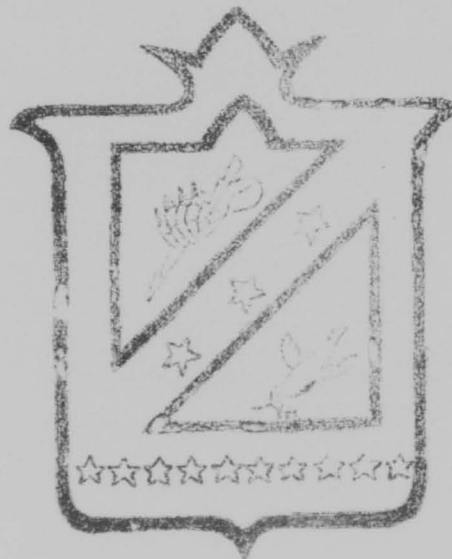
/s/t/JOHN H. de RUSSY
Colonel, USAF
Commanding

COPY

CONFIDENTIAL

310TH BOMB WING M

RCS: 15-02



MONTH OF MAR. 1955

MANAGEMENT CONTROL
SYSTEM
CONFIDENTIAL

M107-C

1075

CONFIDENTIAL

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310CO	1	310th Historian	4
310DP	1		

CONFIDENTIAL

CONFIDENTIAL

SECTION I - Forecast of Official Management Control System Scores.

Projected scores for March - SAC Management Control System Summary.

A. PERSONNEL	MAX POINTS	% MAX LAST MTH	% MAX THIS MTH	POINTS RECEIVED
1. Manning in Required SPECL				
a. Officers	30	60	50	15.0
b. Airmen				
(1) Direct Support	150	10	10	15.0
(2) Indirect Support	25	30	20	5.0
2. AWOL Rate	30	100	100	30.0
3. Ground Safety	25	50	80	20.0
4. Reenlistment Rate	40	30	30	12.0
5. Mobile TNG Det Utilization	NA	-	-	-
Personnel Sub Total	300	32	32	97.0
B. MATERIEL				
1. Flying Hours as % of Required	60	77	81	49.0
2. Reports of Survey	20	55	65	13.0
Materiel Sub Total	80	71.5	77.5	62.0
C. GENERAL ITEMS				
1. Flying Safety	50	100	90	45.0
2. USCM Effect	100	74.4	74.4	74.4
General Items Sub Total	150	83	80	119.4
D. OPERATIONS				
1. Training Minimums				
a. Bombardment	150	45.5	68.6	103.0
b. Tanker	50	54.5	73.9	37.0
2. Flying HR Utilization	100	62.0	64.2	64.2
3. Wing Proficiency				
a. RES Radar Bomb	40	50	50	20.0
b. RES Visual Bomb	20	50	70	17.5
c. Night Celestial NAV	20	100	100	20.0
d. Flight Engineering	15	60	60	9.0
e. Gunnery	20	100	80	16.0
f. Air Refueling				
(1) Wet Hookups	20	100	100	20.0
(2) Radar RDU	20	100	100	20.0
4. Probation Status - S.I. Crews	50	100	100	50.0
5. Combat Ready Crews				
a. Bombardment	40	60	70	28.0
b. Tanker	10	100	100	10.0
6. Physical Conditioning	20	100	100	20.0
Operations Sub Total	580	66	75	434.7
TOTAL	1110	59.4	64.2	713.1

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SECTION II - Computation of scores and discussion of influencing factors.

A. PERSONNEL

1. Manning in Required Specialties

	<u>AUMH</u>	<u>IRS</u>	<u>% IRS</u>	<u>% MAX</u>	<u>POINTS</u>
a. Officers	433	359	83.9	50	15.0
b. Airmen					
(1) Direct Support	1000	700	65.4	10	15.0
(2) Indirect Support	500	396	75.0	20	5.0

The percentage of officers in required specialties decreased 2.3% from February lowering the percent of max score. The percentage of airmen in direct support decreased 1.7% from February but this amount did not effect the number points scored. Airmen manning in indirect support decreased 2% from February which was a sufficient decrease to lower the points scored. Factors contributing to decrease in effective manning were losses by transfer of effective personnel being discharged during this organizations rotational movement. Upgrading of personnel and continuation of an effective OJT program will gradually increase the % of Max Score.

2. AWOL Rate

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of AWOLs	8		
Number of Personnel	7071	100	30
AWOL Rate/1000	1.13		

<u>Nr AWOLs</u>		<u>AVG Present/Duty</u>
3	- DEC	1742
2	- JAN	1758
2	- FEB	1789
1	- MAR	1782
8		7071

3. Ground Safety

	<u>Moving Average</u>			<u>% MAX</u>	<u>POINTS</u>
	<u>Exposures</u>	<u>Accidents</u>	<u>Rate</u>		
Military Injury	234,191	13	5.55%		
Civilian Injury	-	-	-		
	<u>Miles Driven</u>			80%	20
Motor Vehicle	11,500	-	-		
Ground Safety Index					
Cost Index	<u>Assigned Strength</u>	<u>Cost</u>	<u>Rate</u>		
	7,745	\$1,965	.253		

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Ground Safety (cont'd)

There were no accidents reported for the month of March. The % max score for the four (4) months total increased 30% over the previous report.

4. Reenlistment Rate

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of Discharges	101		
Number of Reenlistments	26	30	12.0
Reenlistment Rate	25.7		

No reenlistment rate scored for March although the moving average represents three (3) airmen discharged the first part of March thus reducing the reenlistment rate for the average by 0.8%. All personnel due discharge in the 310th Wing were transferred to 802d Air Base Group prior to rotational movement.

5. MTD Utilization

(MTD not available at TDY station).

B. MATERIEL1. Flying Hours as % of Required

		<u>(Quarter)</u>	<u>% MAX</u>	<u>POINTS</u>
Flying Hours Required:	B-47	4195		
	KC-97	1760		
	Total	5955		
Flying Hours Delivered:	B-47	3196	81%	49.0
	KC-97	1605		
	Total	4801		
Weighted Percentage:		80.6%		

Scheduling aircraft to attain required flying hours was hampered during the quarter by adverse weather conditions and stand-downs for ordered missions. The % max score increased 4% over the previous report and proper scheduling should further increase the % max score for the next quarter.

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CONFIDENTIAL2. Reports of Survey

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number Reports of Survey	21		
Total Strength	7841		
		65%	13
Average \$ Per Report	\$144.95		
Report of Survey Per/1000	2.68		

One (1) report of survey recorded for March with a total assigned strength of 1782 military. The % max score for the four (4) months total was increased by 10% over February's report.

C. GENERAL ITEMS

1. Flying Safety

		<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of Hours flown:	B-47	4816		
	KC-97	2379		
	Total	7195		
Number of Accidents:	B-47	1	90%	45
	KC-97	0		
	Total	1		
Accident Rate		13.9%		

One (1) minor accident occurred on 15 March 1955 to B-47 Serial Number 52-286. This accident decreased the % max score by 10%. This accident was attributed to material failure.

2. USCM Effective

(No USCM was flown during March. The mission (Kid Glove) flown in February as previously reported on the RCS: 15-U2 for that month shown again in Section I.)

D. OPERATIONS

1. Training Minimums

a. Bombardment Crews

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	Item	QTR	ACCOMP		POINTS
	Weight	HQR	to Date	ACCOMP	BOOKED
(1) Bombing	35	904	496	55.1	
(2) Navigation	25	353	215	60.9	
(3) Cruise Control	10	96	89	92.7	
(4) Air Refueling and Radar EDVU	25	399	239	59.9	
(5) Gunnery	15	102	71	69.8	
(6) Atomic Weapons	10	374	346	92.5	
(7) MISG Items	15	456	424	93.0	
(8) Flying Time	20	750	474	66.2	
TOTAL	150			68.6	103.0

Excessive weather cancellations and ordered missions were mainly responsible for not completing the desired quantity of 50-4 requirements. These cancellations resulted in making it impossible to reschedule missions on an individual basis for make up purposes. Visual bombing accomplishments were greatly hampered during the quarter by weather in the United States and the United Kingdom.

b. Tanker Crews

(1) Wet Bombers and Radar EDVU	15	323	177	54.6	
(2) Navigation	10	209	163	87.5	
(3) Cruise Control	5	57	40	70.2	
(4) MISG Items	10	344	330	95.9	
(5) Flying Time	10	20	26	23.9	
TOTAL	50			73.9	37.0

The factors affecting the accomplishment of training requirements were: Weather cancellations resulting in a loss of 64 sorties for 265 hours. Cancellations due to B-47 shorts and cancellations resulted in a loss of 28 sorties for 124 hours. The combined wing score for training minimum is 72 for the quarter.

2. Flying Hour Utilizationa. Equivalent Hours

	B-47	KC-97	TOTAL
(1) Total Hours	1464	704	2168
(2) Repetitive Factor	223	70	293
(3) Take-offs	484	274	758
Total Equivalent	2191	1048	3239

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b. Actual Hours	F-47	AC-97	TOTAL
	3264	1777	5041
% MAX Score POINTS			64.2% 64.2

The wing score on flying time utilization was suffered greatly because of radar and "K" malfunctions. Due to the limited number of accomplishments which can be completed with inoperative and "K", the observers have been spending considerable airborne time trying to repair the system. In many cases this has resulted in minimum training completed and low effective flying time utilization.

3. Wing Proficiency

	Item	Weight	Activity	Proficiency	% of MAX Score	POINTS
a.	RCS Radar Bomb	40	272/168	62	90	20
b.	RCS Visual Bomb	25	35/25	71	70	17.5
c.	Target Ref. NAV	20	150/153	97	100	20
d.	Flight Engineering	15	100/132	67	60	9
e.	Gunners	20	61/42	79	80	16
f.	Air Refueling					
	(1) Jet Refueling	20	205/190	96	100	20
	(2) Radar Refueling	20	209/197	94	100	20

4. Probation Status, Select and Lead Crews

	(Total)	% of MAX	POINTS
a. MA S/L Crews	3		
b. CR Crews on Probation for Proficiency	3	100%	50

MA Select Crews	MA On Probation for Proficiency
3 - JA	3
3 - JRB	3
3 - FAR	3
9	9

5. Combat Ready Crews

	Item	Weight	Activity	% of MAX Points	POINTS
a.	Combat Ready Crews	4	42	70	28.0
b.	Parade Crews	10	20	100	10.0

The number of combat ready F-47 crews on 1 May 1955 is projected to be forty-one (41) crews.

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CONFIDENTIAL6. Physical Condition

a. Wing Score (Cumulative)

WING SCORES

(1) Combat Hours Personnel Assigned:	316		
(2) Required Hours (Cumulative):	10420	100%	20
(4) Actual Hours Accomplished:	10066		

SECTION III

- Areas of Difficulty -

A. Personnel

1. The lack of personnel and low skill level of those assigned presents the primary problem of the Wing.

2. The personnel shortage, which is considered most critical in the wing are:

a. Officers: Fort Seven (7) Operations Officers (1435), two (2) Intelligence Officers (2054) and two (2) Supply Officers (6424).

b. Airmen: Fort Seven (7) 20430/70, fourteen (14) 30131/51/71 and forty (40) 43231/51.

B. Materiel

The radar abort rate continues to hamper this wing. No major materiel problem affected the wing during March.

C. Air Refueling

1. This organization is handicapped due to the lack of qualified personnel.

2. Major shortages in personnel are Maintenance Technicians; seventeen (17), and Reciprocation Engine mechanics; thirteen (13).

D. Operations

1. The wing was greatly hampered in accomplishing training requirements due mainly to excessive weather cancellation and ordered missions.

2. Of the 34.5 hours flown during the quarter the wing flew 1519 hours of missions ordered by higher headquarters.

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3. The wing lost 112.3 hours of flying due weather at Rocky Hill Air Force Base and 159 hours at the TBY station.

4. The wing has experienced scheduling problems in trying to gear itself to the requirements of SAC Regulation 50-8. In the future no problem is expected to exist in this area.

- SECTION IV -

Special Analysis or Studies.....NEGATIVE

William L. Lavagnino
WILLIAM L. LAVAGNINO
Major, USAF
Director of Comptroller

- SECTION V -

- Wing Commander's Comments -

1. Concur with Comptroller's comments in Section III.

John H. de Rosier
JOHN H. de ROSSY
Colonel, USAF
Commander

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DAILY STRENGTH REPORT
310TH BOMBARDMENT WING, MEDIUM

OFFICERS

	AUTH	ASGD	HOSP	LV	TEMP	DY
HQ. SQ.	45	53	1	0	8	
379BS	77	58	0	0	6	
380BS	77	58	0	0	4	
381BS	77	62	0	2	3	
FMS	7	9	0	0	1	
PMS	5	4	0	0	1	
A&E	13	11	0	0	1	
ARS	100	118	0	12	25	

AIRMAN

	AUTH	ASGD	HOSP	LV	TEMP	DY
	107	101	0	0	15	
	100	108	0	1	19	
	100	97	0	0	13	
	100	109	0	0	15	
	377	347	0	4	53	
	138	126	1	0	7	
	331	291	0	2	26	
	250	226	0	11	32	

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Uniform Regulation

310HS

18 MAR 55
1STLT May/246

Your attention is invited to the following message received from the Wing Commander:

1. Uniform regulations for this command during the TDY at Upper Heyford Air Force Base are identical to those in effect at Smoky Hill Air Force Base with the exception that flying/work clothing may be worn from quarters to the flight line and back to quarters again. Flying clothing will not be worn in the recreational area of the Officers Club, NCO Club or Airman's Club.

2. Class "A" uniform will be worn at all times in the social and recreational areas of the Officers Club, NCO Club and Airman's Club. Civilian dress will not be worn on the base except while in the process of signing out or signing in from leave.

RAYMOND J. MAY
1STLT, USAF
Commander

COPY

SUBJECT: Off Duty Uniform Policy

TO: All Squadron Commanders

FROM: 31000

30 March 1955

1. Due to our location in a foreign country and the importance of Anglo-American relations, off duty clothing policies for Upper Heyford differ greatly from that of other bases. The English people are extremely conservative in dress, and 7th Air Division has requested that its various commands instruct their personnel accordingly. The objective is to integrate our personnel with the English people with the minimum of conflict.

2. To accomplish this goal, it is requested that civilian clothing be worn by personnel while off base. This civilian clothing should include coat, tie, and appropriate shirt. Sport shirts, warm-up jackets, etc., as well as levis, are frowned upon. Good taste should be followed in selection of all clothing worn to foreign cities and towns.

3. Recent incidents of loud shirts, and lack of ties or "Kentucky Colonel string ties" have been noted in Oxford. Request that you inform your personnel of their responsibilities in this field with due regard to Anglo-American relations.

John H. de Russey
JOHN H. de RUSSEY
Colonel, USAF
Commander

PRODUCTION AND STATISTICAL SUMMARY
310TH BOMBARDMENT WING, NEOTUS

Date Month of March 1955

a. Flying Time for Squadrons and Wing:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average Flying Time per Possessed Aft.)
379BS	441:45	15	29:27
380BS	394:45	15	26:19
201BS	406:50	15	32:27
310th BOMBG Total	1325:20	45	29:24
310th ABWFS Total	759:10	20	37:58
Combined Total	2082:30	65	32:02

b. Number of Aircraft Assigned:

B-47	49	KC-97	21
------	----	-------	----

c. Average number of Aircraft possessed:

B-47	45	KC-97	20
------	----	-------	----

d. Number of Periodic Inspections Scheduled:

B-47	6	KC-97	3
------	---	-------	---

Number of Periodic Inspections Completed:

B-47	7	KC-97	1
------	---	-------	---

e. Number of Engine Changes:

B-47	9	KC-97	3
------	---	-------	---

Average Time at Engine Change:

B-47	198:54	KC-97	159:40
------	--------	-------	--------

f. Number of Cylinder Changes:

		KC-97	1
--	--	-------	---

g. Number of Turbo Changes:

		KC-97	0
--	--	-------	---

h. In Commission - Rates and Figures:

(1) Wing Percentage In Commission:

B-47	83.9%	KC-97	86.6%
------	-------	-------	-------

(2) Number Hours Aircraft In Commission:

B-47	28267	KC-97	12879
------	-------	-------	-------

(3) Average Hours In Commission per Possessed Aircraft:

B-47	629	KC-97	644
------	-----	-------	-----

i. AOCM - Rates and Figures:

(1) Wing Percentage AOCM:

B-47	15.3%	KC-97	9.7%
------	-------	-------	------

(2) Number Hours Aircraft AOCM:

B-47	5101	KC-97	1444
------	------	-------	------

(3) Average Hours AOCM per Possessed Aircraft:

B-47		KC-97	
------	--	-------	--

COPY

CLAS: SECRET
AUTHO: COMDR, 310BW
DATE: 7 APR 55
NAME: *James H. Wagner*

COMDRBOMWG 310 UPPER HEYFORD ENG

COMDRADIV 802 SMOKY HILL AFB, SALINA, KANSAS

PRIORITY

X

X

/SECRET/310AC _____ ATTN: LTCOL VINSON. REPT OF CRITICAL AREA AFFECTING
MSN ACCOMP AS OF 5 APR 55, MSG IN TWO PARTS. PART ONE. PERS SHORTAGES. A.
OFF: SHORT SEVEN 1435, TWO 2054, AND TWO 6424. B. AIRMEN. SEVEN 20450/70,
FOURTEEN 30131/51/71, and FORTY 43211/5. PART TWO. PROBLEM AREAS. A. EXCESSIVE
RADAR ABORT RATE. THE LACK OF QUALIFIED MAINT PERS HAS BEEN THE CHIEF FACTOR PRO-
HIBITING REDUCTION IN THE ABORT RATE. INEXP OF SOME OBS PERS HAS BEEN A CONTRIBUTING
FACTOR. B. WEA HAS BEEN A CRITICAL FACTOR IN THE UK. VISUAL REQ OF SAC REG 50-8
HAVE BEEN RESTRICTED. IN ADD, 159 FLYING HOURS HAVE BEEN LOST DUE TO LOW CEILINGS
AND EXCESSIVE CROSSWINDS. C. LACK OF QUICK DISCONNECT ASSEMBLIES FOR HF ANTENNA
INSTALLATIONS IS A RESTRICTING FACTOR. FIVE WG ACFT CURRENTLY REQ THIS INSTALLATION
7ADIV HAS FWD THIS REQ TO ZI SUP SOURCES AND EST DATE OF DELIVERY IS 21 APR 55.

WILLIAM L. LAVAGNINO, MAJ, USAF

310AC

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Requirement for Grid Navigation Training

379BS
380BS
381BS

31000

15 March 1955

1. All crew and staff observers must attend a Grid Navigation Course, which will be given at Wing Level. The course will consist of approximately six (6) hours of instruction and two simulated ground missions.

2. Classes will be conducted in Room #110, Wing Headquarters Building #31. Two classes are to be offered and each squadron will furnish eight (8) observers for each class. It is mandatory that the squadron schedule all observers to attend one of the two planned courses.

3. First class will be given on Friday, 25 MAR 55. Second class will be given on Friday, 1 APR 55. Class will start promptly at 1230 hours on those two dates. Each observer will bring necessary navigation equipment, (Computers, Dividers, Plotters, Altimeters and 249 Tables).

4. Each squadron will submit a roster of observers to attend each class. Rosters will be submitted to Wing Ground Training Office NLT 1200 hours, 24 Mar 55.

/s/t/ROBERT E. TRACKER, COL, USAF
Wing Operations Officer

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HEADQUARTERS
310th BOMBARDMENT GROUP, MEDIUM
194, United States Air Force

1000 hours

22 March 1955

STAFF MEETING

Personnel Present

Wing Commander	Colonel de Russy
Deputy Commander	Colonel Eywater
Executive Officer	Lt Col Rifkin
Director of Materiel	Colonel Jones
Director of Operations	Lt Col McDaniel
Wing Adjutant	Lt Wagner
Director of Personnel	Major Clark
Director of Comptroller	Major Lavagnino
Base Commander	Colonel Dacey
310HS	Lt May
310FMS	Major Hamant
310PMS	Lt Col Jordan
310A&E	Major Hart
310DOS	Captain Rutan
310SC	Lt Hughes
379BS	Lt Col McClatchy
330BS	Lt Col Call
381BS	Lt Col Fulmer

MINUTES

310CO

General Musgrave, 7th Air Division Commander, is scheduled to visit the base on either 23 or 24 March. In all probability, he will inspect at least one barracks and a squadron area. Sites and barracks areas should be cleaned up prior to the General's visit.

Personnel should be informed that officers in staff cars should be saluted. It has been noted that there is a laxness in this respect.

Lt Colonel Filley, Major Perry and Major Wilson from 7th Air Division Materiel Section were introduced. They were assured of complete cooperation by the 310th during the Wing TOY.

AFG CO

Additional rooms will be required to house General Harrison and his party when the 42nd Bomb Wing arrives. Therefore, it will be necessary to rearrange present billeting to accommodate the incoming personnel.

Tickets are being sold by the Youth Council for a raffle to take place shortly. Proceeds will be used to set up a youth center.

37900

While taxiing for take-off, an aircraft picked up a foreign object from the runway; because of this an engine change was necessary. Generally, it has been noted that the runways are clear, but the hardstands require cleaning.

310D/M

Request Maintenance Control be notified to hold up on work orders if personnel who are available at the aircraft. Several instances of this occurred last week.

Personnel who have not received their baggage should check at Hangar 1 during normal duty hours, a considerable amount of baggage is stored there. Reports of missing baggage and/or equipment will be submitted to Captain. W.

M-41 stores will be installed by AIO upon request; requirements should be submitted to Colonel Jones for consolidation and submission.

Colonel Bontraber, Director of Materiel at 7th Air Division, urged that problems which cannot be solved at this level be submitted to him without delay.

Panel is not available for single point refueling at RAF Station Fairford. Colonel Hart and Lt Colonel Halley will coordinate and establish a firm policy regarding the use of cockpit refueling.

31000

We are now on a five-day week schedule, however Maintenance Control will work if they have outstanding production orders.

Build up for 4300 lines is located at Mildenhall; from time to time personnel should be sent there to inspect the facilities.

Ground crew utility vests brought along by the 310th will be worn only during certain exercises.

Errors in the recently published telephone book should be reported to Lt Wagner.

310D/SAFETY

The Wing Control Room should be notified of any damage to aircraft. Captain Rutan will meet with Colonel Dacey to establish joint Flying Safety Meetings.

310D/O

We are ahead of schedule on flying time. As of 13 March, the Wing is about 52½% complete on 50-3 requirements and will be about 65% to 68% by the end of March. RBS is scheduled daily.

310D/O

A maintenance team and crews will go to North Africa on or about 24 March to stay about five days.

310A&E

In general, the 250 series forms are not prepared as they should be. Specifically, the auto-pilot write ups are not complete. Names of personnel failing to comply will be given to the squadron commander concerned who, in turn, will discuss the matter with the aircraft commanders. If necessary, a short course will be set up for aircraft commanders who need familiarization on this.

310CHAPLAIN

Services will be held in London on 6, 7, 13 and 14 April for the Jewish days of Obligation. Personnel desiring to attend will be given time off.

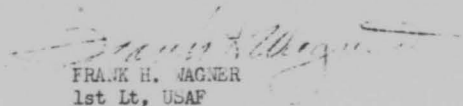
310CO

One incident involving personnel has been reported, however the record thus far is considered good.

310DCO

Douglas House, 41 Brook Street, London, offers excellent and reasonably priced facilities for airmen. Information sheets will be distributed to the squadrons informing the men of this. Columbia House, Bayswater Road, is the newly established club for officers.

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER
1st Lt, USAF
Adjutant

COPY

Take-off and Landing Minimums while TDY in the UK

379BS 381BS
380BS 310AREFS

310DO

20 MAR 55
Captain Auten

1. In accordance with 7th Air Division directives the following are the take-off and landing minimums for all 310th Bomb Wing aircraft:

a. March 6, 1955 to April 6, 1955:

- (1) Take-off - 500 feet and 1 mile visibility.
- (2) Landing - 1000 feet and 2 miles visibility.

b. April 6, 1955 to May 6, 1955:

- (1) Take-off - 500 feet and 1 mile visibility, day and night.
- (2) Landing - 500 feet and 1 mile visibility, day, 700 feet and 2 miles visibility, night.

c. May 6, 1955, until return to ZI:

- (1) Take-off and landing - 500 feet and 1 mile visibility day or night.

2. Squadron Commanders, Operations Officers and Aircraft Commanders are responsible for complying with the weather minimums stated above.

/s/s/ROBERT E. THACKER, COL, USAF
Wing Operations Officer

COPY

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HQ 15AF, March AFB, Calif, C, Subject: Flying Safety Achievement

COMDR (13 JAN 55)

2nd IND

20 March 1955

HEADQUARTERS 310TH BOMB WING, Upper Heyford Air Force Base, England

TO: Personnel Concerned

1. Since the beginning of flying activities, safety measures have been taken to preserve life and property. These measures added up to just good common sense in the early days, and did not acquire the term "Flying Safety" until recent times. The principle of good common sense still applies as much today as in the old days.

2. The theme, "Professionalize in 1955", is aimed at eliminating accidents attributed to personnel error. During 1954, the 310th Wing experienced three accidents. Personnel error and, or technique was a factor in two of the accidents. This type of accident can be eliminated thru a well formulated flying safety program.

3. General Sweeney has often stated that he is the 15th AF Flying Safety Officer. I could not agree more with this statement. Each squadron and Wing Commander is the Flying Safety Officer for his respective organization. Flying Safety is the responsibility of everyone.

4. Flying Safety is paramount at all time, and will be continually stressed throughout the conduct of the wings mission.

/t/s/JOHN H. de RUSSY
Colonel USAF
Commander

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HEADQUARTERS
FIFTEENTH AIR FORCE (SAC)
March Air Force Base
California

C

13 January 1955

SUBJECT: Flying Safety Achievement

TO: Commander
802d Air Division
Smoky Hill Air Force Base
Salina, Kansas

1. The success in steadily decreasing the accident rate within Fifteenth Air Force during 1954 reflects the earnest attention and personal interest given flying safety by all concerned and is a tribute to commanders, pilots, aircrews, maintenance and supervisory personnel. This achievement was accomplished because of the highly professional manner in which all of the above personnel performed their duties.

2. Because of the expected increase in flying hours during the coming year, the expansion of our training program, the steady influx of new personnel and the conversion to new, more complex type aircraft, it is vital that we vigorously implement the 1955 Strategic Air Command Aircraft Accident Prevention Campaign. Our success or failure in this regard will directly affect our ability to discharge our assigned mission.

3. In order to obtain a further reduction in our aircraft accident rate in 1955, it will be necessary to continually emphasize the basic principles of sound flying techniques and practices, and to seek every means of eliminating accident potentials. I am proud of the results you have attained to date; however, I am confident that we can do considerably better in 1955, if we make even closer supervision, and if commanders at all echelons exercise even closer control, and if aircrew and maintenance personnel perform their jobs in a professional manner with greater awareness of the underlying requirements of safe aircraft operation and rigidly adhere to standing operating procedures.

/s/t/WALTER C. SWEENEY, JR.
Major General, USAF
Commander

COPY

HQ 15AF, March AFB, Calif, C, Subject: Flying Safety Achievement

COMDR (13 JAN 55)

1st IND

9 March 1955

HEADQUARTERS 802D AIR DIVISION, Smoky Hill Air Force Base, Salina, Kansas

TO: Commander, 310th Bombardment Wing (M), Smoky Hill AFB, Kans

1. During the past five years, the Air Force and, particularly, Strategic Air Command have experienced a steady and profitable decrease in their aircraft accident rate. This decrease, representing fewer fatalities and savings of millions of dollars for equipment replacements, is gratifying in view of accelerated training programs and change-over to new equipment.

2. This steady reduction in aircraft accidents is not a chance happening. It has been the results of specialized training, a well formulated flying safety program, rapid dissemination of accident information and concerted efforts of commanders and supervisory, crew and maintenance personnel.

3. Fifteenth Air Force is proud of its reduction in aircraft accidents during 1954 and is desirous of a further reduction during 1955, as indicated in General Sweeney's letter. As the accident rate within Strategic Air Command and Fifteenth Air Force during 1954 was the lowest in their history, constant emphasis must be placed on flying safety to further decrease the accident rate during 1955.

4. It is my desire commanders continually stress and take an active interest in unit flying safety programs, and take necessary action through inspection and training to eliminate hazards and conditions that bring about aircraft accidents.

/s/t/JOHN R. SUTHERLAND
Brigadier General, USAF
Commander

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Wing Flying Safety Meeting

379 310D/CO
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381

310DOF

24 MAR 55
DOF/CAPT Rutan/250

1. There will be a Wing Flying Safety meeting 1030 Monday, 28 March, in the Wing Briefing Room.
2. Representatives from Lancer Control and Croughton Airways will be present to discuss air to ground communications procedures.
3. Attendance is mandatory for all rated personnel who are not actually flying.
4. Squadron flying safety officers will check the attendance for their respective squadrons.

/t/s/ROBERT E. THACKER
Colonel USAF
Wing Operations Officer

COPY

1098

COPY

Standardization Checks

379BOMBON
380BOMBON
381BOMBON

310 Standboard

17 March 1955
Major Foss/152

1. It is directed that Wing and Squadron Standardization Crews administer a minimum of one standardization check a week to combat crews until further notice. This schedule is necessitated by the small amount of standardization activity during January, February and to date in March.

2. Standardization checks for staff crew members must be scheduled at the rate of approximately two per month, per squadron in order to complete their requirements on time.

/s/t/ROBERT E. THACKER
Colonel, USAF
Wing Operations Officer

COPY

1099

Headquarters
310TH COMBATTANT WING, VICTOR
AND 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

2000 hours

25 March 1953

STAFF MEETING

Personnel Present

Wing Commander	Colonel de Huey
Director of Operations	Colonel Thacker
Director of Materiel	Colonel Jones
Wing Executive Officer	1st Col. H. H. H.
Wing Adjutant	Major G. Brown
Director of Personnel	Major Clark
Base Commander	Colonel H. H. H.
10003	1st Col. G. H.
10004	1st Col. H. H.
10005	Major H. H.
10006	Captain H. H.
10007	1st Lt. H. H.
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10100	1st Lt. H. H.

AGENDA

Colonel de Huey read a message from General Weaver congratulating the 310th on their excellent deployment and greatly improved maintenance capability. He expressed his desire that all members of the 310th be given his congratulations. Colonel de Huey returned his appreciation to Colonel Weaver for everything the Air Force Group has done to accommodate and support the 310th Bomb Wing.

A personnel shortage exists in the Directorate of Operations. It will be necessary to fill authorized staff positions from air crew personnel. If it can be avoided, a flight crew will not be required. Colonel Thacker and Major Clark will coordinate.

Colonel Thacker reported that since SAC Regulation 50-8 requirements are short, it will be necessary to fly on Saturdays and Sundays for the balance of March. After 2 April it will be possible to have week-ends off. Seventh Air Division has confirmed that Boston and site will be open at the discretion of the wing; they have requested a one day notification. Maintenance crews will be set up for John Jack mission which will begin after 1 April.

1st Col. H. H. will see the March Commanders Call which will be in several sessions as lack of space precludes holding just one session. 1st Lt. H. H. will set up drills and review meetings.

Colonel Dacey requested conservation in the use of transportation due to the fact that funds for motor fuel have been cut. The following procedures will become effective:

- a. Vehicles assigned to the various sections will be utilized on the flight line only except when necessary to be returned to the Motor Pool for refueling, inspections, etc.
- b. Fully loaded 6x6's or weapons carriers can be utilized to transport personnel to mess halls.
- c. Vehicles should not be used for personal reasons.
- d. Vehicles will not go off base without a trip ticket.
- e. All vehicles will be turned in to the Motor Pool at the close of the working day unless required for a late shift.

Uniform regulations for the Wing will be the same as those applying to the Air Base Group. Emphasis was placed on the following points:

- a. Flying clothing will be worn only when getting ready for or returning from a flight.
- b. Civilian clothing may be worn off base.
- c. Fatigues may be worn in the Snack Bar by personnel on duty.
- d. In the Officers Club, a blouse will be worn unless personnel are preparing to fly.

Since complaints have been received regarding food in the mess halls, an officer from each squadron will eat in the mess hall utilized by his personnel at least once a day, submitting an informal report to the squadron commander regarding the food. A weekly report will be prepared by each squadron and submitted to Colonel de Hussey.

To facilitate recall of personnel in off-duty hours, it was recommended that each squadron maintain a sign out log for personnel going off base. By doing this, vehicles could be dispatched to pick up personnel in the event of an emergency.


General Morgan, J-4 of AUCOM, is expected on the base this week. Since he is interested primarily in base construction, he may not be spending much time visiting the wing. On 24 March, Admiral Edder, British commander of a staff school, will visit the base. At that time he will be given a tour of a B-47, attend an unclassified briefing, and attend a luncheon at the Officers Club. Sometime within the next two weeks General MacAuliffe will be on base. Seventh Air Division will furnish information as to his arrival and what Wing facilities he will desire to inspect. No doubt General Musgrave will be on base in the near future; it is expected that he will inspect TOY barracks, mess halls, latrines, etc.

It was decided that personnel desiring transportation to Brize Norton should call the Wing Adjutant, extension 208, who will consolidate these requests, thus eliminating a great number of individual requests.

Colonel Chadwell's letter regarding behavior of the 321st Bomb Wing was read to the conferees. Colonel de Bussy directed that all squadrons become familiar with its contents and inform their squadrons of the local British laws and customs of the country.

Captain Quick and Lt Wells of the Air Base Group Provost Marshal Section discussed security and the code word system. Code words will be assigned to each aircraft by number for eight hour periods; a listing will be kept in the Wing Control Room, as well as in the Operations Sticks, Refueling Section, and in Maintenance Control. SAC restricted area badges may be obtained from the Provost Marshal upon application by the squadron commander concerned; these badges will be worn on the flight line only.

BY ORDER OF THE COMMANDER:


FRANK H. WAGNER
1st Lt, USAF
Adjutant

COPY

SUBJECT: Inspection of Base Equipment and Facilities at TDY Deployment Base

TO:

FROM: 310DM

2 MAR 55 COMMENT NR 1
Colonel Jones/8112

1. Immediately upon arrival at your overseas destination, you are to make a thorough inspection of all Base equipment and facilities assigned for use by your squadron. Where possible this inspection should be made in conjunction with Wing quality control personnel listing all discrepancies existing to Base equipment and facilities at time of acceptance.
2. A report to this inspection giving a brief description of discrepancies noted will be forwarded in triplicate to the Base Chief of Maintenance, through the 310th Wing Materiel Office, for corrective action, not later than one day following the inspection.
3. Squadron Commanders are encouraged to make follow-up inspections to insure that discrepancies are corrected and that equipment and facilities are maintained in a satisfactory manner.
4. A final inspection at the end of the TDY period will be made to assure the return of Base equipment and facilities in as good a condition as received.
5. All squadron personnel should be advised of the above information and enjoined to take regular action to eliminate a backlog of work at the end of deployment.

/s/t/HARRY H. JONES
Colonel USAF
Director of Materiel

COPY

COPY

Coordination and Control of Off-Base Motor
Transportation

310DMNC

310DM

25 MAR 55

Col Jones/206

1. Effective 28 March 1955 you are requested to monitor all requirements of 310th Bombardment Wing support organizations for off-base motor transportation. In so doing organizations must, in-so-far as possible, make known their requirements to your office not later than 1600 hours on the day preceding the requirement.

2. Every effort must be made to consolidate requirements and limit off-base transportation to the minimum essential to the accomplishment of the mission. The Base Motor Pool is limited in the number of drivers available for dispatch as well as types of vehicles. This condition will be particularly acute during the period of B-36 operations from approximately 28 March thru 12 April 1955.

3. Request you develop and coordinate details and operating procedures with all support organization of this wing and the Base Motor Pool Officer, Captain Meinus, Ext 14 or 57.

/t/s/HARRY H. JONES
Colonel, USAF
Director of Materiel

NOTE: Info copy was sent to all squadrons.

COPY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1400 hours

1 March 1955

STAFF MEETING

Personnel Present

Wing Commander.	Colonel de Russy
Deputy Commander.	Colonel Bywater
Director of Operations.	Colonel Thacker
Director of Materiel.	Colonel Jones
	Lt Col Hart
Wing Adjutant	Major Lavagnino
Director of Personnel	Major Clark
Director of Comptroller	Major Lavagnino
310HS	Major Crawford
310FMS.	Major Hamant
310FMS.	Lt Col Jordan
310A&E.	Major Hart
310ARS.	Major Fancher
379BS	Lt Col McClatchy
380BS	Lt Col Call
381BS	Lt Col Fulmer
310MG	Major Hice
310DOF.	Captain Rutan
310SEC.	Lt Nelson

MINUTES

310CO

No internal problems will be cited in the T-12 report. If internal problems exist, they will be forwarded immediately on a dispo form through this Headquarters for the Division Commander's action.

310CO Action

Our people have been criticized for not keeping a frequent check on Base Supply levels and it was pointed out the unusual need for KC-97 starters and brakes that recently caused great demand on Base Supply was indicative of this.

Effective immediately, Base Message Center will not accept any outgoing mail after 1600 hours daily. This includes classified and unclassified mail.

310AG Action

A ceremony will be conducted by General Sutherland for those receiving the Outstanding Airman award for the past six months.

310AG Action

The Wing has been again criticized because of too many late reports last month. The housing and conservation reports were late.

310AC Action

Check on those who may request discharge to reenlist to fill their own vacancies in the Wing during time of deployment.

310DP Action

Families are encouraged to make farewells at the Flight Line gates. Schedules of departures will be given to the Public Information Officer.

310AG Action

A system will be established to trace the history of KC-97 wheels in order to determine the cause of cracked wheels. Follow-up will be initiated on all cracked wheels in order to isolate the causes.

310DCF Action

All SAC restricted badges will be handcarried by Lt Hughes, Wing Security Officer to the UK for lamination. Insure all personnel needing passes have their photographs taken.

310SEC Action

All personnel remaining in the rear echelon are designated as 4th Phase personnel. A freeze will be placed on all personnel remaining in the rear echelon. This will be approved by the Division Commander before the Wing departs.

310DP Action

The 40th Wing will furnish flying time for those left in rear echelon. Squadron commanders will forward their requirements to Major Crawford. Lt Col Swanzig from the 379th will commence 51-19 training. The 380th has two co-pilots returning from McConnell who will get their B-47 MTD and 51-19 training.

Major Crawford, rear echelon commander, will make every effort to insure prevention of ground accidents of the rear echelon group.

310DCO

All officers present the first of the month will pay their Officers Club dues here at Smoky Hill and then will pay for the month of April in the UK.

After the briefing at Fifteenth Air Force yesterday, we left with the feeling that the 310th Wing has come a long way and that we are performing our mission in a satisfactory manner.

310DO

Ops Order 50-55 has been published which is the Rotation EWP Plan. Our Orange Tree Ops Plan has been published and you will be notified of the time and place of the briefing.

Tuesday, 1 Mar and Wednesday 2 Mar there will be a EWP examination given to the crews having EWP targets. Concerned personnel will be there one of the two nights. They will be given a briefing on the general information in the examination, a study period and then will be given an examination. All personnel must be prompt so as to finish before midnight.

There will be a EWP briefing in the Wing Conference Room, Wednesday, 2 March at 100 hours. This will be the briefing for General Sweeney.

There will be a briefing on Ops Order 65-55, another EWP mission, in the Plans Section of Intelligence in the Ground Training Building, Wednesday, 2 March at 1500 hours for the squadron commanders, including the support commanders.

Immediately after the Ops Order 65-55 briefing there will be a briefing on Ops Order 48-55, Evacuation Plan, concerning overseas deployment.

New refueling tactics will be used.

310DM

Gates 2, 6, 8, 9, 10 and 12 will remain open from now on through deployment.

The Northeast Gate will be closed for the next six months.

Squadron commanders are reminded of their responsibility in regard to fire bottles on the Flight Line. A spot check revealed 22 fire bottles with broken seals. A SAC regulation designates the squadron commander as responsible for the proper state of fire bottles. A MIL will be published reiterating these provisions.

310DMC

Maintenance Control Unit requests your reports be accurate and timely.

310DP

Personnel records processing is approximately one-third finished. Insure all schedules are met.

310DOF

The modification of A-1 kits to include a dinghy will be left to the discretion of the squadron commander.

Crews will insure that all charts required for their mission are in the Facility Chart Book in the aircraft. Squadron Flying Safety officers will make periodic checks to insure these charts are current.

Crew chiefs are leaving the A-1 stands in the bomb loading area.

290BS

It is suggested that officers' leave records be taken to UK.

381BS

It is urgently requested that no reassignment of any Supply Officer take place until at least 30 days after our return from UK.

310ARS

A URC-4 radio must accompany each crew member, but we do not have the cable necessary for connecting the radio to the batteries. Effort will be made to get these either by aircraft pick up or on a loan basis from the 40th Wing.

310DM Action

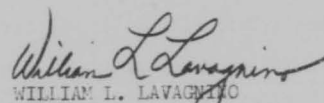
Water jugs will be needed and they will be purchased locally.

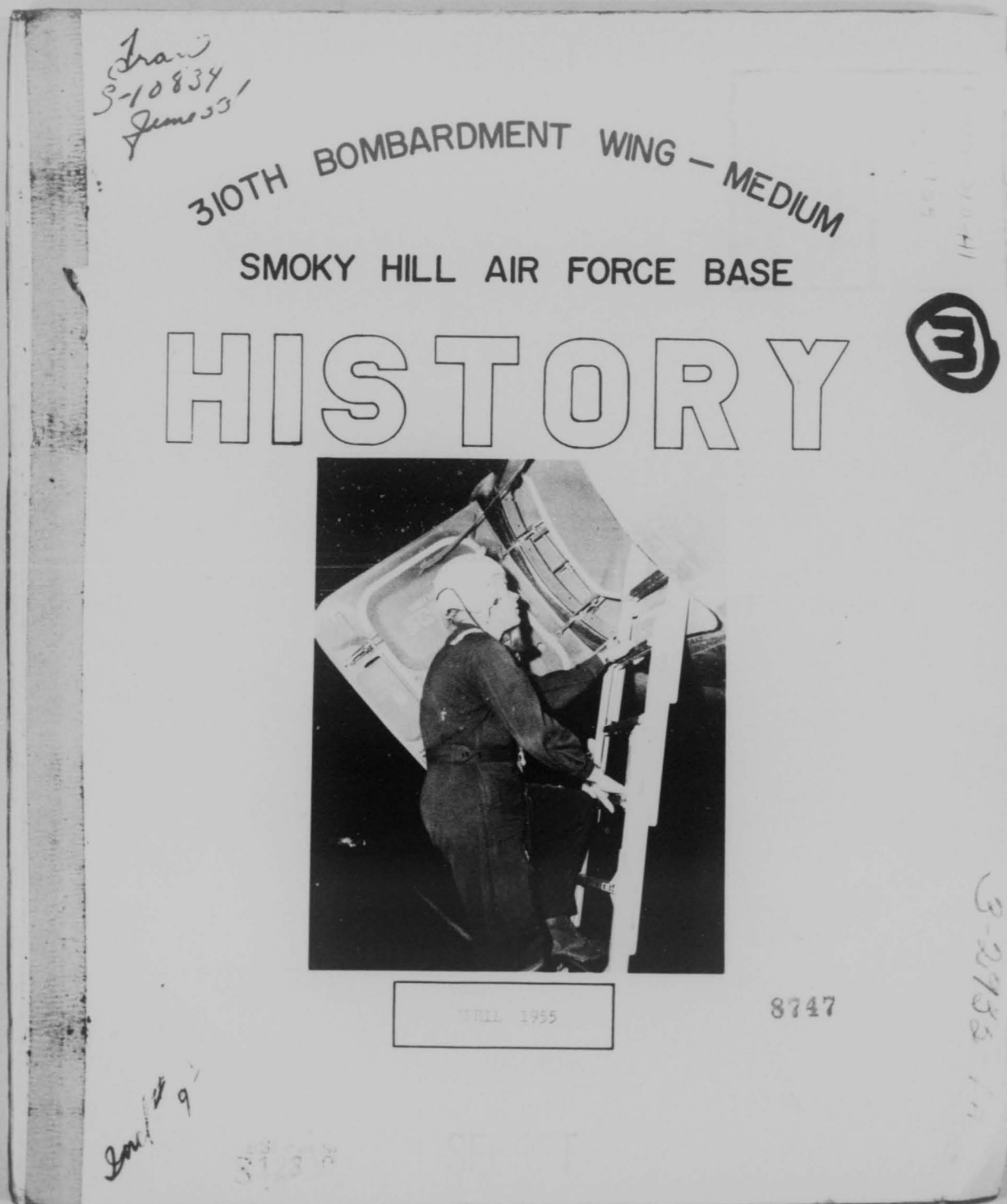
310DM Action

310IG

It is requested that all day room furniture, personal effects, tables and chairs be secured or moved during time of deployment.

BY ORDER OF THE COMMANDER:


WILLIAM L. LAVAGNINO
Major, USAF
Asst Adjutant



116-310-H
HPR 1955

3-2935-9H

8747

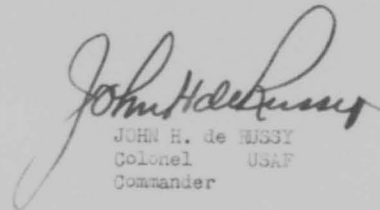
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SECRET

HISTORY
OF
310TH BOMBARDMENT WING, MEDICAL
SMOKEY HILL AIR FORCE BASE
APO 194 New York, New York.
APRIL 1955/UNCLASSIFIED/

802D AIR DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

This document is classified
SECRET in accordance with
AFR 205-1, par 23B(4).


JOHN H. de BUSSEY
Colonel USAF
Commander

Monitored by Lieutenant Frank H. Wagner, Wing Adjutant

Prepared by S/Sgt Donnie L. Kestler, Wing Historian

SECRET

SECRET

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SECRET

SECRET

1

CHRONOLOGY

7 April 1955

The CBS-TV Team led by head-cameraman Bill McClure continued shooting scenario of 310th Bombardment Wing activities while on TDY in the UK.

14 April 1955

"Alert" sounded which marked the beginning of the wing's fabulously successful operation "SELT BUCKLE."

22 April 1955

310th Bombardment Wing's Aircraft Commanders Dinner was held at the Upper Heyford Officers Club. Colonel de Bussy was the guest speaker.

23 April 1955

General Curtis E. LeMay, Commander-in-Chief of Strategic Air Command arrived Upper Heyford Air Force Base for inspection and briefing by 310th Bombardment Wing on its operations during the TDY with particular attention focused on operation "SELT BUCKLE."

26 April 1955

General John R. Sutherland, 802d Air Division Commander, arrives Upper Heyford to inspect the activities of the 310th Wing while on TDY in the UK.

The Edward R. Murrow show, "SEE IT NOW", featured the 310th Bombardment Wing's activities while on TDY within the UK. Results were said to be excellent.

28 April 1955

Seventh Air Division Inspection party arrives Upper Heyford and Brize Norton to inspect accomplishments and facilities of the wing.

SECRET

SECRET

2

GLOSSARY OF IRREGULAR ABBREVIATIONS

EW	Emergency War Plan
CBS-TV	Columbia Broadcasting System-Television
A/C	Aircraft Commander
UK	United Kingdom
VIP	Very Important Person
AOCF	Aircraft Out of Commission- Parts
USCM	Unit Simulated Combat Mission
OJT	On the Job Training
CAVU	Clouding and Visibility Unlimited
CE	Circular Error
SOP	Standard Operational Procedure
RBS	Radar Bomb Score
CEP	Circular Error Percentage
ADS	Aviation Depot Squadron
IEDA	Indirect Bomb Damage Assessment
UR	Unsatisfactory Report

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CHAPTER I
ORGANIZATION AND ADMINISTRATION

MISSION:

The mission of the 310th Bombardment Wing, Medium, remained unchanged during the month of April 1955, as set forth in Fifteenth Air Force Regulation 20-14, 31 April 1954.^{1/}

April 1955 will go down in the History of this organization as the month the 310th Wing came of age. After almost three years of struggling to become combat ready, first in B-29's and then in B-47's, the wing, through an all out effort of each and every man within the unit, reached the heights that had been expected of it. Highlight of the month, a period when everything seemed to run smoothly, was the wing's fabulously successful operation "BELT BUCKLE".

This mission, while highly successful from an operational standpoint, was even more successful as the force that welded the 310th Bombardment Wing into a compact, well trained, fighting command instead of the group of trained individuals that departed the 21 in early March for the first overseas mobility.

As Colonel de Russy so aptly put it, "To say that I am well pleased with the execution of 310th Bombardment Wing mission 'BELT BUCKLE'".

^{1/} Fifteenth Air Force Regulation 20-14, 31 Apr 54.

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would in itself, be an understatement." ^{2/} After the final report was in on "BMT BUCKLE" the Commander, Fifteenth Air Force was prompted to dispatch a congratulatory message to Colonel de Bussey and the entire wing on the successful completion of its evacuation and retardation exercise. ^{3/}

The message stated that Headquarters, Fifteenth Air Force was in receipt of a TTX from Seventh Air Division advising that the 310th Bombardment Wing and Air Refueling Squadron were assigned tasks to test the post-strike support capability of Fairford and Brize Norton Air Force Bases and to exercise the 310th Bombardment Wing in the execution of EMP On-Call retardation targets. Evaluation of the mission indicated that the 310th Wing was assigned eight targets of which seven were successfully attacked. The eighth mission aborted due to radar trouble. Operations planning and execution of the mission itself by the 310th Bombardment Wing was accomplished in an efficient and highly professional manner.

While the "big one" was the talk of this headquarters and Seventh Air Division, other operations taking place were also highly successful. During the month the wing flew more than 2,000 hours in B-47 and KC-97 type aircraft. This was the second month in a row that the 310th topped the coveted 2,000 hour mark. B-47 flying time reached its highest level with more than 1,400 hours logged.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during the month of April 1955. There were no

^{2/} Ltr, Hq 310th Bomb Wing, "Letter of Appreciation," 18 Apr 55. Exh 1

^{3/} TTX, Hq. Fifteenth Air Force, DO 2563, 4 May 1955. Exh 2

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changes in the number of assigned or attached squadrons within the wing and none anticipated for the period of the wings mobility. On 30 April 1955 the wing had assigned the Command and Adjutant sections and the Directorates of Operations, Materiel, Personnel and Comptroller. Other units assigned included the 379th, 380th and 381st Bombardment Squadrons, 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and the 310th Periodic Maintenance Squadrons. As was previously reported, the wing had a large number of 802d Air Base Group personnel assigned for the period of the mobility. The 310th Tactical Hospital retained its skeleton crew during the month. ^{4/}

Persistent rumors were being heard from all sides concerning the transfer of Smoky Hill Air Force Base and the 310th Bombardment Wing from jurisdiction of Fifteenth Air Force with Headquarters at March Air Force Base to Eighth Air Force with Headquarters at Westover Air Force Base. These rumors were verified during the month when Lieutenant Lloyd Peterson, Fifteenth Air Force Historical Officer, indicated that the move was forthcoming. ^{5/}

ADMINISTRATION:

Early in April the wing received copies of a weekly activities report from the Rear Echelon Commander at Smoky Hill outlining the work that was being accomplished back at the home station. According

^{4/} 310th Bomb Wing Historical Report, Mar 55.

^{5/} Interview by Wing Historian with Lt. Peterson, Fifteenth Air Force Historical Officer.

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to this report, the new Wing Headquarters Building was completed, however, rear echelon elements had not moved in because of a lack of telephone cables to that area of the base. Various other important projects including rehabilitation of the Maintenance Control and Operations Control rooms were nearing completion at the end of April. In this regard, Colonel Jack L. Randolph, 802d Air Base Group Commander, hand carried these specific projects to Fifteenth Air Force Headquarters in order to facilitate the remaining work. ^{6/}

The problem of delinquent military correspondence suspense items became apparent during the month. To preclude any late suspense items from emanating from this headquarters, the 310th Adjutant Section put into effect a 24 hour suspense on all incoming messages. Upon receipt of a message, the action agencies are required to accomplish either one of the following: prepare and forward the reply to the Wing Adjutant, with completed fanfold and should any message require research which precluded a complete reply within 48 hours, the Wing Adjutant would be notified and a preliminary message prepared for dispatch to the originator advising them accordingly, and finally if no reply be required, the fanfold would then be annotated and returned to the Adjutant Section for file.

Information regarding leave policy upon return to Sucky Hill was established by the Adjutant's Section during April. Leaves in

6/ Ltr, Hq. 310th Bomb Wing Rear Echelon, 1 Apr 55. Exh 3

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excess of 15 days will be granted only in special cases, i.e., when a man will lose leave or has an emergency case. ^{7/}

SPECIAL EVENTS:

During the first week in April the CBS-TV crew led by head cameraman Bill McClure continued shooting the 310th Wing and its activities while on temporary duty in the United Kingdom. Authority to film the interior of a B-47 for the purpose of photographing crew facial expressions was granted by Seventh Air Division as an added aid in the film coverage of the wings operation. However, it was directed that the project officer closely monitor the filming to insure minimum interference with the mission and adherence to security requirements. Mr. McClure was restricted from filming the radar observer or his position. After approval was granted the filming took place with excellent results. ^{8/}

On 13 April 1955 the entire wing was restricted to the base awaiting the call of operation "BALT BUNKER". Finally at 0155 hours, 14 April, the alert was sounded. Within minutes all personnel were in field equipment and on their way to duty stations. From this time until 0750 when the wing was given the order to execute, all personnel were at their duty sections.

The first 310th Bombardment Wing review was called on April 15 at 1600 hours on the ramp directly across from base operations

^{7/} 310th Bomb Wing Staff Meeting Minutes, 26 Apr 55. Exh 4

^{8/} TTX, Hq. 7th ADiv, OI 8127, 8 Apr 55. Exh 5

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here at Upper Heyford Air Force Base. All squadrons of the 310th Bombardment Wing and the 391st Air Base Group took part in this the first unit parade on foreign soil since activation in March 1952. Colonel de Russey, standing in the first jeep, reviewed the troops. Music was provided by the Air Force Band from Seventh Air Division Headquarters at South Walslip. 310th squadrons fared very well with each unit marching snappily by the reviewing stand.

One of the highlights during April was the Aircraft Commanders Dinner held on 22 April at the Upper Heyford Officers Club. All A/C's of the three bombardment squadrons and the Air Refueling Squadron were in attendance. Colonel de Russey, speaking to the group compared the present day combat crew member to the Knights of medieval times. He said, "They fought to preserve the feudal system just as present day airmen are prepared to fight for democracy." The entire evening was a tremendous success with everyone having a splendid time. ^{9/}

The top event of the month and possibly the year took place the following day when General Curtis E. LeMay, Commander-in-Chief of Strategic Air Command and members of his personal staff visited the 310th Bombardment Wing and Upper Heyford Air Force Base during his tour of SAC's European installations. ^{10/} During his visit General LeMay was briefed by Colonel de Russey and his staff on operations and

^{9/} Photos of 310th Bombardment Wing Aircraft Commanders Dinner. Exh 6

^{10/} Photos of General LeMay's visit to Upper Heyford AFB. Exh 7

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training accomplished by the wing during the first two months in the UK and the support rendered this organization by the local Air Base Group. A complete briefing on operation "BELT BUCKLE" was also given the General who expressed satisfaction with the progress made by the wing since rotation.

The wing continued to receive its share of VIP's and added publicity when on 26 April Brigadier General John R. Sutherland, 802d Air Division Commander and his key staff touched down on the runway at Upper Heford Air Force Base. The General was met by Colonel de Russy and Colonel Timothy Dacey Jr., 391st Air Base Group Commander. ^{11/} General Sutherland and his party expect to remain in the UK until the second week in May. On board the aircraft, in addition to the military personnel, was a civilian reporter, Mr. John Schneideler, of the Salina JOURNAL. The job of Mr. Schneideler while in the UK was to report the activities of the wing and its personnel. Every effort was made to assist the reporter in order to keep the high level of cooperation between the community and military in the Salina area at a constant level. Shortly after arriving the General was briefed on operations and training to date with special emphasis on operation "BELT BUCKLE".

On the same day that General Sutherland arrived the 40th Bombardment Wing Survey Team from Smoky Hill arrived for a short visit.

^{11/} Photo of General Sutherland's arrival at Upper Heford AFB. Ed: S

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During their stay, the various members of the team visited their 310th counterparts to see how the wing was progressing. The team departed Upper Heyford on the following day proceeding to Smoky Hill to make preparations for the 40th Wings deployment to the UK in June.

A critique for Seventh Air Division personnel visiting Upper Heyford and the 310th Bomber Wing was given on 20 April 1955. Prime subject was the support being rendered by the local Air Base Group, however, all facets of operations and training were discussed. This visit was made by a team of senior Headquarters, Seventh Air Division representatives from the Directorates of Operations, Materiel, Intelligence, Personnel and Security. ^{12/}

INSPECTOR:

Inspection activities continued to be handled by the various assigned staff sections of the wing. On 1 April the Wing Commander requested information as to the status of compliance, by the Directorates and squadrons of this wing, with various check lists, "vital statistics" and corrective action accomplished on the delinquencies and irregularities reported by the Annual General Inspection. Due date of the report on irregularities was 25 April and included operational, materiel and personnel deficiencies or difficulties impeding current training operations. ^{13/}

^{12/} R & R, WXXX, "Staff Visit by Hq. 7th ADiv," 1 Apr 55. Exh 9

^{13/} R & R, 31000, "Inspection of Wing and Squadron Functions," 1 Apr 55. Exh 10

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On 28 and 29 April, key personnel from Seventh Air Division visited the command for the purpose of evaluating the wing's capabilities and to assist in overcoming operational deficiencies or difficulties impeding the progress of training and operations. After two days of inspection of every staff agency, they held a critique with key staff personnel. Briefly, the gist of their evaluation, by function, as stated at the critique was as follows:

Operations: The Day 50-5 program was ambitious.

Ten Day Maintenance Cycle programming appeared efficient.

Operations record keeping was excellent.

Intelligence: Target Study was outstanding.

Combat Ready Crews with AF assignments (8th AF (WIA) 50-55) did not have alternate DOs assigned.

7th Air Division had not established AF target priorities.

Intelligence Section has marginal capabilities due to the shortage of skilled personnel and projected losses.

Material: Nothing in the way of irregularities or deficiencies were noted.

Wing maintenance capability was marginal due to low skill levels and to projected losses in the immediate post-deployment period.

Armament and Electronics: No discrepancies or irregularities noted.

On-the-Job Training program in A&E was good, but projected losses will hamper the command's capabilities. Training consisted of 2,334 hours in A&E.

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Some shortages of test equipment were noted.

Personnel: The 310th Bombardment Wing deployed with the largest shortages of any wing. Seventh Air Division, from its resources, could and did ameliorate some areas. Post-deployment personnel losses will hamper the command's effectiveness. 14/

COMPLETION:

During the month this section prepared a list of critical problems affecting the 310th Bombardment Wing mission while on FBY in the UK. For Lieutenant Colonel Vinson, 302d Air Division Comptroller. They included the three most critical problems in personnel, material and operations.

The section also prepared and gave briefings for General Musgrave on 23 April, General LeMay on 23 April and General Sutherland on 30 April. These briefings, in conjunction with report information passed on to higher headquarters, were given to the various VIPs in order to acquaint them with training activities recorded by the wing during the first two months of the deployment. In conjunction with these briefings the following charts were accomplished:

- a. Cover chart for operation "Orange Tree".
- b. Chart on Personnel Mobility Status of the 310th Wing and Air Base Group.
- c. Refueling schedule in operation "CLOVER LEAF".
- d. Two charts on 50-3 training states for B-47 and KC-97 crews.
- e. Maintenance chart showing ACP, In-Commission and TOC rates.

14/ Ltr, Hq. 310th Bomb Wing, 4 May 55./SECRET/

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- f. Supply, average delivery time (flyaway kit to aircraft).
- g. Flyaway kit replenishment status on B-47 and KC-97 aircraft.
- h. "ORANGE TREE" training results on Wing and Air Refueling Squadron.
- i. "ORANGE TREE" refueling.
- j. Logistics - MATS support data.
- k. Logistics - Bombarment and Tanker deployment.
- l. Cover for "CLOVER LEAF".
- m. Two cover charts for operation "SMIT BUCKLES".
- n. Two GCM computation charts.
- o. Cover chart for operation "ONE FIVE".
- p. Orientation chart on operation "YACON JAKE".
- q. Chart on flying projection for the month of May.
- r. Two charts for Wing Supply on unit supply staff visits and supply personnel assignments.
- s. Chart on Air Refueling Squadron Personnel Mobility Status. ^{15/}

^{15/} 310th Director of Comptroller Historical Report, May 55.

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CHAPTER II

PERSONNEL

Other than continuing routine activities and the overall supervision of the various personnel functions, the Personnel Directorate was occupied with officer effectiveness reports, continuing efforts to resolve shortages in the wing manning field and establishment of an active OJT program for airmen which would fully implement the provisions of Air Force Regulation 52-2 and SAC Regulation 52-1. Initially, the Personnel Section established an active, command-wide On-The-Job Training Program which fully implemented the provisions of the above regulations. At the start of the program the Wing Commander convened a meeting of all squadron commanders and training officers to introduce the new program. Primary components of this accelerated OJT program were better organization, formal and informal instruction, frequent tests and much greater stress on administrative control and record keeping. Through implementation of this program the wing hopes to achieve a means of raising the effective manning of the wing. It was believed that adequate procedures should be established to train quickly and effectively airmen of the basic levels to a greater proficiency in their AFSC. This problem has "come home" during the last few months since the command faces serious personnel shortages in the post-deployment period which puts the problem up to the wing since the 31st and 32nd, on skill levels of previously assigned airmen to maintain the combat proficiency of

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the command.

The accelerated program within the wing for On-The-Job training was based on a system of reporting procedures to the Directorate of Personnel which would give the Personnel people information on the number of airmen eligible to OJT to the next higher skill level, the number on OJT from all career fields and the numbers completing OJT. Through analysis of these statistics, the wing can isolate those career fields which are weak and instigate action to remedy the situation through greater stress on OJT and closer supervision of the squadrons. ^{1/}

Main personnel projects occurring during the month included a follow-up inspection of the Fifteenth Air Force General Inspection Report and the SAC Inspection Guide, answering the Annual General Inspection Report and completion of annual effectiveness reports on captains. However, the project that consumed the major portion of the work load in the Personnel section was the newly instigated OJT training program. ^{2/}

COMMAND:

The 310th Bombardment Wing operating at its overseas deployment station for the second month reported no personnel changes in the command section. During this period the wing remained under the

^{1/} Ltr, Hq. 310th Bomb Wing, 4 May 55/SECRET/.

^{2/} 310th Directorate of Personnel Historical Report, May 55.

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command of Colonel John F. de Russy and Colonel Murray A. Bywater, Commander and Deputy Commander respectively. During this second month overseas, both Colonel de Russy and Colonel Bywater expressed their complete satisfaction with the fine job recorded by the wing during the first overseas deployment since activation.

STAFF:

For the first time in several months the wing reported a staff personnel change when on 25 April 1955 Lieutenant Colonel George W. Call was announced as Deputy for Operations with an effective date of 1 May 1955. Replacing Colonel Call as squadron commander of the 300th Bombardment Squadron, a position he held for approximately three years, was Lieutenant Colonel Samuel E. McDaniel. Colonel McDaniel had previously served as Deputy for Operations prior to his assumption of command of the 380th. ^{3/}

All other squadrons and staff sections remained unchanged, a most gratifying experience for the 310th Wing, since instability of personnel, especially those in sensitive jobs, has in the past caused the wing much trouble. However, since the wing deployed overseas very few personnel changes have been noted.

COMBAT AND MAINTENANCE:

Only minor problems of training and proficiency were noted

3/ 310th Bomb Wing General Order #3, 20 Apr 55. Exh 11

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during the month in combat crew areas. Once again the wing reported a full complement of 45 B-47 bomber crews and 20 KC-97 tanker crews. Several combat crews have had shifts in personnel, however, on the whole crew personnel changes have been very slight. But as in each month past, the wing had to report serious personnel shortages in the skilled maintenance areas. Again the maintenance and tactical squadrons reported a low maintenance capability due to inexperienced or unskilled personnel filling higher level slots.

The major problem areas, as far as shortages of personnel were concerned, seemed to be centered in two or three specific areas. However, other trouble spots were also reported by the wing. Officer shortages were most keenly felt in the Intelligence and Special Weapons fields while airmen shortages were most troublesome in Intelligence, Radar and reciprocating engine mechanics fields. Another problem revealed during the month was the low effective manning in the airmen fields. In addition, serious if not disastrous separations from service are pending immediately upon the wing's return to the MI.

MANNING: Officers

The percentage of officers in required specialties reflected an increase of one point four per cent over last month. However, this increase had no effect on the per cent of maximum score. During this period a total of 429 officers were authorized with 373 assigned and

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366 actually working in their required speciality which gave the wing an IRS percentage of 85.3 per cent. Factors contributing to the scoring for April were an increase in authorizations for officers assigned to the 310th Wing. The newly instigated OJT program in the wing will allow the upgrading of a considerable number of personnel during the month of May and should reflect a decided increase in the per cent of maximum score. ^{4/}

MANNING: Airmen

Airmen manning in indirect support positions remained the same as the previous month, however, the per cent of maximum score for airmen remained the same although the percentage of airmen in direct support increased two point seven per cent. Factors contributing to the scoring for April were an increased authorization for airmen slots and tighter control on personnel placement. The present effective OJT program will allow the upgrading of a considerable number of personnel next month and will reflect a decided increase in the per cent of maximum score. The number of personnel authorized by the Manning Authorization Program, 31 March 1955, were used in computing the above scores. ^{5/}

PROMOTIONS:

What a month for the cigar smokers of the 310th Bombardment

^{4/} 310th Bomb Wing Management Control System, Apr 55. Bdi 12

^{5/} Ibid.

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Wing. During April the wing received a total of 153 airman promotion slots in all grades from master sergeant down to airman second class. For airmen in the NCO ranks, April was the most profitable month ever as a total of four master sergeants, six technical sergeants and 27 staff sergeants were made. In addition the wing received quotas for 58 airman second class and 58 for airman first class. ^{6/}

Three officer effective dates for promotion from major to lieutenant colonel were noted during the month. Those officers changing from gold to silver oak leaves included Colonels Allan J. Hart, Arnold R. Hegarty and Michael J. Stublarec. ^{7/}

At month's end the 310th Bombardment Wing, Medium, currently assigned overseas at two United Kingdom bases, Upper Heyford and Brize Norton, had assigned a total of 373 officers ^{8/} and 1,400 airmen. ^{9/} This reflected a drop of five airmen with the officer strength remaining constant. During this period of the TDY a total of 1,902 airmen and officers were either assigned or attached to the wing.

MORALE, WELFARE AND DISCIPLINE:

During the month Colonel de Russ and Colonel Dacey, the 310th and 391st Commanders respectively, helped to open the newly finished six lane bowling alley at Upper Heyford Air Force Base. This opening

^{6/} Interview by Wing Historian with A/2C Gingles, 310DP.

^{7/} Interview by Wing Historian with S/Sgt Zarley, 310DP.

^{8/} 310th Bomb Wing Officer Personnel Roster. Exh 13

^{9/} 310th Bomb Wing Manning Chart, Apr 55. Exh 14

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marked just another recreational facility available to TOY personnel at the former RAF bomber station. Other facilities at the base continued to help pass the time for the Smoky Hillers. Soft ball and tennis equipment have been made available to various squadrons of the wing by the local Air Base Group. Several quazi ball games have erupted from this wealth of equipment with much fun had by all.

The Special Services Section, in conjunction with the local Service Clubs at Upper Heyford and Brize Norton, continued to sponsor tours and trips to various historic spots in the local area. Big news during the month, as far as trips were concerned, was made by the Special Services Section when they initiated "the Flight of the Gooney Birds" to Germany. Troops began departing the base in early April for three day stints at Rhein-Main Air Force Base and the beautiful German area surrounding the base. Personnel returning from the trips were most enthusiastic about Germany, its people, and the beautiful souvenirs and curios.

During the month Colonel de Bussy received a very complimentary letter from the American Red Cross Chapter here at Upper Heyford Air Force Base expressing appreciation for the response of the men of the 310th Bombardment Wing in the 1955 Fund campaign. According to the information received by the wing the interest, efforts and cooperations shown by the wing was outstanding. The Director here at Upper Heyford notified the Red Cross at Smoky Hill of the participation of 310th personnel during the campaign. ^{10/}

10/ Ltr, American Red Cross, 15 Apr 55. Exh 15

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DISCIPLINE:

In April the wing recorded a total of eight disciplinary cases. Of this total seven were resolved satisfactorily under the provisions of Article 15, Uniform Code of Military Justice. The remaining cases was tried by Summary Courts-Martial. There were no General or Special Courts-Martial cases reported by the wing during April. Once again the wing reported a perfect AARL record for the month with not a single case being reported. 11/

11/ Interview by Wing Historian with W/Sgt. Kretz, 310th Comptroller Office.

CHAPTER III OPERATIONS AND TRAINING

FLYING TRAINING:

The month of April was a special training month. The scheduled training for the month of April was programmed in 310th Bombardment Wing Operations Order 405-55, 1 April 1955. ^{1/} Later during the month Operations established that all training accomplished during the special training month would not be credited toward the training quarter requirements except as authorized for the wing's Unit Simulated Combat Mission. Requirements established for combat crews during this special training month were based on areas of operational weakness and areas in which there was a lack of activity during the first training quarter. It was directed that increased emphasis be placed on the continuation of proficiency training in these weak areas to enable a satisfactory completion of SAC Regulation 50-8 requirements for the record training quarter beginning 1 May 1955. Tactical squadrons were required, at the end of April's special training period, to provide the Operations Section with a written explanation of deficiencies in the April schedule of requirements as directed by Operations Order 405-55. ^{2/}

During this, the first Special Training Month of the 310th Bombardment Wing, the command achieved its highest degree of combat

^{1/} 310th Bomb Wing Operations Order 405-55, 1 Apr 55. Edh 16

^{2/} A & A, 31000, "Special Training Month Requirements," 13 Apr 55. Edh 17

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capability to date as proven by its record on two major operations and by its daily accomplishments. During the month the wing participated in a total of three operations, were visited by the Commander-in-Chief, Strategic Air Command and by the Second Air Division Commander and his key staff. The organization was also visited by key personnel of Seventh Air Division on an official staff visit.

During this period the wing established a low range training program for its combat crews in addition to furthering friendly relations with foreign countries. At this time the wing dispatched flights to Norway every other week, consisting of one B-29 and two B-47's. These flights were for the specific purpose of introducing USAF personnel into Norway, living in the town during the 101, dressed in civilian clothing and in general being good ambassadors from our country and service. At the end of April only one flight had been dispatched due to weather which forced cancellation of the other scheduled flights. Norwegian weather minimums must be at least 1,550 feet and three miles, remaining that way, before the wing can dispatch aircraft to either Oslo or Oslo. These flights are all classified and referred to by the unclassified code name "TUNON JAKE." ^{2/} The wing's all-out participation in "TUNON JAKE" was greatly hampered the last two weeks in April by poor weather in the Norwegian base area and by the operational requirements of "BUILT BUCKLE" and "CLOVER LEAF".

^{2/} 310th Bomb Wing Operations Order 406-55, "TUNON JAKE," 1 Apr 55.
3d, 18

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Plans were made and operations began on the use of the French Moroccan base at Sidi Slimane during the latter part of April with future operations to carry on into the first three weeks in May to accomplish the wing's visual 50-3 requirements. The wing sent a task force (maintenance) of approximately two officers and 45 airmen including an operations officer and maintenance officer who were directed to report directly to the Commander, Fifth Air Division, on their daily accomplishments of the 310th aircraft and crews. The plan was based on a maximum of eight aircraft at Sidi Slimane at any one time. In addition the wing dispatched six B-47's and two KC-97's in two weekly increments, flying a mission enroute each Monday and Wednesday, remaining on the ground for maintenance, crew rest, and target study, on Tuesday and Thursday, returning to the United Kingdom on Wednesday and Fridays. All flights were during April and will during May be required to obtain maximum utilization of the Marrakech IES site and the visual bombing range at Esser Es Souk. All return flights called for exercising the wing's two tankers, plus the rotational tankers in the French Moroccan area, in order to add mission length and gain additional requirements to the inward-bound B-47 mission. The North African flight plans will provide 30 per cent of each crew's quarterly 50-3 requirements in their three day period in the crystal clear weather of French Morocco. These flights were based primarily on take off's in the United Kingdom under marginal weather conditions operating in an area where CAVU

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conditions prevail. ^{4/}

A detailed logistical report was completed on facilities, supplies, and equipment, available at Sidi Slimane to support B-47 operations (a report explaining difficulties encountered by aircraft and crews will be completed following completion of the North African operations). The use of these North African facilities for visual training was hindered in April due to other operational commitments, however, the wing plans to make full use of Sidi Slimane during May.

The wing's most important Theatre mission, operation "BELT BUCKLE" was flown during the month. The SACEUR - SAC ZEBRA Evacuation and Retardation Mission was called by Seventh Air Division at 0155 hours on 14 April 1955, under two Operations Orders, 48-55 (Evacuation) and 65-55 (Retardation). The Evacuation mission required 20 B-47's and 17 KC-97's with three "in-commission" on strip alert. At 0750 the wing was given the code word to execute the B-47 portion of 48-55 with the Air Refueling Squadron portion called for three minutes later at 0753. At 0806 the first of 17 KC-97's was airborne and within 13 minutes and 45 seconds the last tanker was in the air, on the way to the orbit area. At the end of the month all results of the Evacuation mission were not in, since the plan called for landings away from the base at other United Kingdom SAC bases to exercise their post-strike capabilities. For Operations Order 65-55 the wing was

^{4/} Ltr, Hq. 310th Bomb Wing, 16 Apr 55./SECRET/

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required to provide eight B-47's. The wing had eight airborne although only seven were effective due to one radar abort. The CEI of these strike aircraft was 970 feet with a CEF of 650 feet. All strikes were directed for completion "as soon as possible." Average time to be airborne after receipt of the assigned targets was three hours and fifty minutes, 10 minutes less than the minimum desired by Seventh Air Division. The average time lapse between receipt of target and route information, to the time the aircraft were airborne, was two hours and thirty-two minutes. It must be pointed out that the following staff actions had to take place before the crew could become airborne:

Parts one, two and three of the target nomination messages had to be received from Seventh Air Division. (Part one - the target, Part two - route and other details, and Part three - the order of execution).

After receipt of Part two, the operations planning staff went to work on mission planning. Concurrently the intelligence section began organizing target study for the crew assigned a specific strike target.

The crew assigned reports to intelligence and obtained the maximum amount of target study consonant with available time and possible mobility of the target.

After this rather lengthy period the crews then departed

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the Operations building for the flight line, started engines and took off for the mission.

The biggest deficiency that existed during the retardation mission was the tie-up in communications between the Air Base Group and Seventh Air Division. There were several cases where the order of "Execution" was received (Part three) before receipt of the Part two (route and timing) which contained all the necessary information needed by the Operations staff for the necessary mission planning and target study. Delays such as this increased the time for 310th crews to become airborne and on their way to the target, based on the fact that "T" time started from the time the message was logged out of Seventh Air Division Operations Directorate. ^{5/}

The 310th Bombardment Wing accomplished the above mentioned operation, the retardation and dispersal exercise of Seventh Air Division, which directed retardation strikes in accordance with SAC SACM Operations Plan 65-55 and aircraft orbit and dispersal in accordance with Seventh Air Division Operations Plan 48-55 and in so doing drew praise from the Commander, Fifteenth Air Force on the especially efficient and highly professional manner in which the mission was accomplished. ^{6/}

The week following "BELT BUCKLE" the wing flew operation "CLOVER

^{5/} Ltr, Hq. 310th Bomb Wing, 16 Apr 55. /SECRET/

^{6/} TMA, Hq. Fifteenth Air Force, DO 2563, 19 May 55. See Exh 2 /SECRET/

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LEAF", a Seventh Air Division planned Unit Simulated Combat Mission, conducted on 20, 21 and 22 April, under 310th Bombardment Wing Operations Order 110-55. ^{7/} The complete statistical report of this operation was not formulated by the end of April, however, from all indications the mission was completely successful with a good record of proficiency and efficiency noted. Again, it was of interest to point out that the wing CEA continued to show a decrease while the very important Reliability Factor for this operation increased to 96 per cent. The total score for this USCK of the 310th Wing was 90.6 per cent.

The next big operation undertaken by the wing was operation "SPRING COMI." This operation, simulated 10 "crews downed in enemy territory", with rescue effected through use of the RB-6 radio. Crews were pre-positioned in Germany and established communication, identification, and were eventually "rescued" from alien territory. The USC-4 radio was used for close-in work as the Air Rescue Service aircraft approached the rendezvous area. Nine of the 10 crews accomplished the exercise as planned. The tenth crew established communications too late in the exercise to effect their rescue. Supervisory personnel directing the exercise were well pleased with the results, rating eight crews as outstanding, one very good and the tenth as marginal. Air Rescue Officers, at the "SPRING COMI" critique, stated that the 310th mission was the best of three similar exercises conducted in the theatre.

^{7/} 310th Bomb Wing Operations Order 110-55, "CLOVER LEAF," 14 Apr 55.
Exh 19

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During the month flying in both B-47 and KC-97 remained at a high level, however, B-47 flying time reflected a sizable increase while KC-97 flying dropped somewhat. The three tactical squadrons reached the highest level in flying time ever recorded by the 310th Wing. For the first time in several months the 379th Bombardment Squadron led the other bombardment units in total hours flown with 496:10 hours recorded during April. Following close behind was the 380th Bombardment Squadron with 487:10 hours and the 381st Bombardment Squadron with 473:20 hours for a grand total of 1,456:40 hours flying time in B-47's during the month. This was another record chalked up by the wing during its first FOY outside the AI. The Air Refueling Squadron slacked off somewhat but continued to reflect a high percentage of requirements per hour flown. During April the squadron logged a total of 624:30 hours flying time as compared to 759:10 hours in March. ^{8/}

Prior to operation "BELT BUCKLE" the wing published an SOP on alert notification of key personnel. Purpose of this regulation was to establish a procedure for notification of all wing personnel of an alert. If an alert is called during duty hours various set procedures were established wherein the Wing Control Room or Air Base Group Headquarters would notify the Wing Commander, Wing Adjutant, Director of Operations, etc. These people, in turn, would notify various

^{8/} 310th Bomb Wing Production and Statistical Summary, Apr 55. Box 20

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personal in order to facilitate notification proceedings. ^{2/}

April saw the wing projected to fly 4,474 hours in B-47's and 600 hours in B-27's. Actually the wing flew 4,456:43 hours in B-47's and 624:30 hours in B-27's or just 17 hours short of a perfect goal accomplishment for the month. During the accomplishment of these flying hours the Special Training plan for the month provided specific training to overcome specific crew weaknesses in the following:

Item	Proj	Actual	Percentage
Radar BSA/BI	100	47	29.5
Radar BSA/BSA	46	35	50.0
Radar BSA/BI	63	21	33.3
Radar BSA/Att	105	100	100.0
Via Cdn Att	105	49	46.7
Pressure Pattern	87	74	85.0
Grid Legs	86	86	100.0
Flight Cdn	87	28	32.2
A-27 400	63	41	65.0
A-27 400	134	134	100.0
Pilot Prof	34	17	50.0
Radar Approaches	87	100	100.0
Total BSA runs		237 (BSA - 4,171; BSA - 2,450)	

379TH BOMBARDMENT SQUADRON:

During the month aircraft of this squadron flew a total of 4,061.0 hours. Aircraft 302 logged the most time with a total of 51 hours and 40 minutes. The squadron took part in two special missions. A total of 10 aircraft took part in operation "BOLT BUCKLE" and eight aircraft participated in the wing Simulated Combat Mission, operation "CLOVER".

2/ 31st Bomb Wing Reg 55-4, "Alert Notification," 5 Apr 55. Exh 21

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DRAY." All aircraft met their schedule and together with the 38th and 39th Bombardment Squadrons broke all existing records for missions of this type in the United Kingdom. Results of the USC were considered exceptional by the squadron. This was brought about by the joint efforts of the maintenance personnel, flying crews, staff and base support. Base support was exceptionally good at this station during April, particularly in the field of transportation, supply, Air Police and AIO. This was partially as a result of their attitude that they are support personnel with the primary duty to provide service to the flying and maintenance units.

The squadron ground abort rate for the month of April reflected an increased capability on the part of maintenance personnel, flying crews and the increased proficiency of personnel throughout the squadron. This increased proficiency was attributed to better and more adequate support at Upper Heyford Air Force Base and the fine spirit displayed by all personnel of the wing. The ground abort rate in the 379th dropped to seven point five per cent, an all time low for the squadron. ^{10/}

330TH BOMBARDMENT SQUADRON:

The squadron flew its first "big" mission i.e. operation "BOLT BUCKLE" during April and received a letter of commendation from the Wing Commander, in which he said, "To execute a mission well, the

^{10/} 379th Bombardment Squadron Historical Report, Apr 55.

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cooperation, coordination, spirit and will-to-do must be evident in every member of a command. This was achieved in the mission and I take exceptional pride in recognizing your combined efforts, i.e., staff, maintenance and operations personnel alike. Every man did his job and did it well."

With these words ringing in the ears of all squadron personnel the 380th went on to set even greater records during the remainder of the month. April 1955, in all probability, was the turning point for the wing as well as the squadron, at least from an operational standpoint. With the new "10 days" maintenance concept and air crews flying only their assigned aircraft, the squadrons operational problems which had plagued them for so long began to diminish. The squadron had a few ground aborts, but most of the time the crews were able to schedule take-off times with reasonable assurance that their aircraft would be in commission at station time.

Of the programmed 488 hours and 80 sorties, the squadron completed 457:10 hours in 79 sorties. The concept of having crews fly their assigned aircraft also started paying dividends from a K-system standpoint during April. The individual crews became familiar with the record and performance of their particular aircraft and its bombing equipment. The resultant interest in the aircraft maintenance started almost immediately to show some positive results. During April the squadron experienced a decided improvement in both aircraft general

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and specialized maintenance. Squadron crews got more record BS runs than in any previous month with a definite trend toward score improvement.

During this period the 380th flew a total of 11 crews on the USCM with what was considered admirable results by higher headquarters. Although April was a "free" month, the squadron completed 12 per cent of the second quarter's requirements as all USCM accomplishments were credited to 50-8 needs. The USCM evidenced great improvement on the part of crews in maximum gross weight air refueling. This portion of the mission was accomplished expeditiously and in the prescribed manner. During the USCM the 380th was the only squadron with an unblemished record from a security standpoint as none of the 15 assigned aircraft were sabotaged. Flight crews and maintenance crews stood guard and pulled security duty for long hours in adverse weather conditions. Technical Sergeant Frank V. Padilla apprehended one of the penetration team members. This was the first apprehension of a penetrator and Sergeant Padilla received a \$10.00 reward from the Wing Commander. Throughout the month the squadron was aided by good flying weather over the United Kingdom. Information concerning operation "SELF DECIDE", the mission which reflected greatest results for the wing, was restricted because of high security classification.

Two squadron crews, Major Delbert E. Eversole and Captain Frank E. Kruse, flew the special "YUKON JAKE" mission during April. Captain Eugene C. Wayman's crew was the first from the 380th to go to Sidi

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Sidi, French Morocco, for a short TDI. The squadron has been hampered by the lack of visual bombing conditions while here in the United Kingdom and with areas going to Sidi for visual bombing and visual RCB the squadron as well as the wing should begin to make up 90-3 deficiencies.

The squadron maintenance section completed scheduled maintenance during April with a minimum of overtime expenditure. With the "10 day" cycle in effect and a five day work week there was no necessity of work on week-ends. The policy was in effect to have aircraft in commission 48 hours prior to scheduled take-off time. The flying schedule was rigidly adhered to during this period, making squadron maintenance programming easier and more effective. Two assigned aircraft completed the dock inspection, one for a first and one for a second periodic. The maintenance section changed three engines on assigned aircraft, one damaged by blow-by of mis-aligned combustion cans, one for damage sustained from a pod dragging the runway and one for minor repair which could not be accomplished without engine removal. 11/

381ST BOMBARDMENT SQUADRON:

The "cry" in the squadron during April was "free month." This meant "free" to fly as many missions as possible. Operations went about planning as effectively as possible under prevailing conditions; the conditions being mixed with Seventh Air Division coordinated

11/ 380th Bombardment Squadron Historical Report, Apr 55.

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missions, alert missions or retardation as they are referred to, wing call missions, etc. All in all it was a full month of flying and training.

The Observer section, after starting out well CE wise, began to encounter numerous troubles in getting the bombs on the target. The individual aircraft systems malfunctions became more and more prevalent with each succeeding flight. Although Armament & Electronics specialists seemed to be putting in many hours of overtime on the sets, however, after a successful check on the ground the aircraft observer would report maintenance trouble once the aircraft was airborne. Major John E. Rowan, Squadron Observer, instituted a target study seminar with observers being required to pool their knowledge of target identification data and also malfunction data in order to assist one another. This was a fine set up in that it tended to keep crews from making the same mistakes as on a previous flight. For example, if on a certain flight, the bombardier noticed a strange stabilization malfunction which could be corrected by changing the pitch and roll impedance change amplifiers, instead of writing it up on an Armament & Electronics malfunction report, he could report the symptoms and corrective actions to the rest of the crews thereby decreasing the possibility of it fouling up future bomb runs.

The wing's retardation mission, operation "BELT BUCKLE", was a thing of beauty. The two squadrons chosen to evacuate did a magnificent job in accomplishing their assignment. In fact, so close were two of

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their take-offs, that they had to be assigned the same take-off time. This was a real example of an attack being pressed. The 381st was assigned the dubious but distinctive honor of actually doing the "retarding". The squadron took off and bombed targets selected by Seventh Air Division and in so doing came off with amazing results. One or two spectacular hits really raised havoc with the GHI, however, careful scrutiny by Seventh Air Division Intelligence section changed quite a few scores. But even with these changes the scores recorded by the squadron were fabulous.

The flights to French Morocco were a welcomed respite for crews involved, since it allowed them to visually bomb ground targets, a thing almost unheard of in England. The crews were able to fill visual WBS squares, visual release squares, refueling and many navigation requirements which were sorely needed to start off the new training quarter. ^{12/}

310TH AIR REFUELING SQUADRON:

Although April was a special training month, the number of missions directed by higher headquarters prevented the completion of projected training. In complying with Seventh Air Division Operations Order 109-55 "BELT BUCKLE", the squadron lost five scheduled sorties for 25 flying hours. A one day stand-down and three day of execution for "CLOVER LEAF" resulted in the loss of 20 more scheduled sorties and 25 flying hours. However, during the four days utilized for the

^{12/} 381st Bomberment Squadron Historical Report, Apr 55.

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execution of the above operations orders the squadron flew 56 sorties for a total flying time of 24 1/2 hours, none of which was projected for the month. Other ordered missions included those flown in compliance with 31st Bomberment Wing Operations Order 407-55 (six sorties for 51 hours), Seventh Air Division Operations Order 101-54 (two sorties for seven hours) and Seventh Air Division Operations Order 108-55 (three sorties for 17 hours). Under Seventh Air Division Order 102-55, "31st BOMBERMENT WING", all primary bomb operators received refresher training taking good on home-ops with P-54 and P-54 type aircraft from the 4th Air Division. This training gave the squadron a more diversified capability as it had not previously had the opportunity to work with fighter aircraft. Although special training month requirements were not met, the training received in the performance of all of these ordered missions was of great benefit to the crews and squadron.

Total flying time accomplished for the month was 62h:30 hours. The original allocation of flying time for April was 600 hours total. On 27 April the wing submitted another allocation of 650 total hours for the month, leaving four days to accomplish 50 hours that were not in the original flying program. Only two of these days were available for flying as the organization began loading aircraft on 29 April in preparation for "31st BOMBERMENT WING".

During the month poor weather caused a loss of one sortie for

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five hours and 8-47 cancellations and aborts resulted in the loss of six sorties for 30 hours. Test flights accounted for nine hours of the total monthly flying time.

There were no crew status changes during the month and no new crews were formed. One flight engineer on a combat ready crew returned to the II. The two non-combat ready crews deployed with the organization received only limited training due to the preparation for and the execution of the ordered missions which required combat ready crews only. There were four non-combat ready crews not on TOY with the organization due to deferments in accordance with Air Force Regulation 35-39 and TOY at Squadron Officers course. Three combat ready crews completed semi-annual standardization flight checks in accordance with SAC Regulation 51-4.

In the performance of the USCM mission, "CLEVERLY", the following 50-3 requirements were scheduled and accomplished:

<u>Requirement</u>	<u>Scheduled</u>	<u>Accomplished</u>
Hook-ups	30	28
Day Rendezvous	6	8
Day Celestial	0	1
Radar Legs	6	13
Radar Approaches	39	20

The special training month schedule and accomplishments are as follows:

	<u>Proj</u>	<u>Accomp</u>	<u>Per Cent</u>
Flying Training			
Total Flying Time	650	624	96
(Nine hours were test flts)			

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	<u>Proj</u>	<u>Accomp</u>	<u>Per Cent</u>
Total hours Combat	500	553	100
• Ready Crews			
Navigation Trng	200	172	86
Air Refueling	200	290	100
Pilot Prof	100	59	59
Total hours Non-	90	97	64
Combat Ready Crews			
Navigation Trng	40	20	50
Air Refueling	30	10	33
Transition	20	25	100
Training Accomps			
Navigation			
Grid Legs	44	31	71
Night Cal	22	11	50
Flaps	40	33	83
Radar Rendezvous	46	39	85
Radar Approach	40	91	100
Long range cruise	46	9	20
control			
Air Refueling			
Wet hook-ups	46	46	100
Dry hook-ups		312	
Pilot Proficiency	20	10	50
Ground Training (hours)			
EMP Study	66	66	100
Physical Conditioning	154	1740	100
Navigation for non-	100	92	98
combat ready crew			
Flight England	45	45	100
Navigation	20	32	100
Radio navigation aids	300	280	90 <u>13/</u>

FLYING SAFETY:

There were no accidents in the 310th Bombardment Wing during April.

13/ 310th Air Refueling Squadron Historical Report, Apr 55.

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The main subject at the Wing Flying Safety Meeting was "Crash - Fire Rescue". The 3918th Air Base Group Fire Department put on a "hot" demonstration, rescue and fire operation. For the demonstration, approximately 1,000 gallons of contaminated fuel was placed in a pit, and ignited. A dummy pilot had been placed in an old automobile body in the pit. The fire department was notified and they demonstrated the techniques used to rescue personnel and then extinguish the flames. The base fire chief explained the techniques used as the demonstration was going on.

During the latter part of April the wing established a criteria for recording J-47 engine overheat and stall conditions. All aircraft commanders, co-pilots and maintenance personnel authorized to run up the J-47 engine were made responsible with the provisions of the new SOP. Recording of this and all such information should be extremely helpful in maintaining safety during flight, and in addition inform higher headquarters of all engine failures. ^{14/}

A message was received from USAF concerning various violations of flying regulations in past months. Since deployment to the United Kingdom, other information has been received from higher headquarters concerning this problem. As soon as the information was received by the Wing Flying Safety Officer it was immediately disseminated to all flying personnel. Although no alleged violations have been reported

^{14/} 310th Bomb Wing Reg 55-37, "Recording of J-47 Engine Overheat and Stall Conditions," 28 Apr 55. Edn 22

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on pilots of this organization, the Flying Safety Officer made it plain that each and every crew member must remain constantly alert in adhering to flying regulations to avoid violations. ^{15/}

Another flying safety procedure was established during the month with the publication of various restrictions and weather minimums for flights in B-47 type aircraft. In general the operating limitations imposed by TO 1B-47A-1, Flight Handbook for B-47 aircraft would be complied with in all cases. ^{16/}

B-47 STANDBOARD:

As of 25 April the wing standboard had completed four pilot and six observer standboard checks. Two pilot and one observer checks were scheduled for 29 and 30 April but had to be postponed due to heavy flying schedule during the latter part of the month. The three squadron standboard crews have completed a total of five pilot and four observer checks during the reporting period. Two staff pilots and one staff observer received annual checks in addition to the above combat crew members. Since a B-47 simulator was not available in the UK, special emphasis was given to emergency procedures prior to and during all flights. The above figures represent 24 per cent of the total semi-annual standardization activities requirement. During this period the B-47 standboard helped to establish the criteria and policy for upgrading of crews to lead status. The minimum requirements

^{15/} R & B, 310DOF, "Violations of Flying Regulations," 20 Apr 55. Exh 23

^{16/} 310th Bomb Wing Ops Memo 60B-5, "B-47 Restrictions and Weather Minimums," 12 Apr 55. Exh 24

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established by the standboard crew included, for lead crew status, 35 VEB runs, 12 visual runs, 10 night celestial legs, four visual releases and three grid navigation legs. ^{17/} Following publication of this information the requirements were encompassed in a 310th Bombardment Wing Operations Memorandum. ^{18/}

MC-97 STANDBOARD:

During the month of April the wing standboard crew completed standboard checks and critiqued the rides on crews T-25, T-28 and T-19. Five scheduled standboard rides were cancelled during the month due to USCG and other ordered max effort missions. Aircraft commander of the wing standboard crew accomplished 60-4 instrument check and flew transition with newly assigned co-pilot in accordance with SAC Regulation 51-19. ^{19/}

GROUND TRAINING:

Physical conditioning was conducted at the TDY stations as required by SAC Regulation 50-3. Deficiencies that existed in accomplishment of physical conditioning training was corrected by discovery of a reporting error that was found to exist at Smoky Hill Air Force Base. There were no Special Weapons training scheduled for April since it was a free month for training and was not required. Training

^{17/} 31000 R & R, "Criteria and Policy concerning Upgrading of Crews to Lead Status," 12 Apr 55. Exh 25

^{18/} 310th Bomb Wing Ops Memo, 51B-6, "Policy and Criteria for Upgrading Combat Ready Crews to Lead Crew Status," 29 Apr 55. Exh 26

^{19/} 310th Directorate of Operations Historical Report, May 55.

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in Code and Elinor was not conducted since facilities for taking necessary tests and checks were not available at this TDY station. No ground training program for non-aircrew personnel, except as required by squadron commanders, was being conducted at the TDY stations. All non-aircrew personnel who have not completed the two and one-half day course offered at Smoky Hill will be programmed for this training upon their return. Training scheduled and accomplished was as follows: B-11 jet link trainer - 78 hours, T-3 ultra-sonic trainer - 34 hours, K-system in-flight maintenance - 176 hours, target study - 180 hours, physical conditioning - 3,228 hours, grid navigation training (B-47) - 45 hours, B-19 navigation training (KC-97) - 80 hours, radio facility chart training - 90 hours, A-45 refueling techniques (KC-97) - 130 hours, communication training (B-6 and U-4) - 900 hours, Amament and Electronics classroom training - 2,384 hours, and 32X indoctrination - 72 hours. All told the wing accomplished 7,451:30 hours in the ground training field during April. ^{20/}

On 20 April the wing received a message from Seventh Air Division directing that all aircrews be properly indoctrinated and trained in the emergency servicing of their aircraft, including starting with no ground power units available. Squadron commanders were instructed that all crews would be thoroughly familiar and proficient with the above emergency procedures. ^{21/} The wing completed a feverish training

^{20/} 310th Directorate of Operations Historical Report, Apr 55.

^{21/} R & R, 31000, "Emergency Refueling and Starting Procedures," 20 Apr 55. Ed: 27

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program on these procedures to insure that all crews were proficient in the emergency servicing of their aircraft. ^{22/}

ANALYSIS OF THE PLAN, PLANNING AND STATUS:

Rotational BPF (BPF PLAN 50-22) is the primary plan of the 310th Bombardment Wing. A variant number one to 310th Bombardment Wing Operations Plan 50-22 was completed and published on 10 April 1959. This amendment corrected erroneously computed fuel reserves, changed target assignments on five aiming points and corrected errors in the originally published operations plan. Effective 1 April, crew changes necessitated reassignment of five BPF targets. Phase one and two training was repeated as necessary and the Seventh Air Division conducted Indirect Bomb Damage Assessment and Escape and Evasion training on 21 and 22 April for those crews who lacked this requirement. The Seventh Air Division BPF examination was given on 25 April for those crews who had not completed this requirement. The average of all crew grades on this examination was 70% per cent. A total of 15 aircrews briefed the Wing Commander on their assigned BPF mission during the month. These crews were certified capable of performing their mission by the Wing Commander. At the end of April phase two training was complete with the following exceptions: one crew needed IEBA training, three crews need Escape and Evasion training, four crews

^{22/} TTX, Hq. 310th Bomb Wing, 31000 4760, Apr 59. Edn 28

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have not completed the required ten trainer runs per crew and several crews have not completed phase two and three B.F. training. However, this training is programmed to be completed by all crews by 15 May 1955.

The Wing Commander's Planning Meeting on the Summer B.F. (1955 OPLAN 50-55A) was held on 25 April. The following objectives were accomplished: The Wing and Squadron Staffs were given an introductory briefing on the overall aspects of the Summer Plan. Staff members were given writing assignments for annexes in the written 310th Bombardment Wing Operations Plan 50-55A, which is to be published no later than 15 May 1955.

Aircraft have completed the target study required by phase two training for an average of eight hours per crew per assigned target. The remaining target study responsibility under phase four is two hours per month. An average of 16 hours flight planning and mission study has been completed by each crew. Only 12 hours are required in this area of target training. ^{23/}

CONCLUSION:

The wing accomplished the highest number of RB3 runs for a single month since being declared combat ready as more than 200 runs were logged by observers of the tactical units. Circular error average

^{23/} 310th Directorate of Operations Historical Report, Apr 55.

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on all RB runs prior to 18 April was 1,517 feet and a JMR of 2,625 feet. During the wing's Orientation and Evaluation Mission a series of discrepancies in radar scope photo logs were noted by the Wing Observer. A study was made concerning these discrepancies which disclosed that several observers were not properly briefed and some film was processed improperly. 24/

BOEING AND GUNNERY:

Radar RB facilities are excellent in the UK with a good block of time allocated to this wing on London Bomb Plot each day. Due to the English weather during April, visual RB was extremely difficult to accomplish which necessitated the use of facilities at Sidi Elhane in North Africa. An RB site at Paris would greatly aid future wings in accomplishing visual RB requirements.

Gunnery was no problem during the month due to unrestricted firing over water 50 nautical miles from land after having cleared the area by visual and/or radar reference. Extensive firing of gunnery was conducted during the wing unit Simulated Combat Mission on 20, 21 and 22 April. Results were uniformly good.

SPECIAL WEAPONS:

310th aircraft were provided the 1st, 2nd, 6th, 8th, 5th and 10th Aviation Depot Squadrons to give each organization within the wing

24/ R & R, 31000, "C-15 Camera Log Discrepancies," 18 Apr 55. Exh 29

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100 hours of special weapons loading practice. Ten crews from the 379th Bombardment Squadron participated in a loading and in-flight insertion with the 4th Aviation Depot Squadron. Ten crews from the 380th Bombardment Squadron were instructed in loading and in-flight insertion by the 2nd Aviation Depot Squadron while eight crews from the 381st Bombardment Squadron were briefed in loading and in-flight insertion by the 1st Aviation Depot Squadron. This last unit also participated in a paper transaction. The Special Weapons section assisted the wing EMP Plans section in briefing and giving the EMP examinations.

INTELLIGENCE:

Personnel shortages within the section constituted the primary problem area, particularly in the operational intelligence field. None of the tactical squadrons has an intelligence officer and two of the B-47 tactical units have no intelligence personnel in the United Kingdom.

The mission of the intelligence section for the month of April was as follows:

To conduct target study and prepare materials in support of two Seventh Air Division directed missions.

To conduct briefings on IBCA and combat intelligence phases of the EMP.

To administer Seventh Air Division EMP examinations to those crews who had not taken them in March.

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To continue 25P mission study and assist in preparing plans to brief the Wing Commander as required by Fifth Air Force Regulation 200-4.

To prepare a narrative report of the utilization of telephone materials on one of the Seventh Air Division exercises.

COMMUNICATIONS:

Communications activities for the month of April were well above the average. The past month reflected definite improvement in operations, as the pilots have become completely familiar with the communications network in the United Kingdom and with all the available communications aids. Isolated cases wherein some aircraft have encountered minor difficulties have arisen but could not be attributed to any deficiency of the supporting agencies or to the combat crew members. All changes to current communications publications are received and distributed to assigned units for dissemination to the aircrews within 24 hours. ^{25/}

SECURITY:

The USCM vulnerability test conducted during the month of April showed the new flight line aircraft access system to be very effective. Only one aircraft was sabotaged during the hours wing personnel had security responsibility. Personnel at this aircraft did not carry out

^{25/} 310th Directorate of Operations Historical Report, Apr 55.

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the code system properly or the agents would have been prevented this act of sabotage and apprehended. Daily security inspections are now carried out by wing personnel on security problem areas. In addition, Air Police conduct at least one security inspection each week. The Wing Commander reviews the results of these inspections to insure maximum security in this command. Daily indoctrination were conducted by unit security officers to cover areas of security weakness disclosed by the USM vulnerability test. In addition, the team captain of the test team indoctrinated personnel of this wing on his activities during the penetration giving special attention to security violations. Inexperience of guards caused the wing to lose three aircraft due to simulated sabotage during the recent USM. Local Provost Marshal has taken necessary corrective action, however, this wing lost credit for two aircraft in the USM mission due to this situation.

The Wing Commander presented a special security award, i.e., \$10 and a free trip to the continent, to Airman First Class Howell J. Porter, 3918th Air Police Squadron, for apprehending two penetration agents during the wing's vital and important Unit Simulated Combat Mission. ^{26/}

During the month the wing established a standard security procedure for all classified briefings given to personnel of this command. The Wing Security Officer was made responsible for preparation

^{26/} Photo of Colonel de Bussy presenting award to A/1C Howell J. Porter, 3918th Air Police Squadron. Exh 30

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and distribution of code sign sheets to all units and sections of the wing as required and monitoring all classified briefings and the security involved to insure complete compliance with the above mentioned regulation. Unit Security Officers and Senior Briefing Officers were directed to accomplish various security procedures in order to assure compliance with the new directive. ^{27/}

^{27/} 310th Bomb Wing Regulation 205-3, "Classified Briefing Security,"
6 Apr 55. Exh 31

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CHAPTER IV

MATERIEL AND MAINTENANCE

The Directorate of Materiel and the squadrons working under its jurisdiction experienced no major problems during the month and initiated planning for redeployment. Flyaway kits stood at 98 per cent for KC-97's and 89 per cent for B-47's. Chief maintenance problem area during the reporting period was the "out-of-commission" status of eight of the 28 available Genco rectifiers in the Ground Power Section. The difficulty stemmed from the lack of parts and from lack of knowledge of the system which prevented any trouble-shooting. A fine record was established by the wing during the month and much of the credit could be attributed to the fact that there were no ACP's reported on wing aircraft during the period. While there were no ACP aircraft reported for B-47's, kit replenishment lagged during the first 10 days of April from 94 per cent to 87 per cent but at the end of the month had recovered to 89 per cent. This condition developed due to the previously reported extraction of several items to the SI after the original request was supplied from the flyaway kit. ^{1/}

Mystery of the low ACP rate here in the UK, as compared to the staggering rate recorded by the wing at Smoky Hill, has been cleared up to some degree. While at Smoky Hill aircraft were allowed to remain ACP because of low priority for parts, however, since deploying to the UK the wing's ACP rate has dropped to zero and remained there. This

^{1/} Ltr, Sq. 310th Bomb Wing, 18 Apr 59./SECRET/

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was explained by the fact that here in the UK the 310th operates under very realistic simulated warlike conditions which allows the wing to draw parts and equipment at a much faster rate than in the SI. This precludes aircraft sitting for days awaiting a single part since the wing must be on a ready status at all times while in the UK.

The scheduling of aircraft in compliance with the 10 day cycle concept of maintenance was begun the first of the month. ^{2/} Every effort was made to adhere to the schedule. Past indications are that increased efficiency will result for both maintenance and operations. Under this system aircraft delivered west to fly and with crews flying no more than twice a week and sometimes once a week, necessary stand-by crews should be available. ^{3/}

A serious problem has been noted since the wing deployed from the SI to the UK. The aircraft malfunction and abort figures have been climbing steadily since early March. As a result a vigorous program to cope with this problem was established as an Aircraft Malfunction Abort Board appointed in accordance with SAC Regulation 66-11. ^{4/}

LOGISTICS:

Logistic support was provided for all wing missions. Requests were sent to all squadrons asking for submission of a list of personnel

^{2/} 310th BW Reg 66-1, "Maintenance & Flying Schedule," 7 Apr 55. Exh 32

^{3/} 310th Bomb Wing Staff Meeting Minutes, 5 Apr 55. Exh 33

^{4/} 310th BW Reg 66-11, "Aircraft Malfunction and Aborts," 13 Apr 55. Exh 34

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and material to be deployed to the XI. Changes to the Mobility Plan have been temporarily suspended, however, work on this project will be resumed upon arrival in the XI in order to meet the 7 July 1955 suspense date. Logistical reports for MATS support airlift for return to the XI have been submitted for the month of April.

Logistic plans were prepared for operation "BELT BUCKLE", "SNEAK PLAY" and a plan developed for the rotation of support personnel to and from Sidi Slimane in May for the conduct of B-47 operations.

SUPPLY:

A staff visit was made to all unit supply sections of each squadron within the wing. Two units were declared unsatisfactory and two more were marginal. Only one squadron received an excellent rating with the remaining units all were found to be working in a satisfactory manner.

The Fifteenth Air Force Inspection pointed out that very few of the wing's squadron company grade officers had attended a supply course as required by SAC Regulation 67-30. A study was made and it was found that only five per cent of the wing personnel had met the requirement. A course was devised and set up by this office ^{2/} with the assistance of various wing personnel. The course was conducted and the wing percentage was upped to 22.5 per cent for company grade officers qualified. ^{2/}

^{5/} 310th Bomb Wing Staff Meeting Minutes, 12 Apr 55. Ed: 35

^{6/} 310th Bomb Wing Supply Refresher Course, 1 Apr 55. Ed: 36

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During the month the 310th Armament and Electronics Officer noted that a series of HF antenna breakages had occurred. Exact cause of the breakage was not readily determinable, however, it was assumed it could have been a material failure. The wing requested an investigation be instigated to determine the cause of breakage and corrective action initiated.

A fifteen day level of bench stock items was deployed by all squadrons where ever base supply levels permitted. One exception to this occurred in the instrument shop of the Field Maintenance Squadron. Since this was a joint instrument shop of the Field Maintenance and items for bench stock were in short supply the limited quantity on hand was left for the wing remaining at base. In numerous cases where only one of an item was authorized for bench stock in a joint shop it was left at the home station in conformance with verbal instructions from 302d Air Division. Certain items such as bar stock for the machine shop, paint and dope, sheet metal and tire soap inflammable items were left behind by choice. Though the wing deployed with numerous items as bench stock under base supply it had encountered no serious supply problems to date.

Action has been directed to complete the screening of the wing's Turnaway Kits for applicability of items. For this was considered a base function the wing went ahead with the work as planned.

T/ TAC, 310th Bomb Wing, 310ABX, 10 Apr 55. Exh 37

S/ IAR, Base For: Col de Russy, "Bench Stocks and PAK's," 20 Apr 55.
Exh 38

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AIRTEL 33:

Since the arrival of the 310th Wing in the 33, no war-hour analysis was possible due to non-availability of necessary IBM machines at Seventh Air Division. Therefore, all completed war-hour cards were shipped to Maxwell Air Force Base for processing and preparation of the SAC-22 report.

Despite the fact that the wing's maintenance personnel were operating at three different bases, the Department Analysis Branch continued operations satisfactorily. The Aircraft and Electronics Squadron processed and completed a total of 1,173 work orders while the Field Maintenance Squadron completed 945 work orders. There were 15 J-47 engine changes and one F-4D-398 engine change during the month of April. During the same period the Inspection Sub-unit of Quality Control completed six periodic inspections on E-47 aircraft and four periodics on KC-97's. A total of 15 J-47 engines were inspected following engine changes. Nineteen J-47 engines were inspected on the line for damage. One aircraft was inspected for hard landing with no visible damage noted. A total of 17 quality control flight line inspections were completed on E-47, KC-97 and C-47 type aircraft.

Four Publication Requirements Tables were processed for the wing during the month. Annual physical inventory was completed on 54 volumes of technical orders. A total of two hours of instructions in the technical order system was given to personnel of the 310th Wing at

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the direction of the Director of Personnel.

A total of 120 unsatisfactory reports were submitted for the month of April. This was a great improvement over the preceding months of this year. Three UI answers were received from various Air Force Depots considering the wing's difficulties. Three UI exhibits were shipped to Oklahoma City Air Materiel Area.

The combustion aligning tool mentioned previously was improved upon by the aircraft maintenance standardization team, and after test and further study, the problem was given a different approach. It was discovered that technique in installation of cans without special tools could be developed. The team helped the engine chiefs develop the desired technique. Tool development is to be held in abeyance until a problem again develops in this area.

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310TH BOMBARDMENT WING, MEDIUM

REGISTER OF KEY PERSONNEL

(As of 30 April 1955)

Colonel John H. de Russy	Commander
Colonel Murray A. Bywater	Deputy Commander
Colonel Robert E. Thacker	Director of Operations
Colonel Harry H. Jones	Director of Materiel
Colonel Robert E. Corwin	310th Tactical Hospital
Major Melvin E. Clark	Director of Personnel
Major William L. Lavagnino	Director of Comptroller
Lieutenant Frank H. Wagner	Adjutant
Major William H. Crawford	310th Bomb Wing Rear Echelon Commander*
Lt. Col. Howard L. McClatchy	Comdr, 379th Bomb Sq.
Lt. Col. Samuel R. McDaniel	Comdr, 380th Bomb Sq.
Lt. Col. Harold G. Fulmer	Comdr, 381st Bomb Sq.
Major Jack N. Fancher	Comdr, 310th Air Refueling Sq.
Major Carrol Hament	Comdr, 310th Periodic Maint Sq.
Lt. Col. James E. Jordan Jr.	Comdr, 310th Field Maint Sq.
Lt. Col. Allan C. Hart	Comdr, 310th Arm. & Elect. Sq.
Captain Donald J. Ritan	310th Flying Safety Officer
Lieutenant Francis J. Hughes	310th Security Officer

BIBLIOGRAPHY

Source Material

Files:

Headquarters, 310th Bombardment Wing Central Files.
Headquarters, 310th Bombardment Wing Classified Files.
Headquarters, 310th Bombardment Wing Historical Files.

Official Publications:

General Orders:

Headquarters, Strategic Air Command.
Headquarters, Fifteenth Air Force.
Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

Special Orders:

Headquarters, 310th Bombardment Wing.

Regulations:

Headquarters, Strategic Air Command.
Headquarters, Fifteenth Air Force.
Headquarters, 802d Air Division.
Headquarters, 7th Air Division.
Headquarters, 3918th Air Base Group.

Declass Letters:

Headquarters, 310th Bombardment Wing.

Operations Memorandums:

Headquarters, 310th Bombardment Wing.

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Headquarters, Fifteenth Air Force.
Headquarters, 7th Air Division.
Headquarters, 310th Bombardment Wing.

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Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Sky King, Upper Heyford Air Force Base. (Bi-weekly)

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Staff Meeting Minutes.

Management Control System.

Daily Reading File.

310th Bombardment Wing Staff Section Historical Reports:

Director of Operations.

Director of Personnel.

Director of Materiel.

Director of Comptroller.

310th Bombardment Wing Squadron Historical Reports:

379th Bombardment.

380th Bombardment.

381st Bombardment.

Armament & Electronics.

Periodic Maintenance.

Field Maintenance.

310th Air Refueling.

310th Headquarters Section.

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HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SHAWNEE HILL AIR FORCE BASE
SALINA, KANSAS

APPENDIX

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LIST OF EXHIBITS

Exhibit No.

1. Ltr, Hq. 310th Bomb Wing, "Letter of Appreciation," 18 Apr 55.
2. TWX, Hq. Fifteenth Air Force, DO 2563, 4 May 55.
3. Ltr, Hq. 310th Bomb Wing Rear Echelon, 1 Apr 55.
4. 310th Bomb Wing Staff Meeting Minutes, 26 Apr 55.
5. TWX, Hq. Seventh Air Division, OI 6127, 6 Apr 55.
6. Photos of 310th Bombardment Wing Aircraft Commander's Dinner.
7. Photos of General Lacey's visit to Upper Heyford AFB.
8. Photos of General Sutherland's arrival at Upper Heyford AFB.
9. R & R, WGEW, "Staff Visit by Hq. 7th ADiv," 1 Apr 55.
10. R & R, 310CO, "Inspection of Wing and Squadron Functions," 1 Apr 55.
11. 310th Bomb Wing General Order #3, 20 Apr 55.
12. 310th Bomb Wing Management Control System, Apr 55.
13. 310th Bomb Wing Officer Personnel Roster.
14. 310th Bomb Wing Manning Chart, Apr 55.
15. Ltr, American Red Cross, 15 Apr 55.
16. 310th Bomb Wing Operations Order 504-55, 1 Apr 55.
17. R & R, 310CO, "Special Training Month Requirements," 13 Apr 55.
18. 310th Bomb Wing Operations Order 406-55, "TIGER JAKE," 1 Apr 55.
19. 310th Bomb Wing Operations Order 110-55, "CLOVER LEAF," 14 Apr 55.
20. 310th Bomb Wing Production and Statistical Summary, Apr 55.
21. 310th Bomb Wing Reg 55-4, "Alert Notification," 5 Apr 55.

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22. 310th Bomb Wing Reg 55-37, "Recording of J-47 Engine Overheat and Stall Conditions," 28 Apr 55.
23. R & R, 31000F, "Violations of Flying Regulations," 20 Apr 55.
24. 310th Bomb Wing Ops Memo 60B-5, "F-47 Restrictions and Weather Minimums," 12 Apr 55.
25. 310th R & R, "Criteria and Policy concerning Upgrading of Crews to Lead Status," 12 Apr 55.
26. 310th Bomb Wing Ops Memo, 51E-8, "Policy and Criteria for Upgrading Combat Ready Crews to Lead Crew Status," 29 Apr 55.
27. R & R, 31000, "Emergency Refueling and Starting Procedures," 20 Apr 55.
28. TTX, Re. 310th Bomb Wing, 31000 4766, Apr 55.
29. R & R, 31000, "40-15 Camera Log Discrepancies," 18 Apr 55.
30. Photo of Colonel de Russy presenting award to A/1C Howell J. Porter, 391st Air Police Squadron.
31. 310th Bomb Wing Regulation 205-3, "Classified Briefing Security," 6 Apr 55.
32. 310th Bomb Wing Reg 60-1, "Maintenance and Flying Schedule," 7 Apr 55.
33. 310th Bomb Wing Staff Meeting Minutes, 5 Apr 55.
34. 310th Bomb Wing Reg 66-11, "Aircraft Malfunction and Aborts," 13 Apr 55.
35. 310th Bomb Wing Staff Meeting Minutes, 12 Apr 55.
36. 310th Bomb Wing Supply Refresher Course, 1 Apr 55.
37. TTX, Re. 310th Bomb Wing, 31000E, 10 Apr 55.
38. Ltr, Memo For: Col de Russy, "Bench Stocks and FAN's," 20 Apr 55.

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force

310DCO

18 April 1955

SUBJECT: Letter of Appreciation

TO: ALL SQUADRONS
310th Bombardment Wing, Medium
APO 194, United States Air Force

1. To say that I am extremely well pleased with the execution of 310th Bombardment Wing mission "BELT BUCKLE" would, in itself, be an understatement. Though all the official tabulations are not in, preliminary reports indicate that our mission was highly successful and it is entirely possible that we may have set some new records.

2. To execute a mission well, the cooperation, coordination, spirit and will-to-do must be evident in every member of a command. This was achieved in this mission and I take exceptional pride in recognizing your combined efforts, i.e., staff, maintenance and operational personnel alike. Every man did his job and did it well. We have advanced another step on our ladder of success and are rapidly becoming the type of combat unit which the Commander In Chief of the Strategic Air Command desires.

3. We have received many complimentary remarks on our mission from the 7th Air Division which have been most gratifying and encouraging. Indications are, therefore, that we have taken another stride in establishing ourselves as a progressive, "going" and hard-to-beat outfit.

4. You and your men can take great pride in your immediate organization and the 310th Bombardment Wing (M) as a whole. Not only do I praise your efforts but I express deeply my most sincere appreciation for your spirit, initiative and cooperation.

5. It is desired that the contents of this letter be disseminated to all personnel of your command.

/s/t/JOHN H. de RUSSY
Colonel, USAF
Commander

COPY

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SECRET

FM COMDRAP 15 MARCH AFB CALIF
TO JFSY /COMDRADIV 802 SMOKEY HILL AFB KANS
INFO JFLCO/COMBOMWG 310 UPPER HERTFORD ENG
BT
/S E C R E T/DO 2563. SUBJ: OPERATION "BELT BUCKLE"
CONDUCTED IN UK 14 APR 55. THE 310BOMWG AND 310TH ARS
RECENTLY PARTICIPATED IN 7ADIV OPERATIONS, NICKNAME "BELT BUCKLE".
THIS HQ IN REC OF MAG FR COMDR 7ADIV ADVISING THAT THE 310
BOMWG AND ARS WERE ASSIGNED TASKS TO TEST THE POST-STRIKE SUPP
CAPABILITY APTAI FORD AND BRIZE WORTON AND TO EXERCISE THE
310BOMWG IN THE EXECUTION OF ENF ON-CALL RESTAURATION TGTB.
EVALUATION OF MSN INDICATES 310BOMWG WAS ASGD 8 TGTB, OF WHICH
7 WERE SUCCESSFULLY ATTACHED. THE 8TH MSN ABORTED DUE TO RADAR
TROUBLE. OPS PLAN ING AND EXECUTION OF MSN BY 310BOMWG WAS
ACCOMP IN AN EFFICIENT AND HIGHLY PROFESSIONAL MANNER.
BT
04/1930ZRAY JFPRH

SECRET

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDICAL
Smoky Hill Air Force Base
Salina, Kansas

1 April 1955

Colonel John H. de Russey
Commander, 310th Bombardment Wing, M
APO 194
New York, N. Y.

Dear Colonel de Russey,

Attached are 17 copies of a weekly activities report outlining the work that we are accomplishing within each squadron. We intend to forward a report similar to the inclosed to you each week unless you advise otherwise. I certainly do not want to overburden your workload in sending a lot of miscellaneous information. However, I felt that the squadron commanders would be interested in what is being accomplished back here. Some of the squadrons did not leave us an outline as to the work they desired to be accomplished. Therefore, we are taking action here to assign various projects as they come to our attention. In this regard, it is suggested that the squadron commanders advise us of any particular projects they desire to be accomplished that we are not already working on.

In reference to our new Headquarters Building, our move is still pending on the availability and laying of telephone cables to that area. We are taking action here to have new signs made, the lawn seeded, etc. I have also been advised that we are getting a new 30-ton air conditioner, however, the installation of this unit is indefinite at this time. I will try to give you the complete status of all of our new buildings sometime this week.

We are attempting to get all of the work accomplished on our new buildings as well as rehabilitation of our maintenance control and operations control rooms. In this regard, Colonel Randolph recently hand-carried all of these projects to Headquarters, Fifteenth Air Force. However, the accomplishment of this work is dependent upon the availability of funds which have not been firmed up as of this date.

Sincerely,

/s/t/WILLIAM A. CRAWFORD
Major, USAF

HEADQUARTERS
310TH BOMBARDMENT WING, MEDICAL
APO 194, United States Air Force

10 Hours

26 April 1945

STAFF MEETING

Personnel Present

g Commander	Colonel de Huey
uty Commander	Colonel Bywater
g Executive	Lt Col Rifkin
ector of Materiel	Colonel Jones
ector of Operations	Colonel Thacker
ector of Personnel	Lt Turner
ector of Comptroller	Major Lavergne
g Adjutant	Lt Wagner
WCF	Capt Nelson
WAS	Lt Col A. Hart
WMS	Major Burch
WMS	Lt Col Gordon
WMS	Lt May
WSS	Lt Col Holladay
WSS	Lt Col Gail
WSS	Lt Col Farnhill
WSS	Lt Col Palmer
WSS	Capt Chapman
WSS	Lt Hughes
WSS	Lt Col Hart
Chaplain	Capt Higgins
MO	Capt Tandy
Squad Group Commander	Colonel Jacey

MINUTES

12

Information regarding the leave policy upon return to Sucky Hill will be choosing from the Adjutant's Section. Leave in excess of fifteen days will be granted only in special cases, i.e., when a man will lose leave, etc. within of fifteen percent may be on leave at one time.

Security on the BOM is apparently good. Lt Hughes has a copy of the report which will be put out by 7th Air Division. There was no day time violation, however one aircraft was sabotaged during the night while in the gar. Indications are that our personnel still need indoctrination.

To reiterate the uniform policy, civilian clothing will not be worn in Officers Club. Squadron Commanders should inform their personnel of this.

General Sutherland will arrive today, remaining (tentatively) until the end week in May. Personnel should be briefed regarding their behavior in London and, specifically, the Columbia Club during General Sutherland's visit.

31000

Complaints regarding failure to receive correspondence have been investigated and it has been discovered that the squadrons are not picking up their distribution promptly. In other cases, correspondence has been thrown away rather than forwarded to the people concerned. Lt. Jager will brief personnel in Message Center to prevent mis-routing of distribution.

31001

All GO-2 accomplishments should be completed prior to rotation. A report on this is due on the 25th.

39100

Major Mayford has been designated as a speaker here for exercise. Bolivar which will take place on 27, 28 and 29 April. Since the aircraft are scheduled for Fairford, it is only very possible that they will come here. However, if they do, it will be necessary to give them a priority for maintenance, refueling, etc.

31002

Request a roster of authorized personnel be kept at the gate near the A&S building to allow A&S personnel to enter at this gate due to the fact that there is not an adequate supply of SAC badges. Colonel Dacey will check into the situation. Lt. Hughes will coordinate with Colonel de Stuy regarding the procurement of additional badges from Scott Hill.

31003

Major Johnson, leader of the penetration team, will be here on 27 April to lecture and assist the wing in their assembly shortcomings. Half-hour lectures will be given at the Base Theatre from 1000 to 1200 and from 1300 to 1700. All personnel should make an effort to attend.

31000

A member of the penetration team talked with two captains and one lieutenant at a bar in Oxford; classified information regarding the mission and the name and location of one target was revealed to the penetrator.

Colonel Winbury and staff from the 40th Test Wing are here on their survey trip. Wing personnel should assist them wherever possible.

The critique at 7th Air Division will be held at 1000 hours, 27 April. Buses will leave at 0745.

BY ORDER OF THE COMMANDER:

Frank H. Wagner
FRANK H. WAGNER
1st Lt, USAF
Adjutant

COPY

LG045GBB;53

FM COMAIR DIV 7 SAC SO HUISLIP ENG
TO JFLGO/COMABREG 3918 SAC UPPER HEYFORD EIG
JFLGO/COMBORNG 310 SAC UPPER HEYFORD ENG
BT

/UNCLASSIFIED/OI 6127. RE MURROW "SEE IT NOW" SHOW. AUTHORITY TO FILM
INTERIOR OF B-47 FOR PURPOSE OF PHOTOGRAPHING CREW FACIAL EXPRESSIONS
GRANTED WITH PROVISION THAT PROJECT OFFICER CLOSELY MONITOR PROJECT
TO INSURE MINIMUM INTERFERENCE WITH MISSION AND ADHERENCE TO SECURITY
REQUIREMENTS. IN NO CASE WILL ANY FILMING BE ALLOWED OF THE RADAR
OBSERVER IN HIS POSITION. APPROVAL IS GRANTED TO FILM AIRCRAFT COMMANDER
AND PILOT. HOWEVER, IN NO CASE SHOULD THE PHOTOGRAPHS SHOW THE LEFT
OR THE RIGHT SIDE OF THE COCKPIT, OR THE ENTRANCE TO THE RADAR
OBSERVER COMPARTMENT, OR ANY OTHER EQUIPMENT IN THE AIRCRAFT EXCEPT
THE CONTROLS AND THE PANEL IN FRONT OF THE PILOT. NO DEVIATION FROM
THIS POLICY WILL BE PERMITTED.

BT

08/1115Z APR JFLGB

COPY

31st Bomb Wing Aircraft Commander's Dinner.

1186





General LeMay with Upper Heyford
Commanders.

1189





General Outherland and his party visits
Upper Wyseford.











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Staff Visit by Headquarters, 7th Air Division

All Staff Sections

Wing Executive Officer

1 Apr 55

1. A team of senior Headquarters, 7th Air Division personnel will visit this command during the period 28-29 April 1955, consisting of representatives from the Directorate of Operations, Materiel, Intelligence, Personnel and Security. The Team Chief will be Colonel William B. Campbell. Purpose of the Staff Visit is to evaluate the capability of this command and to endeavor to assist in overcoming operational deficiencies or difficulties impeding the progress of training and operations.

2. The major staff section of the 7th AD team will meet with the Wing Commander and his staff at 1100 hours, 28 April 1955, for a briefing on this command's progress to that date. A smaller team will visit the 310th AREFS at Brize Norton and upon completion of their visit will join the team at this base for a joint team critique at 1330 hours, 29 April 1955.

3. The 310 BOMWG Director of Comptroller will be responsible for coordination of all information and materials prepared for presentation by each staff agency.

4. Coordination as required by the foregoing paragraph will be accomplished prior to 1200 hours, 25 April 1955.

cc: Comdr
310 AREFS

/s/t/NICHOLAS J. RIFKIN
Lt. Col. USAF
Wing Executive Officer

COPY

1200

COPY

1 April 1955

SUBJECT: Inspection of Wing and Squadron Functions

TO: Director of Operations
Director of Materiel
Director of Personnel
Wing Security Officer

1. Reference disposition form, subject: SAC Inspection Guide, 22 March 1955, with inclosure "Vital Statistics."
2. Information as to the status of compliance, by the Directorates and Squadrons of this command with the elements listed in the check list, "Vital Statistics", and corrective action accomplished to the delinquencies and irregularities reported upon by the General Inspection, Fifteenth Air Force, is required by 25 April 1955.
3. Report will include operational, materiel, and personnel deficiencies or difficulties which are impeding current training and operations.

/s/t/JOHN H. de RUSSY
Colonel, USAF
Commander

COPY

1201

HEADQUARTERS
31. BOMBARDMENT WING, MEDIUM (S.C.)
APO 194, New York, New York

GENERAL ORDER(S)
NUMBER 3)

26 April 1955

STAFF ASSIGNMENTS-----I

I. STAFF ASSIGNMENTS.--1. LIEUTENANT COLONEL GEORGE W. C. 11, 7463, USARF, this headquarters, is assigned as Deputy for Operations, effective 1 May 1955. VICE: LIEUTENANT COLONEL J. R. MCDONALD, 4572, this headquarters, relieved.

BY ORDER: COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USARF
Adjutant

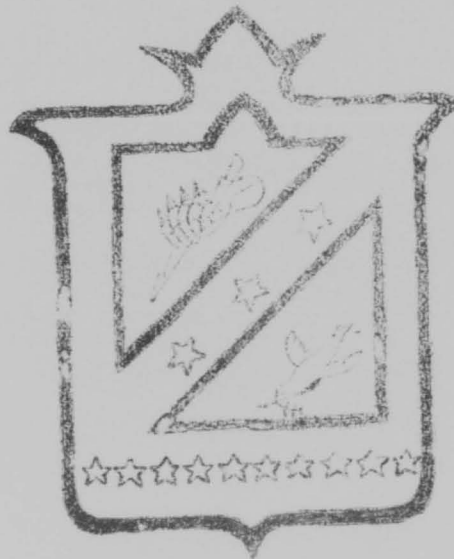
Frank H. Wagner
FRANK H. WAGNER
1STLT, USARF
Adjutant

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310TH BOMB WING M

RCS: 15-42



MONTH OF APRIL 1955

MANAGEMENT CONTROL
SYSTEM
CONFIDENTIAL

1203

CONFIDENTIAL
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ORIGINALS LIST

<u>Code</u>	<u>Copies</u>	<u>Code</u>	<u>Copies</u>
HQ SAC	1	310DP	1
HQ 15AF	2	310DA	1
802NDIV	2	310DM	1
7ADIV	1	310DG	1
310CC	1	310DIT	4

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SECTION I - Forecast of Official Management Control System Scores.

Projected scores for April - SAC Management Control System Summary.

A.	PERSONNEL	MAX POINTS	% MAX LAST YR	% MAX THIS YR	POINTS RECEIVED
1.	Manning in Required SPEC				
a.	Officers	30	90	90	15.0
b.	Airmen				
(1)	Direct Support	150	100	100	15.0
(2)	Indirect Support	20	20	20	5.0
2.	ARPL Rate	30	100	100	30.0
3.	Ground Safety	25	80	80	20.0
4.	Recall to Duty Rate	40	30	30	12.0
5.	Mobile TNG Det Utilization	NA	-	-	-
	Personnel Sub Total	300	32	32	97.0
B.	MATERIAL				
1.	Flying Hours as % of Required	60	81	88	52.8
2.	Reports of Survey	20	60	60	12.0
	Material Sub Total	80	77.5	81	64.8
C.	GENERAL ITEMS				
1.	Flying Safety	50	90	90	36.0
2.	UCR Effect	100	74.4	70.6	90.6
	General Items Sub Total	150	80	84	126.6
D.	OPERATIONS				
1.	Training Minimums				
a.	Bombardment	NA	68.6	NA	NA
b.	Tanker	NA	73.9	NA	NA
2.	Flying HR Utilization	100	64.2	81	81.0
3.	Wing Proficiency				
a.	MRS Radar Bomb	40	50	60	24.0
b.	RCS Visual Bomb	25	70	100	25.0
c.	Night Collection NAV	20	100	100	20.0
d.	Flight Engineering	15	60	10	1.5
e.	Gunners	20	80	40	8.0
f.	Air Refueling				
(1)	Refueling	20	100	100	20.0
(2)	Radar Refueling	20	100	100	20.0
4.	Probation Status - O/L Crews	50	100	50	25.0
5.	Combat Ready Crews				
a.	Bombardment	40	70	60	24.0
b.	Tanker	10	100	100	10.0
6.	Physical Conditioning	20	50	50	10.0
	Operations Sub Total	380	64.2	70.7	268.5
	TOTAL	910	59.4	61.2	556.9

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SECTION - Computation of scores and discussion of influencing factors.

A. PERSONNEL

1. Manning in Required Specialties

	<u>AUTH</u>	<u>IRI</u>	<u>% IRI</u>	<u>% MAX</u>	<u>POINTS</u>
a. Officers	429	366	85.3	50	15.0
b. Airmen					
(1) Direct Support	1070	729	68.1	10	15.0
(2) Indirect Support	548	411	75.0	20	5.0

The percentage of officers in required specialties increased 1.4 % over March. This increase had no effect on the percent of maximum score. The percent of max score for airmen remained the same although the percentage of airmen in direct support increased 2.7%. Airmen manning in indirect support remained the same as the previous month. Factors contributing to the scoring for April were an increase in authorizations for officers and airmen. The number of personnel authorized by the Manning Authorization Program, 30 March 1955, were used in computing the above scores. The present effective OJT program will allow the upgrading of a considerable number of personnel during the month of May and will reflect a decided increase in the percent of max score.

2. AWOL Rate

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of AWOLs	5		
Number of Personnel	7035	100	30
AWOL Rate/1000	.71		

<u>Nil AWOLs</u>		<u>AWG Present/Duty</u>
2	- JAN	1759
2	- FEB	1789
1	- MAR	1782
0	- APR	1795
5		7035

With no AWOLs reported during April the Wing continued to score 100% in this item.

3. Ground Safety

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
	<u>Personnel</u> <u>Accidents</u> <u>Rate</u>		
Military Injury	224,914 11 4.89		
Civilian Injury	- - -		
	<u>Miles Driven</u>		
Motor Vehicle	116,869 1 .85	80%	20
Ground Safety Index	5.7		
	<u>Assigned Strength</u> <u>Cost</u> <u>Rate</u>		
Cost Index	7,556 1,276 .171		

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Ground Safety (cont'd)**CONFIDENTIAL**

One (1) lost time accident and seven (7) first aids were reported during the month of April. Total cost per accident and the cost of first aids was \$109.00. One (1) vehicle accident was reported for the Wing although the cost of this accident was charged to the Air Base Group. Total man strength for the month was 1775 military personnel.

4. Recruitment Rating

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of Discharges	101		
Number of Recruitments	26	30	12.0
Recruitment Ratio	25.7		

The recruitment ratio shown above remains the same as last month. This rating is not assigned while the Wing is in a TDY status.

5. MTD Utilization

(MTD not available at TDY station).

B. MANUAL1. Flying Hours Required

		<u>April</u>	<u>% MAX</u>	<u>POINTS</u>
Flying Hours Required:	B-47	1622		
	KC-97	616		
	Total	2238		
Flying Hours Delivered:	B-47	1353	88	52.8
	KC-97	611		
	Total	1964		

Weighted Percentage: 87.8%

The 88% of max score achieved was distributed 83.4% for B-47's and 99.2% for KC-97's. The present max score increased 7% over the previous report due to better scheduling and increased maintenance capability. This is the first complete month of operation for this Wing under the "10 day cycle" system.

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2. Reports of Survey

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number Reports of Survey	21		
Total Strength	7564		
		60	12
Average \$ Per Report	\$157.87		
Report of Survey Per/1000	2.78		

One (1) report of survey was reported from Smoky Hill Air Force Base for \$271.35. The percent max score decreased 5% from March and was influenced by a drop in reported strength for the month of April and the number of reports recorded during February.

C. GENERAL ITEMS

1. Flying Safety

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of Hours Flown:			
B-47	4739		
KC-97	2447		
Total	7386		
Number of Accidents:		90	36
B-47	1		
KC-97	0		
Total	1		
Accident Rate	19.5%		

No minor or major accidents were reported during April. The 4 months score continues to be affected by one (1) minor B-47 accident during March.

2. USCM Effectiveness

	<u>PERCENTAGE SCORE</u>		<u>ACTUAL POINT SCORE</u>	
	<u>Bombardment</u>	<u>Tanker</u>	<u>Bombardment</u>	<u>Tanker</u>
1. Aircraft Operational	93.3	100	23.3	25.0
2. Aircraft Completion	93.3	100	14.0	15.0
3. Crew Proficiency				
a. Bombing	94.8	-	13.9	-
b. Navigation	93.5	-	14.0	-
c. Flight Engineering	88.1	-	3.2	-
d. Wet Hookups	96.6	96.6	9.7	29.0
4. Combat Support	90.0	95.7	9.0	9.6
5. Sabotage of Aircraft				
a. Effectiveness, Excluding Sabotage	-	-	87.1	98.2
b. Effectiveness, Including Sabotage	-	-	80.8	98.2
TOTAL 4000 SCORE (USCM)			90.6%	

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USCM Effectiveness (cont.)

Two (2) operational aircraft were sabotaged during the USCM (tail numbers 118 and 292). USCM effectiveness scored 90.6% of possible 100. Of the 28 crews which completed this mission only nine (9) received an acceptable score for the flight engineering requirements. The requirement for a 98% proficiency index is considered too high for missions which require the employment of "cell tactics".

D. OPERATIONS

1. Training Minimums

(Scoring not applicable during special training month).

2. Flying Hour Utilization

a. Equivalent Hours

	<u>B-47</u>	<u>AC-97</u>	<u>TOTAL</u>
(1) Total Hours	800	330	1130
(2) Repetitive Factor	120	33	153
(3) Take-off & Landings	233	115	348
Total Equivalent	1153	478	1631

b. Actual Hours

1407	599	2006
------	-----	------

% MAX Score	81%
POINTS	81

The increased emphasis on proper flight scheduling has resulted in an increase of 17% in the score obtained in this category.

3. Wing Proficiency

	Item	Weight	Activity	Proficiency	% of	MAX SCORE	POINTS
a.	RBS Radar Bomb	40	69/100	69%	60	24.0	
b.	RBS Visual Bomb	25	13/15	87%	100	25.0	
c.	Flight Coll NAV	20	28/29	96%	100	20.0	
d.	Flight Engineering	15	15/37	41%	10	1.5	
e.	Gunnery	20	15/27	56%	40	8.0	
f.	Air Refueling						
	(1) Wet Hookups	20	81/88	92%	100	20.0	
	(2) Radar R. U	20	60/60	100%	100	20.0	

During April ten (10) gross errors in Radar Bombing were attributed to air crew members and four (4) to airborne equipment malfunctions. Special emphasis is being given to supervised target study at squadron level and increased use of the trainers.

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CONFIDENTIAL4. Probation Status

	Flight	Activity	Proficiency	% of MAX Score	POINTS
a. Crews S/L	20	9/12	75%	50	25

NR S/L Crews

3	-	JAN
3	-	FEB
3	-	MAR
3	-	APR
<u>12</u>		

NR Not On Probation
For Proficiency

-	3
-	3
-	3
-	0
	<u>9</u>

The three (3) lead crews assigned were placed on proficiency probation during April.

5. Combat Ready Crews

a. Bombardment Crews	40	41/45	91.1	60	24
b. Tanker Crews	20	20/20	100.0	100	10

Forty-one (41) combat ready bombardment crews and twenty (20) combat ready tanker crews were assigned as of 1 May 1955.

6. Physical Conditioning

a. Crew Personnel	20	213/284	75%	50	10
-------------------	----	---------	-----	----	----

The bombardment crews attained 100% proficiency in participation of physical conditioning program. The percent of max score was affected by the tanker crews which attained only 49% of the training required.

SECTION III

- Areas of Difficulty -

A. Personnel

1. The lack of personnel and low skill level of those assigned continues to be a primary problem of the Wing.

2. The Wing is endeavoring to raise the skill level of airmen through a vigorous OJT program; however the low skill levels assigned plus the manhours expended in training, create a barrier to the accomplishment of the primary mission.

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3. The personnel items which are considered most critical in the Wing are:

a. Officers: Short two (2) 2054, four (4) 1435 (Personal Equipment Officers), and three (3) 1435 (Special Weapons Officers).

b. Airmen: Short seven (7) 20430/50/70, sixteen (16) 30131/51/71, thirty-nine (39) 43231/51.

B. Materiel

1. There were no major problem areas during the month of April. The increased maintenance capability is an important factor in accomplishing the Wing's mission.

2. The increase in maintenance capability can be attributed directly to the excellent re-supply facilities at the Wing's TOY station.

C. Air Refueling

1. This organization continues to be handicapped due to the lack of qualified personnel.

2. Major shortages in personnel are aircraft maintenance technicians (43171B); short seventeen (17), the reciprocation engine mechanics (43251); short thirteen (13).

D. Operations

1. The Wing was unable to complete its special training month projection due to airframe short rate and ordered missions from higher headquarters.

2. Ordered missions did not require the same items as those that were projected for the special training month.

3. Training for non-combat ready crews fell short due ordered missions requiring the participation of combat ready crews.

4. Ordered missions forced aircraft to be rescheduled reducing the flying time available prior to and after the ordered missions.

5. The Wing's increased maintenance capability and more effective aircraft scheduling should alleviate problems previously encountered in accomplishing the requirements of AMC Regulation 50-6 in the quarter beginning 1 May 1955.

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- SECTION IV -

Special Analysis or Studies.....NEGATIVE

William L. Lavagnin
WILLIAM L. LAVAGNING,
Major, USAF
Director of Comptroller

- SECTION V -

- Wing Commander's Comments -

1. Concur with Comptroller's comments in Section III.

John H. de Mussy
JOHN H. de MUSSY
Colonel, USAF
Commander

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SR Pilot-----SP
Pilot-----P
SR OBCR-----SO
Observer-----AO
Non-rated-----NR

** Indicates Personnel not on TDY

HEADQUARTERS SQUADRON SECTION
310TH BOMBARDMENT WING, MEDIUM

HCS: 8AD-P8

AUTHORIZED POSITIONS						ASSIGNED POSITIONS		PERSONNEL DATA						PHONE	
JOB TITLE	GR. DE	AFSC	NAME	GRADE	AFSN	PAFSC	DAFSC	AERO RATG	DOR	DCS	DT	SGD	FSSD	OFFICE	HOME
Dep Wing Comdr	COL	0066C	BYWATER, M A	COL	1586A	0066F	0066C	CP	21FEB44	INDEF	12AUG54	12MAY54		10	86
Wing Comdr	B/C	0002	deRUSSY, J.H	COL	1882A	0066D	0066C	CP	22NOV43	INDEF	1JUN52	28FEB51		5	86
DIR of Material	COL	0046C	JONES, H. B.	COL	2381A	0046E	0046C	SP	19JAN51	INDEF	21OCT53	29MAY51		206	79
DIR of OPNS	COL	0036C	THACKER, R. E.	COL	4463A	0036C	0036C	SP	1JUN52	INDEF	16APR53	19MAY53		45	79
IG Chief of MAINT	LTCOL	4316	HART, B E.	LTCOL	40405254	1416	4311	SP	15APR53	INDEF	10JUL53	6MAY51		411	140
DEP DIR OF CPNS	LTCOL	1416	MCDANIELL, S R JR	LTCOL	4572A	1416	1411	SP	15MAR49	INDEF	17JUN53	9MAY53		45	140
Wing INTEL CFF	LTCOL	2016	RIFKIN, N. J.	LTCOL	40564140	2016	2016	NR	15APR53	INDEF	1MAY53	30JUN53		50	140
IG Staff OPNS OFF	LTCOL	1416	WHEELER, F G	LTCOL	8553A	1416	1416	SO	1JUN52	INDEF	16JUN53	10JUN53		249	140
IG Ammunitions OFF	MAJ	3254	BARNARD, L L	MAJ	40662462	1245	3254	SR	8APR54	INDEF	6MAY54	14NOV52		24	140
FLDNG RELSGMT		7024	BROWN, D M	MAJ	35999A	7016	7024	NR	7DEC45	INDEF	12JAN55	30AUG52		**	
OPNS STAFF CFF	MAJ	1435	BROWN, F L JR	MAJ	14084A	1416	1416	SP	1JUN52	INDEF	16SEP53	8AUG53		45	140
IG DIR OF PERS	LTCOL	0016C	CLARK, M. E.	MAJ	14422A	1521B	1521B	SO	1JUN52	INDEF	1JUN53	13OCT44		455	140
IG Inspector	LTCOL	0036C	CRANFORD, W A	MAJ	40794211	0031C	0031C	SP	8AUG49	INDEF	20JUN54	1JUL54		**	
IG ELECT OFF			EGLOFF, E P	MAJ	40864421	3234	3051	NR	15APR54	INDEF	21MAY54	11FEB53		**	
IG GND TNG CFF	MAJ	1416	ERICKSON, H. L.	MAJ	40669026	7516	1411	AP	24JAN51	INDEF	20AUG53	30JUL53		19	140

HEADQUARTERS SQUADRON SECTION

JOB TITLE	GRADE	SSN	NAME	GRADE	LEON	PARNO	DANCO	RAIG	DOR	LOS	SWAPS	FSSD	OFFICE	HOME
OPNS STAFF OFF			GIBBS, G M JR	MAJ	139814	1245	1411	P	1JUN52	INDEF	20JUL53	21JUL55	**	
Supply OFF	CAPT	6424	HVEEM, M H	MAJ	40572119	6424	6424	NR	1JUN52	INDEF	1NOV54	2DEC52	425	140
A/CFT MAINT OFF	MAJ	4344	KENT, R. B.	MAJ	40429161	4344	4344	SP	14PR53	INDEF	13DEC54	26NOV54	**	
IG LOG OFF	MAJ	6416	KERSTETTER, R W	MAJ	40425518	6411	6411	SP	1SEP51	INDEF	5JUL54	23DEC53	193	140
MAINT CONTROL OFF			LACY, L G	MAJ	40745909	4344	4344	SP	11MAR52	INDEF	5FEB55	3SEP52	408	140
IG Comptroller	LTCOL	0056	LAVAGNINO, V L	MAJ	85554	1521B	1521B	SO	14DEC50	INDEF	1SEP52	18MAY51	456	140
FLY Recorder	MAJ	3016	MCDONALD, H J	MAJ	40807017	3034	3016	P	14PR53	INDEF	14MAY53	19MAY53	**	
IG STAFF OBSR	LTCOL	1416	STUELLER, M J	MAJ	70501	1521B	1411	SO	14DEC50	INDEF	1JUL53	5AUG46	18	140
OPNS STAFF OFF	MAJ	1416	VARGA, J A	MAJ	40535793	1435	1435	SP	1JUN52	INDEF	24MAY52	7FEB51	24	140
OPNS OFFICER	MAJ	1435	YOUNG, D J	MAJ	146701	1416	1435	SP	10APR54	INDEF	1AUG53	20JUL53	18	140
INTEL OFF	MAJ	2054	DEJULIEN, G A	CAPT	40829451	2054	2054	P	13MAY54	INDEF	26JAN53	9JAN53	181	240
IG SUP OFF	MAJ	6424	DEWEY, C O	CAPT	155484	6424	6424	NR	16JAN51	INDEF	12MAY53	27APR53	459	140
IGM OBSR			DETHMERT, F	CAPT	40708426	1521B	1521B	AO	28OCT50	INDEF	7APR54	11MAR52	294	240
IGFT OBSR			HOLMES, F R JR	CAPT	40686430	1521B	1521B	AO	14PR53	INDEF	17JUN54	10JUN44	181	240
FLT TEST PLT	CAPT	4334	HORSKY, R N	CAPT	180434	1245	4331	P	15APR54	INDEF	16NOV53	18AUG47	412	79
A/CFT OBSR			LIDELL, M C	CAPT	40753689	1241	1241	SP	28MAR51	INDEF	27MAR53	1APR54	**	
A/CFT MAINT OFF	LT	4344	PARSONS, H JR	CAPT	401696897	4344	4344	AO	1SEP51	INDEF	22DEC54	12NOV53	408	240
IG Safety OFF	MAJ	1444	RUTAN, D J	CAPT	40672441	1444	1444	P	14PR53	INDEF	1MAY52	5JAN44	279	140
IGM Target INTEL CAPT		1525B	SAVINO, B J	CAPT	40938309	1521B	1521B	AO	26JAN55	INDEF	6FEB53	7DEC41	181	240

HEADQUARTERS SQUADRON SECTION

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PLFSC	D.FSC	DATE	DOY	POS	DATE	POS	DATE	POS
ASST DIR ARO MED DIV			TANDY, C. C.	CAPT	402261693	9356	9356	14ME	14ME55	30JUN56	17OCT54	7DEC41	Unk	
MG SPEC WPN OFF MLJ	1416		THOMPSON, A. L.	CAPT	40690871	3274	1411	40	1JUN52	INDEF	16JUL54	19FEB45	294	
Photo RAD INTEL OFF MLJ	2044		WADE, W. B.	CAPT	40128514	2044	2044	NR	19DEC50	INDEF	23APR53	8MAY53	181	
COMM OFF			WILLARD, K. R.	CAPT	40936179	3024	3011	P	1APR53	INDEF	3JUN54	19MAY54	298	
MG GUN OFF	CAPT	3244	WIDEN, J. V.	1STLT	403009212	3244	3244	40	23NOV54	MAY56	10JUL53	7DEC41	176	
INTEL OFF	LT	2054	CLARK, A. L.	1STLT	402028660	1544	2051	40	12NOV52	INDEF	12MAY53	3MAY53	181	
MG COM OFF	MLJ	3024	GIESSEN, T. L. III	1STLT	402252909	3021	2021	DCM	19JUL54	NOV56	9DEC53	7DEC41	298	
SQ COMDR	MLJ	7024	MAY, R. J.	1STLT	40234768	1521E	1521E	40	5MAY53	SEP55	20SEP53	4SEP53	246	
MG COMBAT CR INT OFF			NELSON, C. L.	1STLT	401863025	1521E	7021	40	23DEC52	SEP55	20SEP53	1SEP53	455	
PHOTO RAD. INTEL OFF C.PT	2044		SEIDON, M. M.	1STLT	402082653	1554	2041	40	2MAY53	INDEF	20MAY53	7DEC41	181	
MG COM OFF			STETSON, R. E.	1STLT	402225412	1521E	1521E	40	16JUN54	OCT55	20SEP53	1SEP53	176	
ASST INTEL ENGR	CAPT	4324	STANLEY, L. F.	1STLT	40940871	4324	4324	40	11DEC52	INDEF	18MAY52	20OCT45	275	
ASST LG COM			TAYLOR, J. L.	1STLT	40215176	1231G	6741	P	27MAY53	INDEF	10DEC53	7DEC41	**	
INTEL OFF			WALKER, J. E.	1STLT	40213774	2521	2521	NR	13MAY55	MAY57	attached	7DEC41	Unk	
INTEL OFF			WILSON, M. C. JR.	1STLT	401556824	2324	2051	40	19JUL51	INDEF	7JUL54	30JUN50	181	
SQ ASST MLJ	CAPT	7324	HUGHES, M. E.	1STLT	403011424	7321	7321	NR	22JUG53	JUG56	25NOV53	7DEC41		
INTEL OFF	CAPT	2054	*SHAPIRO, M.	2NDLT	403019971	2051	2051	NR	14APR54	APR56	2JUG54	7DEC41	**	
ASST DIR PHS	WO	73000	TUNNELL, A. L.	2NDLT	403008169	7321	7321	NR	11DEC53	DEC56	1JUN54	10JUL53	458	
PROD CONT OFF	CAPT	4355	KUDRIKOFF, V. S.	CRO	951511E	43100	4351	NR	19FEB52	INDEF	3JUN53	18JUN53	410	

HULL, J. L. T. S. SQUADRON SECTION

* Indicates Officer is Single.

STRENGTH TOTALS OF OFFICERS INFORMATION ROSTER AS OF 31 MAR 55

	B/G	COL	LTCOL	MAJ	C.PT	1STLT	2NDLT	WO	TOTAL
AUTH	1	5	8	20	10	2	0	1	45
REGD	0	4	4	17	13	13	3	1	55

HELICOPTER SQUADRON SECTION

AERO RPT
SR LT—SF
Pilot—F
SR ODR—SO
ODR—O
Non Rated—R

**—Indicate person is not IDY

OFFICIAL INFORMATION ROSTER
379TH BOMBARDMENT SQUADRON
310TH BOMBARDMENT WING, BEMIDJIE

8AD-P8

AUTHORIZED POSITIONS			ALTERNATE POSITIONS			DEFERRED DATA			TOTAL		
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	AFSC	DEFERRED DATA	DEFERRED DATA	DEFERRED DATA	DEFERRED DATA	DEFERRED DATA
ST. CMDR	LTJG	0066A	McINTOSH, L.L.	LTJG	0066A	0066A	SP	1 OCT 53	1 OCT 53	1 OCT 53	1 OCT 53
ACFT CMDR	MAJ	1245	WILSON, L.L.	LTJG	0066A	0066A	SP	1 OCT 53	1 OCT 53	1 OCT 53	1 OCT 53
ACFT CMDR	MAJ	1245	PARSONS, J.V.	MAJ	7179A	1521B	1521B	14 DEC 50	14 DEC 50	14 DEC 50	14 DEC 50
Staff ODR	MAJ	1525B	EGENITY, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
ACFT CMDR	MAJ	1245	FRANKS, A.W.	MAJ	9095A	1245	1245	14 DEC 50	14 DEC 50	14 DEC 50	14 DEC 50
CINL OFF	MAJ	1245	GUTH, C.L.	MAJ	13929A	1245	1245	14 DEC 50	14 DEC 50	14 DEC 50	14 DEC 50
PLT ACB B-47	LT	1245	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
PLT ACB B-47	LT	1245	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
CINL OFF	MAJ	1435	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
AC B-47	CAPT	1525B	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
AC B-47	CAPT	1525B	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
3d PLT OFF	MAJ	4344	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
INSTR LT			WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
AO B-47	CAPT	1525B	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
AC B-47	CAPT	1245	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51
AC B-47	CAPT	1245	WILSON, L.L.	MAJ	007410A9	1241	1241	15 FEB 51	15 FEB 51	15 FEB 51	15 FEB 51

379TH BOMBARDMENT SQUADRON

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	DAFSC	DAFSC	ARO RATG	DOR	DOS	ET A/C CHAFB	FS3D	OFFICE	BO
AC Flt CDR	CAPT	1245	BRUCE, J.B.	CAPT	1496A	1245	1245	SP	29JUL50	INDEF	19FEB54	15MAY49	550	15
PLT, B-47	LT	1245	CAIN, R.W.	CAPT	A0815070	1241	1241	P	20DEC51	INDEF	15APR54	9NOV44	550	15
AO B-47	CAPT	1525B	CATHEY, J.N.	CAPT	A0676506	1521B	1521B	AO	1APR53	INDEF	17JUN54	24FEB53	550	15
AC B-47	CAPT	1245	CRAVEN, J.D.	CAPT	A0680180	1241	1241	P	1APR53	INDEF	1APR54	6APR44	550	15
AO B-47	CAPT	1525B	FIELDS, E.R.	CAPT	A0092107	1521B	1521B	AO	1APR53	INDEF	22JUN54	11JAN52	550	15
AC B-47	CAPT	1245	FURY, G.L.	CAPT	A0756212	1234B	1234B	SP	15FEB51	INDEF	10JUL54	9AUG49	550	14
AO B-47	CAPT	1525B	GILVIN, M.C.	CAPT	A063252	1525B	1525B	AO	27JUN50	FEB 56	18MAY54	9AUG43	550	16
AO B-47	LT	1525B	HART, L.C.	CAPT	070062	1525B	1525B	AO	6JAN55	INDEF	15JUN54	3NOV45	550	16
A/C B-47	CAPT	1245	HOPKINS, H.L.	CAPT	A0544488	1245	1245	P	24JUN51	INDEF	1APR54	16MAR49	550	16
A/C B-47	CAPT	1245	JONESON, F.D.	CAPT	A0833538	1241	1241	P	19JUN50	INDEF	13MAR54	5JAN46	550	16
PLT, B-47	LT	1245	JOHN, T.T.	CAPT	A0740214	1231B	1231B	SP	4JUN53	INDEF	16AUG54	21MAR54	550	16
PLT, B-47	LT	1245	KOCKERMAN, W.F.	CAPT	26490A	1241	1241	P	1APR53	INDEF	13MAY54	15OCT52	550	16
A/C B-47	CAPT	1245	KLEIN, A.L.	CAPT	A067615	1241	1241	SP	31OCT50	INDEF	13JUN54	8MAR49	550	16
A/C B-47	CAPT	1245	REAR, A.L. JR	CAPT	A05717	1245	1245	SP	20JUN50	INDEF	15JUN54	25MAR53	550	16
PLT, B-47	LT	1245	ROBINSON, M.J.	CAPT	A0744912	1245	1245	P	30JUN52	INDEF	1APR54	4APR46	550	16
ACFT OPS CFF			ROZLER, A.A.	CAPT	A01692820	1231B	1231B	SP	20APR51	INDEF	25JUN53	22MAY53	550	16
AO B-47	CAPT	1525B	SCOTT, A.L.	CAPT	A02080928	1525B	1525B	AO	1SEP51	INDEF	22JUL54	7MAR51	550	16
AO B-47	LT	1525B	SHELLEY, D.R.	CAPT	A0772748	1525B	1525B	AO	6JAN55	INDEF	5JUL54	23APR54	550	16
PLT, B-47	LT	1245	SMITH, G.S.	CAPT	A0799483	1241	1241	P	10DEC50	MAR57	1APR54	27SEP44	550	16

379TH BOMBARDMENT SQUADRON

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JOB TITLE	GRADE	POC	NAME	GRADE	FSN	F FSC	D.FEC	NETC R.TG	DOR	DCS	LT DE FB	PGD	OFFICE	BO
TO B-47	LT	1525B	MC HES, J.	1LT	.02218855	1521B	1521B	0	17 APR 53	SEP 55	20 AUG 53	1 G 53	550	167
SG ECM OFF	LT	3024	G. D., R.N.	1LT	0944490	3 24	3024	0	21 DEC 52	NOV 55	10 DEC 54	7 DEC 51	550	167
PLT, B-47	LT	1245	KELLY, K.F.	1LT	.02221936	1234B	1234B	F	20 APR 53	1 DEF	1 MAY 52	7 DEC 51	550	167
PLT, B-47	LT	1245	WILSON, B.R.	1LT	01911582	1245	1245	F	17 MAY 52	1 DEF	6 MAY 54	12 JUN 46	550	167
INTELL OFF	CPT	2054												
PLT, B-47	LT	1245	WILSON, H.T.	1LT	20362	1245	1245		2 JUN 52	1 DEF	15 APR 54	27 OCT 52	550	167
LT, B-47	LT	1245	WILSON, H.T.	1LT	20360	1231B	1231B	F	17 DEC 51	1 DEF	10 DEC 53	7 DEC 51	550	167
PLT, B-47	LT	1245	WILSON, H.T.	1LT	0229312	1241	1241	F	18 APR 52	1 DEF	15 APR 54	12 JUN 45	550	167
AO B-47	LT	1525B	WILSON, J.P.	1LT	20366	1525B	1525B	0	26 APR 52	1 DEF	24 APR 53	22 APR 53	550	167
AO B-47	LT	1525B	WILSON, W.M.	1LT	01-57474	1521B	1521B	0	19 APR 52	1 DEF	20 APR 53	6 APR 53	550	167
AO B-47	LT	1525B												
AO B-47	LT	1525B												
AO B-47	LT	1525B												
AO B-47	LT	1525B												
AO B-47	LT	1525B												
AO B-47	LT	1525B												
AO B-47	LT	1525B												
PLT B-47	LT	1245	YOUNG, L.H.	1LT	.0221946	1234B	1234B	F	13 APR 52	INDEF	1 OCT 52	23 APR 52	550	167
PLT B-47	LT	1245												

379th BOMBARDMENT SQUADRON

| 2 2 |

SR PLT-----SP
 Pilot-----P
 SR OBSR-----SO
 OBSR-----O
 Non Rated-----NR

**Indicates personnel not PDY

OFFICERS INFORMATION REPORT
 380TH BOMBARDMENT SQUADRON
 310TH BOMBARDMENT WING, MEDIUM

RCS: 8AD-P8

AUTHORIZED POSITIONS				ASSIGNED POSITIONS				PERSONNEL DATA				PHONE		
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	ATRO	DATE	DCS	DT ASSD	SSSD	OFFICE	HOME
SQ CONDR	LTCOL	0066A	CALDWELL, G W	LTCOL	7463A	0066A	0066A	SP	1AUG51	IND F	31MAR52	8JUN49	450	140
PLT B-47	LT	1245	BALCH, C L	MAJ	23734A	1245	1245	P	1JUN52	IND F	16AUG54	6AUG49	448	140
A/C B-47	MAJ	1245	BEVERSON, D E	MAJ	16055A	1245	1245	SP	16AUG52	IND F	13MAR54	17MAY46	448	140
SQ OPS OFF	MAJ	1435	GOODLAND, H G	MAJ	14520A	1416	1435	SP	15FEB51	IND F	25MAR52	9JAN50	448	140
AO B-47	CAPT	1525B	LEWIS, D L	MAJ	A0733068	1525B	1525B	AO	13MAY54	IND F	7JUN54	18FEB45	448	140
AO B-47	MAJ	1525B	OPNER, D B	MAJ	6579A	1521B	1521B	AO	14DEC50	IND F	9JUN54	15NOV45	448	140
A/C B-47	MAJ	1245	STEVENS, R F	MAJ	A0421643	1234B	1234B	SP	30JUN50	IND F	11FEB54	29MAR53	448	140
A/C B-47	MAJ	1245	WELSH, D J	MAJ	A0827844	1245	1245	SP	11JUN51	IND F	11FEB54	29AUG51	448	140
	MAJ	1245												
AO B-47	CAPT	1525B	ANDERSON, O L	CAPT	A02101735	1525B	1525B	AO	31MAR51	IND F	10OCT54	22AUG42	448	1670R
A/C B-47	CAPT	1245	ANDERSON, S B	CAPT	A0683433	1234B	1234B	SP	19DEC50	IND F	10DEC53	14MAR42	448	1670R
AO B-47	LT	1525B	BATTIE, J E	CAPT	A0638822	1525B	1525B	AO	25MAY51	IND F	24FEB54	16MAR54	448	1670R
PLT B-47	LT	1245	BROWN, W C	CAPT	A0700226	1245	1245	P	1MAR53	IND F	15APR54	7DEC41	448	1670R
AO B-47	CAPT	1525B	DELL'ANDREA, P J	CAPT	A02079314	1525B	1525B	AO	15APR54	IND F	11JUN54	7DEC41	448	1670R
PLT B-47	LT	1245	FLITCHER, G W	CAPT	A0591133	1234B	1234B	P	3JUL51	IND F	24AUG52	15AUG52	450	1670R
PLT B-47	LT	1245	FORBES, E M JR	CAPT	A01909287	1245	1245	P	19APR51	IND F	11APR54	14SEP47	448	1670R

380TH BOMBARDMENT SQUADRON

JOB TITLE	GRADE	FSC	NAME	GRADE	AFSN	PAFSC	DAFSC	AERO RATG	DOE	DOS	DT ASGD SHAPE	FSSD	OFFICE	HOME
A/C B-47	CAPT	1245	GARRARD, H M	CAPT	A0671920	1245	1245	P	8MAR52	IND F	1APR54	2JUN45	448	167OR79
	CAPT	1435												
A/C B-47	CAPT	1245	HART, W H	CAPT	A0818536	1234B	1234B	SP	31OCT50	IND F	10JUL54	19APR48	448	167OR79
AO B-47	CAPT	1525B	HARTSOCK, W W	CAPT	A0752750	1525B	1525B	AO	16JAN51	IND F	18MAY54	25OCT51	448	167OR79
	CAPT	2054												
A/C B-47	CAPT	1245	KANTOR, A J	CAPT	A0805485	1245	1245	SP	30OCT50	IND F	13MAR54	12APR52	448	167OR79
AO B-47	CAPT	1525B	KARNST, W T JR	CAPT	A0759941	1525B	1525B	SO	30JUN50	IND F	5AUG53	10OCT43	448	167OR79
AO B-47	CAPT	1525B	KELLY, J M	CAPT	A0754912	1525B	1525B	AO	1APR52	IND F	16AUG54	11MAR42	448	167OR79
A/C B-47	CAPT	1245	KRUS, P E	CAPT	A0842422	1234B	1234B	SP	15APR51	IND F	25MAR54	6MAR42	448	167OR79
A/C B-47	CAPT	1245	LITTLEJOHN, D W	CAPT	A0783591	1231B	1231B	SP	19DEC50	IND F	2APR54	29OCT53	448	167OR79
A/C B-47	CAPT	1245	MACDONOUGH, R A	CAPT	A0206249	1241	1241	P	15MAR54	IND F	10APR54	10OCT45	448	167OR79
PLT B-47	CAPT	1245	MORILL, H C	CAPT	A0205947	1245	1245	P	1AUG51	IND F	13APR54	7OCT41	448	167OR79
A/C B-47	CAPT	1245	PERINO, J J	CAPT	A0693232	1245	1245	SP	19DEC50	IND F	1APR54	1APR51	448	167OR79
A/C B-47	CAPT	1245	FRISTON, W E	CAPT	168164	1245	1245	SP	18SEP51	IND F	16AUG54	24SEP48	448	167OR79
PLT B-47	CAPT	1245	SALMINEN, W J	CAPT	A02057417	1245	1245	P	11JUN51	IND F	13MAY54	11APR53	448	176OR79
AO B-47	CAPT	1525B	RATZBURG, R B	CAPT	A02092947	1521B	1521B	AO	30DEC51	IND F	15JUN54	28APR52	448	167OR79
AO B-47	CAPT	1525B	SHAGNER, W A	CAPT	A0668779	1525B	1525B	SO	25DEC51	IND F	16APR53	4APR53	448	167OR79
A/C B-47	CAPT	1245	SIGLIN, P F	CAPT	A0723374	1245	1245	P	10DEC51	IND F	1APR54	5MAY55	448	167OR79
A/C B-47	CAPT	1245	SMITH, W R	CAPT	A0813593	1234B	1234B	SP	31OCT50	IND F	20MAR53	2MAY49	448	167OR79

350TH BOMBARDMENT SQUADRON

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSN	PAFSC	DAFSC	AERO RATG	DOR	DOS	DT ASGD SHAFF	FSSD	OFFICE HOME
A/C B-47	CAPT	1245	STEWART, C C	CAPT	17643A	1245	1245	P	1SEP51	IND F	13MAR54	25JUN51	448 1670R79
AO B-47	CAPT	1525B	TOLLIVER, R O	CAPT	AO556047	1525B	1525B	AO	15FEB51	IND F	15FEB51	4JAN46	448 1670R79
AO B-47	CAPT	1525B	VOGEL, D A	CAPT	AO942267	1525B	1525B	AO	19MAR54	IND F	7JUN54	8JUN54	448 1670R79
AO B-47	CAPT	1525B	WAPLE, C G JR	CAPT	AO210977	1525B	1525B	AO	23SEP51	IND F	23JUL54	27APR51	448 1670R79
A/C B-47	CAPT	1245	WYMAN, J C	CAPT	AO729391	1234B	1234B	SP	5OCT50	IND F	24JUL53	26JUN53	448 1670R79
	CAPT	1245											
	CAPT	1245											
	CAPT	1245											
	CAPT	1245											
	CAPT	1245											
PLT B-47	LT	1245	WRIGHT, G L	CAPT	AO835582	1245	1245	P	19DEC50	IND F	15APR54	6OCT51	448 1670R79
SUPPLY OFFICER	CAPT	6424	GROSSE, A E	1STLT	2482A	6421	6421	NR	12JAN54	IND F	21OCT54	30NOV54	** 448 1670R79
AO B-47	LT	1525B	HIGDON, R J	1STLT	AO1910606	1525B	1525B	AO	10APR52	IND F	21OCT54	7OCT51	448 1670R79
PLT B-47	LT	1245	JONES, G W	1STLT	264951	1245	1245	P	24FEB52	IND F	21OCT54	21OCT51	448 1670R79
PLT B-47	LT	1245	KIRBY, C F C JR	1STLT	202134	1245	1245	P	21JUN52	IND F	21OCT54	21OCT51	448 1670R79
PLT B-47	LT	1245	MAXSON, R	1STLT	237491	1234B	1234B	P	21JUN54	IND F	21OCT54	21OCT51	448 1670R79
A/C B-47	LT	1525B	MAHLE, D B	1STLT	AO2227008	1525B	1525B	AO	17OCT53	IND F	21OCT54	21OCT51	448 1670R79
A/C B-47	LT	1525B	MORRIS, M D	1STLT	AO2227079	1525B	1525B	AO	30MAR53	IND F	21OCT54	21OCT51	448 1670R79
PLT B-47	IT	1245	PARK, H J JR	1STLT	AO2227079	1234B	1234B	P	19JUN54	IND F	21OCT54	21OCT51	448 1670R79
	IT	1435											
PLT B-47	LT	1245	TRUI, M A	1STLT	AO2227002	1234B	1234B	P	29NOV52	IND F	21OCT54	21OCT51	448 1670R79

350TH BOMBARDMENT GROUP

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSN	PAFSC	D4FSC	RTG	DOR	DOS	DT ASGD	FSSD	OFFICE	HOME
PLT B-47	LT	1245	QUANDT, T W	1STLT	A02221696	1245	1245	P	5FEB52	IND F	1APR54	14JUN52	448	1670R79
AO B-47	LT	1525B	SMITH, C O	1STLT	A02231242	1525B	1525B	AO	17MAR53	AUG55	1AUG53	2AUG53	448	1670R79
PLT B-47	LT	1245	THOMPSON, E E	1STLT	A01859135	1234B	1234B	P	23MAR53	IND F	7JAN53	7DEC41	448	1670R79
PLT B-47	LT	1245	WEBER, R E	1STLT	A09322278	1241	1241	P	7FEB52	IND F	1APR54	20DEC45	448	1670R79
	LT	3024												
PLT B-47	LT	1245	WISEMAN, L L	CAPT	A07820590	1245	1245	P	15MAY51	IND F	15APR54	7DEC41	448	1670R79
PLT B-47	LT	1245												
PLT B-47	LT	1245												
PLT B-47	LT	1245												
PLT B-47	LT	1245												
PLT B-47	LT	1245												
PLT B-47	LT	1245												
AO B-47	LT	1525B	WOJCICHOWSKI, C	CAPT	A02091626	1521B	1521B	AO	13NOV51	IND F	12JUN54	7DEC41	448	1670R79
PLT			BENNETT, L M	2NDLT	A03036076	1124Q	1221B	P	17AUG54	AUG57	14NOV54	20MAY42	448	1670R79
TUE WILKINSON			JOHN, R A	2NDLT	A03022273	1551	1521P	AO	24AUG53	AUG56	10D C53	7DEC41	***	
ACFT MAINT OFF MAJ		4344	PADDEN J S	2NDLT	A03008058	4341	4341	NR	11DEC53	DEC56	10DEC54	29JUN51	448	1670R79
SQ ADJ	LT	7324	MAJDA, G F	2NDLT	A03012553	7321	7321	NR	28JUL54	JUL56	28JUL54	7DEC41	***	

STRENGTH TOTALS OF OFFICER INFORMATION ROSTER AS OF 31 MAR 55									
B G	COL	LTCOL	MAJOR	CAPT	1STLT	2NDLT	AO	TOTAL	
AUTH	0	0	1	7	32	25	0	59	
ASGD	0	0	1	7	32	15	4	59	

380TH BOMBARDMENT SQUADRON

AERO DATA
 SR PLT-----S
 Pilot-----P
 SR OBER-----E
 OBR-----C
 Non Rated--NR

** Indicates personnel not TDY

OFFICERS INFORMATION ROSTER
 381ST BO BOMB WING SQUADRON
 10TH BOMBARDMENT WING, MEDIUM

PC3: 8AD-P8

AUTHORIZED PERSONNEL			ASSIGNED POSITIONS					PERSONNEL DATA					PHONE	
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATING	LOC	DCS	SHAPE	PCSD	OFFICE	HOME
SQ CONDR	LTCOL	0066A	FULFORD, H G	LTCOL	9462A	0036C	0066A	SP	1AUG51	INDEF	6JUL53	18JUL53	173	79
CPIS CTR	MAJ	1435	BARNETT, C E	MAJ	16853A	1431	1431	SP	11A 52	INDEF	25A 54	26A 54	67	79
PLT B-47	1T	1245	BILSON, J C	MAJ	AC726759	1234B	1234B	P	13SEP52	INDEF	27AUG53	22AUG54	**	
AC B-47	CAPT	1525B	EIDETON, G W	MAJ	11820A	1525B	1525B	SO	15SEP51	INDEF	5AUG53	7OCT45	76	79
AC B-47	PLJ	1245	FUELL, L L	MAJ	AC756528	1245	1245	SP	30APR52	INDEF	6AUG54	24DEC51	182	79
AC B-47	MAJ	1245	FOSS, R J	MAJ	13243A	124B	1234B	SP	15JUN52	INDEF	22AUG52	22OCT49	182	79
AC B-47	CAPT	1245	HILMER, D W	MAJ	AC666270	1245	1245	SP	15JUN52	INDEF	1AUG54	20AUG54	182	79
AC B-47	MAJ	1245	MARONER, L F	MAJ	AC717456	1245	1245	SP	13AUG54	INDEF	13AUG54	2AUG52	76	79
AC B-47	MAJ	1525B	MCWAN, J E	MAJ	AC717456	1521B	1521B	AO	1AUG51	INDEF	11AUG54	2AUG51	76	79
AC B-47	MAJ	1245	WISER, B W	MAJ	12798A	1245	1245	SP	15JUN52	INDEF	20AUG54	10AUG45	76	79
AC B-47	CAPT	1525B	MILSON, S A	CAPT	AC734866	1525B	1525B	AO	15JUN51	INDEF	1AUG54	28SEP49	76	79
PLT B-47	1T	1245	ANSTRONG, V C	MAJ	AC697521	1245	1245	SP	15JUN55	INDEF	15APR54	20AUG49	76	79
PLT B-47	CAPT	1245	AUSTIN, D A	CAPT	28422A	1245	1245	SP	9AUG50	INDEF	1APR54	9JUN51	76	79
PLT B-47	1T	1245	BURTIC, S L	CAPT	25570A	1241	1241	P	11JAN55	INDEF	1APR54	18AUG52	76	79
PLT B-47	1T	1245	LIENIS, R D	CAPT	AC903053	1245	1245	P	1APR53	INDEF	20AUG54	4MAR52	76	79

381ST BOMBARDMENT SQUADRON

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSCN	PAFSC	IAFSC	AFSC	DOB	DCS	LT ASGE	SSSD	OFFICE	DOB
AC B-47	CAPT	1525B	BENNETT, D A	CAPT	AC208243	1525B	1525B	SC	29JUN52	IND F	4AUG54	20APR51	76	79
AC B-47	CAPT	1245	*BENNETT, H G	CAPT	73444	1245	1245	SP	8FEB51	IND F	16NOV53	31MAR51	76	79
AC B-47	CAPT	1525B	BENNETT, E	CAPT	AC207451	1525B	1525B	A	14APR51	IND F	16JUN54	20FEB46	76	79
AC B-47	CAPT	1245	BENNETT, E	CAPT	AC775042	1245	1245	SP	28JUN51	IND F	1APR54	21EP45	76	79
AC B-47	CAPT	1245	BENNETT, E	CAPT	169944	1245B	1245B	P	16JUN51	IND F	6SEP53	25SEP51	76	79
AC B-47	CAPT	1525B	BENNETT, E	CAPT	AC773380	1525B	1525B	AC	1APR53	IND F	3SEP54	10APR45	76	79
AC B-47	LT	1245	BENNETT, E	CAPT	AC774468	1245B	1245B	P	13APR54	IND F	5APR53	30APR46	76	79
AC B-47	LT	1525B	BENNETT, E	CAPT	AC2022959	1525B	1525B	AC	15APR55	IND F	11JUN54	7APR46	76	79
AC B-47	CAPT	1245	BENNETT, E	CAPT	AC2070651	1245	1245	SP	15APR51	IND F	13APR54	18JUN51	76	79
AC B-47	LT	1245	BENNETT, E	CAPT	AC16451	1245	1245	P	19DEC53	IND F	13APR53	30CT51	76	79
AC B-47	CAPT	1245	BENNETT, E	CAPT	AC16451	1245	1245	SP	8FEB51	IND F	4APR54	28JUN51	76	79
AC B-47	CAPT	1245	BENNETT, E	CAPT	AC16451	1245	1245	SP	1JUN52	IND F	4APR54	14APR51	76	79
AC B-47	CAPT	1525B	BENNETT, E	CAPT	AC16451	1525B	1525B	SC	1APR50	IND F	4APR54	5APR51	76	79
AC B-47	CAPT	1525B	BENNETT, E	CAPT	AC20944	1525B	1525B	AC	1APR51	IND F	4APR54	1APR51	76	79
AC B-47	LT	1525B	BENNETT, E	CAPT	AC779874	1525B	1525B	AC	1APR53	IND F	4APR54	1APR45	76	79
AC B-47	LT	1245	BENNETT, E	CAPT	AC767429	1245	1245	P	1APR53	IND F	4APR54	1APR45	76	79
AC B-47	LT	1245	BENNETT, E	CAPT	AC761043	1234B	1234B	SP	13APR54	IND F	10JUL54	7APR54	76	79
AC B-47	CAPT	1245	BENNETT, E	CAPT	AC725480	1525B	1525B	AC	21DEC51	IND F	1APR54	25APR54	76	79
AC B-47	LT	1525B	BENNETT, E	CAPT	AC768689	1245	1245	SP	6NOV51	IND F	1APR54	11JUN47	76	79

381ST BOMBARDMENT SQUADRON

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PATSC	DATE	ANNO	LOC	POS	LT ASS	FEED	OFFICE	BOQ
								DATE			DATE			
AC B-47	CAPT	1245	STEWART, H E	CAPT	AC656895	1241	1241	SP	30 JUN 50	INDEF	14PR54	23 JUL 53	76	79
PLT B-47	LT	1245	STEWART, W C	CAPT	AC1900949	1241	1241	P	18 FEB 55	INDEF	13 APR 54	17 APR 52	76	79
PLT B-47	LT	1245	THOMP, H	CAPT	AC591076	1234B	1234B	P	13 APR 54	INDEF	17 SEP 52	25 SEP 52	76	79
AC B-47	CAPT	1525B	ULMAN, R J	CAPT	AC788992	1525B	1525B	AC	1 JUN 52	INDEF	12 JUN 54	11 OCT 51	76	79
AC B-47	CAPT	1245	VALLE-ULLA, E	CAPT	AC616515	1245	1245	P	1 APR 53	INDEF	15 APR 54	25 APR 52	76	79
AC B-47	CAPT	1245												
AC B-47	CAPT	1245												
AC B-47	CAPT	1245												
AC B-47	CAPT	1245												
AC B-47	LT	1525B	WALTER, F S	CAPT	AC792906	1521B	1521B	AC	19 JAN 55	INDEF	21 AUG 52	8 JUL 52	76	79
AC B-47	CAPT	1245	WARR, L A	CAPT	21545	1521B	1521B	P	14 MAY 54	INDEF	21 MAR 52	17 OCT 52	76	79
AC B-47	CAPT	1525B	WILSON, G E	CAPT	AC783310	1525B	1525B	AC	15 MAR 54	INDEF	24 JUN 54	3 JUL 52	76	79
AC B-47	LT	1245	WILSON, J L	1STLT	AC2343	1234B	1234B	P	25 OCT 52	INDEF	20 OCT 53	71 OCT 51	76	79
AC B-47	LT	1525B	WILSON, L	1STLT	AC2343	1521B	1521B	AC	27 JUL 53	INDEF	14 OCT 54	7 DEC 51	76	79
AC B-47	LT	1525B	WILSON, L	1STLT	AC2343	1525B	1525B	AC	9 JUL 52	INDEF	11 OCT 54	17 NOV 55	76	79
SUP OFF	CAPT	6424	WILSON, L I	1STLT	AC2224663	6421	6421	AC	11 APR 54	INDEF	23 APR 53	71 OCT 51	**	**
PLT B-47	LT	1245	WILSON, B E	1STLT	AC798506	1245	1245	P	8 MAR 52	INDEF	15 APR 54	16 APR 55	76	79
PLT B-47	LT	1245	WILSON, B I	1STLT	AC2221622	1234B	1234B	P	20 MAR 52	INDEF	24 AUG 52	13 AUG 52	76	79
ACPT PLT B-47	LT	4344	WILSON, J L	1STLT	AC2221622	4341	4341	P	24 AUG 54	JAN 56	10 OCT 53	7 DEC 51	173	79

381ST BOLBARDMENT SQUADRON

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	DAFSC	ABRO	MTG	FOR	DOS	DT ASG	SPAFB	SSSD	BRNCE	DCG
INTEL QEE	CAPT	2054	MILITO, A J	1STLT	AC752765	2051	2051	AO	19JAN52	INDEF	21NOV53	7NOV53		**	**
AO B-47	LT	1525B	MILLIKEN, P H	1STLT	AC2224979	1525B	1525B	AO	13DEC53	SEP55	1AUG53	28JUL53		76	79
AO B-47	LT	1525B													
AO B-47	LT	1525B													
AO B-47	LT	1525B													
AO B-47	LT	1525B													
FLA B-47	LT	1245	MURPHY, G L	1STLT	AC2026711	1234	1234B	P	13 APR53	INDEF	25MAR54	16APR53		76	79
SQ ADJ	LT	7324	MILL, T	1STLT	AC685503	7321	7321	NR	15JUN54	17JUN56	16APR54	7JUL54		76	79
NOT AUTHORIZED			*SILVER, D S	1STLT	AC3022101	1521B	1521B	AO	3FEB55	AUG56	16JUN53	7DEC41		76	79
SUB TIG & EQ C/F LT		1435													
PLT B-47	LT	1245	MURPHY, G L	1STLT	AC72408	1241	1241	P	20JUL52	INDEF	13JUN54	31JUN55		76	79
PLT B-47	LT	1245	MURPHY, G L	1STLT	217751	1245	1245	P	10JUN52	INDEF	6JUN54	31JUN55		76	79
PLT B-47	LT	1245													
PLT B-47	LT	1245													
PLT B-47	LT	1245													
PLT B-47	LT	1245													
PLT B-47	LT	1245													
PLT B-47	LT	1245													
AO B-47	LT	1525B	WASHINGTON, M S	1STLT	224334	1525B	1525B	AO	26MAR52	INDEF	1SEP53	7DEC41		76	79
					381BT BOMBARDIER 2T SQUADRON										

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PA SC	DA SC	AFSC	DOB	AGE	DT ASG	SSN	OFFICE	LOC
AC B-47	1T	1525B												
PIT B-47	1T	1245	YOU G, A L	1STLT	AC022421	1434B	1234B	P	16JUN53	34YR	1 JUL 52	71EC41	76	77
AC B-47	1T	1245	*GILLO, P E	1STLT	AC0224270	1551	1431	NO	24JUN53	34YR	10 JUL 52	71EC41	76	79
AC B-47	1T	1245	*GILLO, P E	2NDLT	AC0224270	1124Q	1231B	P	17JUN57	30YR	1 JUL 54	71EC41	76	79

* indicates officer in single

PT	LT	GT	LT	GT	LT	GT	LT	GT	LT	GT
EC	0	0	1	7	32	37	0	0	77	
SG	0	0	1	10	31	17	1	0	60	

3018W 001 001 001 001 001 001 001 001 001 001

OFFICERS IN POSITION HOSTER
310TH FIELD MAINTENANCE SQUADRON
310TH LOGGERS REGIMENT MING MEDIUM

RCS: 8 D-P8

NR Pilot--SP
Pilot--P
CGR--SO
CGR--SO
Non-rated--NR

** Indicates Personnel not TDY.

UNAUTHORIZED POSITION		ASSIGNED POSITIONS		PERSONNEL DATA										PHONE	
JOB TITLE	GR LG	PSC	NAME	GR LG	AFSN	P.FSC	LT.FSC	NR	LT.G	LOC	LOS	SH.FE	PSSL	OFFICE	PR
COFT MAINT SQ	C PT	4344	ELLIS, P O	MJ	0441629	4344	4344			8MAR51	INDF	10CT52	24FEB50	**	
SQ COMDR	REGAL	4316	HARRIS, C	MJ	200451	4311	4311	SP	15JUN51	INDF	25MAR53	19JUL45	431	140	
COFT MAINT OFF	MJ	4344	SHARRIS, R F	MJ	0421337	4344	4344	SP	18AP51	INDF	5JUN54	4DEC53	431	140	
			HUNT, V W	CFT	0575058	4344	4344	NR	31OCT50	INDF	16MAY52	11JUN48	**		
COFT MAINT OFF			WILLIAMS, U S	1STLT	01865151	3251	4341	NR	24JUN53	INDF	16JUN55	4JUN55	75	79	
SQ SUP OFF	CFT	6424	WILSON, C P	1STLT	02062115	6424	6424	P	30JUL52	INDF	5MAY53	18JUN45	**		
COFT MAINT OFF	CFT	4364	HOUBESHAUT, L N	1STLT	01908332	1234C	4341	P	19MAY50	INDF	20OCT53	27AP51	452	79	
	CFT	7324	*NOTHING, J	2LT	02022221	7321	7321	O	10MAY53	INDF	9MAY53	7JUN41	**		
			TOFT, J C	2LT	02011216	7021	7021	R	15MAY54	AP 56	11MAY54	7JUN41	75	140	

* Indicates Officer is Single...

310TH TOTALS OF OFFICERS DEPOSITION HOSTER AS OF 31 MAR 55

	E/G	COL	REGAL	MJ	CFT	1STLT	2LT	WO	TOTAL
AUTH:	0	0	1	0	4	0	0	1	7
REGD:	0	0	0	3	1	4	1	0	9

310TH FIELD MAINTENANCE SQUADRON

AERO-RATING

SR Pilot-----SP ** Indicates Personnel not TDY.

SR OBSR-----SP

Pilot-----P

ACFT OBSR-----O

Non-rated-----NR

OFFICERS INFORMATION ROSTER
310TH PERIODIC MAINTENANCE SQUADRON
310TH BOMBARDMENT WING, MEDIUM

RCS: 8.I-18

AERO RATED POSITIONS			ASSIGNED POSITIONS			PERSONNEL DATA								PHONE		
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	P-FSC	I-FSC	ALIC	ALTG	LOR	LOS	LT SG	SSFB	PSST	OFFICE	HOME
SQ CGADR	LTCOL	4316	JONES, J B JR	LTCOL	6224	4311	4311	SP	15 APR 53	INDEF	10 DEC 53	4 JUN 49			424	140
SQ ADJ	1STLT	7324	*BASTIANI, R C	1STLT	602225404	1525G	1521F	O	15 NOV 53	ACT 55	20 SEP 53	15 SEP 53			424	240
SQ DTG	1STLT	6424	DAILY, F L	2NDLT	603020335	6421	6421	NR	5 JUN 54	JUN 57	16 DEC 54	7 DEC 41		**		
ACFT MAINT CFF	MAJ	4344	ANDREWS, J C	CWO	62120516	43100	4341	NR	3 MAY 54	INDEF	23 MAY 52	8 MAY 51			424	240

* Indicates Officer is Single.

MONTHLY TOTALS OF OFFICERS INFORMATION ROSTER AS OF 31 MAR 55

	A/G	C/L	LTCOL	MAJ	CAPT	1STLT	2NDLT	O	TOTAL
DATA:	0	0	1	1	1	2	0	0	5
SCD:	0	0	1	0	0	1	1	1	4

310TH PERIODIC MAINTENANCE SQUADRON

1232

AERO RATING
 Sr Pilot-----SP
 Pilot-----P
 SR OBSR -----SO
 ACFT OBSR -----AO
 Non Rated-----NR

OFFICER'S INFORMATION ROSTER
 310TH AIR REFUELLING SQUADRON
 310TH BOMBARDMENT WING, MEDIUM

RCS: CAD-P8
 TELEPHONE LOCATION CODE
 Base-----B Salina-----S
 Op Phillips--P Abilene-----A
 Lindsburg----L

AUTHORISED POSITIONS				ASSIGNED POSITIONS				PERSONNEL DATA				PHONE			
JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATING	DOB	DOB	DT ASG	CHIEF	FOOD	OFFICE	BOQ#
A/C KC-97	1LJ	1234C	BARRY, O K JR	1LJ	AO706655	1234C	1234C	SP	1JUN52	INDEF	17NOV54	27JUG49	**	S3462	
A/C KC-97	1LJ	1234C	DARLINGTON, H J	1LJ	AO713359	1234C	1234C	SP	1JUN52	INDEF	26OCT52	11FEB49	451	S5121	
Sr COORD	LTCOL	0066A	FANCHER, J N	1LJ	AO724914	0061A	0061A	SP	15FEB51	INDEF	8OCT52	28JUG49	452	S8520	
A/C KC-97	CAPT	1234C	GAMMETT, C R	1LJ	AO806436	1234C	1234C	SP	26DEC49	INDEF	21JAN53	17NOV45	460	S71205	
A/C KC-97	1LJ	1234C	HUCH, W O	1LJ	AO442608	1234C	1234C	P	25NOV51	INDEF	4FEB54	17FEB45	460	L2430	
A/C KC-97	MAJ	1234C	KINDLE SPRINGER, J L	1LJ	AO666954	1234C	1234C	SP	13SEP51	INDEF	20MAR53	25FEB49	460	S4001	
AIR OPS OFF	MAJ	1435													
A/C KC-97 OPND O	MAJ	1234C	MCNELL, J L	1LJ	AO532295	1435	1234C	SP	4JAN51	INDEF	5OCT52	25SEP44	460	S6589	
AIR OPS OFF	1LJ	4344	MITCHELL, L J	1LJ	AO58301	4344	4344	SP	1JAN53	INDEF	1JAN52	23JAN50	137	S7461	
A/C KC-97	1LJ	1234C	SCHNEIDER, G	1LJ	AO865105	1234C	1234C	SP	15JAN54	INDEF	22JUN53	25JAN44	460	S746	
AIR OPS OFF			SULLIVAN, J T	1LJ	AO761792	1234C	7021	SP	5NOV51	INDEF	21JUG54	20JAN50	**	S7091	
A/C KC-97	CAPT	1234C	BURKE, T C	CAPT	AO761700	1234C	1234C	SP	16JAN51	INDEF	10DEC53	12JUL47	460	S70431	
A/C KC-97	CAPT	1234C	CARROLL, C	CAPT	AO730858	1234C	1234C	P	12JAN53	INDEF	23FEB53	7DEC41	460	S73167	
A/C KC-97	CAPT	1234C	CHAPMAN, L L	CAPT	AO1692877	1234C	1234C	SP	1APR53	INDEF	18NOV52	25JAN45	460	S6370	
A/C KC-97	CAPT	1234C	DEAN, W F	CAPT	AO463801	1234C	1234C	P	10NOV51	INDEF	5MAY53	11NOV45	460	S8162	
FLT KC-97	CAPT	1234C	DUNBAR, W D	CAPT	AO764868	1231C	1231C	SP	23OCT52	INDEF	3JAN55	16SEP45	460	SNone	

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	P.FSC	D.FSC	RTG	DOR	DOS	SH.FB	FOSD	OFFICE	BOC***
A/C KC-97	CAPT	1234C	DUNSTON, R J	CAPT	.0747772	1234C	1234C	SP	15FEB51	INDEF	18NOV52	80CT45	460	59351
A/C KC-97	CAPT	1234C	GILES, N L	CAPT	.0342405	1234C	1234C	SP	15DEC51	INDEF	2JUL53	18.FR49	494	574327
A/C KC-97	CAPT	1234C												
A/C KC-97	CAPT	1234C												
A/C KC-97	CAPT	1234C												
A/C KC-97	CAPT	1234C												
SUPPLY OFF	CAPT	6424	PARDI, ANGELO V	CAPT	.0590007	6424	6424	NR	15JUN54	INDEF	23JUN55	6JUN55	**	5None
ACFT PLNS OFF	LT	4324	JOHNSTON, D R	CAPT	.02100444	4324	4324	.O	1JUN52	INDEF	13NOV54	2FEB48	460	5None
A/C KC-97	CAPT	1234C	LOVELL, H H	CAPT	.0794961	1234C	1234C	P	31JUL53	INDEF	31JUL53	8JUN42	460	57020
PLT KC-97, SQ ADJ	CAPT	7324	MCCRACKEN, D L	CAPT	23740..	1044	7321	SP	15MAR54	INDEF	23NOV54	26MAY51	452	59064
A/C KC-97	CAPT	1534A	MCENTHIE, W C	CAPT	.01851411	1534A	1534A	.O	17JUN55	INDEF	20FEB53	9FEB53	**	52435
A/C KC-97	CAPT	1234C	MILLER, H B	CAPT	.0696857	1234C	1234C	P	1JUN53	INDEF	27JUL53	19DEC44	460	56149
A/C KC-97	CAPT	1234C	MURPHY, W L	CAPT	.0790026	1234C	1234C	SP	9JUN53	INDEF	24JUN53	7DEC43	460	574134
A/C KC-97	CAPT	1525F	MURPHY, W L	CAPT	.0465266	1525F	1521F	.O	3FEB51	INDEF	1DEC53	10NOV53	**	B816
A/C KC-97	CAPT	1534A	MURPHY, W L	CAPT	.0717590	1534A	1534A	.O	1JUN53	INDEF	24DEC52	9JUN52	460	5280
A/C KC-97	CAPT	1234C	PHILL, R W	CAPT	.01903246	1124A	1231C	P	1JUN53	INDEF	8FEB55	11JUN46	**	5None
PLT KC-97	LT	1234C	PINKERTON, D W	CAPT	.02065418	1234C	1234C	P	1JUN52	INDEF	25MAR53	5JUL45	460	57307
A/C KC-97	CAPT	1234C	PORTITT, O R	CAPT	.0824368	1234C	1234C	P	15MAR54	INDEF	26OCT52	21MAY45	460	570600
A/C KC-97	CAPT	1234C	ROSE, B JR	CAPT	.0731667	1234C	1234C	SP	1JUN52	INDEF	26OCT52	18.FR44	460	57232
PLT KC-97	LT	1234C	ROWER, C O	CAPT	.0757093	1234C	1234C	P	15MAR54	INDEF	20MAR53	17MAR45	460	54809
SQ OBSR	LTJ	1525F	STALEY, R H	CAPT	.0733484	1534A	1521F	SO	4NOV50	INDEF	17OCT53	29SEP53	460	570405

310TH AIR REFUELING SQ

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	PAFSC	DAFSC	AERO RATG	DOR	DOS	DT ASG SHAFT	FSSD	OFFICE	DOCS
A/C KC-97	CAPT	1234C	MAFFORD, R W JR	CAPT	AO664474	1234C	1234C	SP	6MAY51	INDEF	9MAR53	7FEB53	460	S71367
A/C KC-97	CAPT	1234C	MEAVIER, L J JR	CAPT	AO1909431	1234C	1234C	P	20JAN55	INDEF	22JUN53	20JAN46	**	S7476
A/C KC-97	CAPT	1234C	MILLIS, V C	CAPT	AO619236	1234C	1234C	P	17FEB55	INDEF	21JAN53	23MAR45	460	S2896
AO KC-97	CAPT	1534A	MANABLE, R C	1STLT	AO2229001	1534A	1534A	AO	19JUN53	INDEF	10OCT52	15MAY46	460	S6497
INTEL OFF	CAPT	2054												
AO KC-97			BLACK, D R	1STLT	AO1856117	1531F	1521F	AO	11APR54	OCT55	15FEB55	7DEC41	**	SNone
PLT KC-97	LT	1234C	BIGGEE, G C	1STLT	AO3010812	1231C	1231C	P	23FEB55	AUG56	16NOV54	7DEC41	460	S8162
AO KC-97	LT	1534A	BIGGS, M F	1STLT	AO2216724	1534A	1534A	AO	24SEP52	INDEF	6JAN53	23DEC52	460	S4192
PLT KC-97	LT	1234C	BROTHMAN, G C	1STLT	24634A	1234C	1234C	P	18FEB54	INDEF	23FEB54	7DEC41	460	S71000
AO KC-97	LT	1534A	CARR, E G	1STLT	AO3006462	1534A	1534A	AO	3FEB55	AUG56	10DEC53	7DEC41	460	S6690
PLT KC-97	LT	1234C	CARR, J O	1STLT	AO2228284	1234C	1234C	P	16SEP54	MAR56	2JUL53	7DEC41	460	S75620
PLT KC-97	LT	1234C	COCKE, P T	1STLT	23142A	1234C	1234C	P	19FEB53	INDEF	26OCT52	7DEC41	**	S8162
AO KC-97	CAPT	1525F	COOPER, R D	1STLT	AO1858226	1534A	1534A	AO	30OCT52	APR56	14JUL53	15SEP45	460	SNone
PLT KC-97	LT	1234C	CROWTHER, H L	1STLT	AO2224513	1234C	1234C	P	11MAR54	AUG55	26OCT52	7DEC41	460	S72693
RECS NOT AVAILABLE			DOLIN, S L	1STLT	AO1859942								**	
PLT KC-97	LT	1234C	DAVIS, H W	1STLT	25048A	1231C	1231C	P	2DEC54	INDEF	2NOV54	7DEC41	460	S8162
AO KC-97	CAPT	1525F	CURRIN, E R	1STLT	AO2219476	1534A	1521F	AO	25NOV53	APR56	5OCT53	7DEC41	460	S70318
PLT KC-97	1STLT	1234C	FRANKLIN, M L	1STLT	AO3013331	1231C	1231C	P	11FEB55	AUG56	26OCT54	7DEC41	460	S8162
PLT KC-97	LT	1234C	GEORGE, H E	1STLT	AO2224517	1234C	1234C	P	9MAR54	AUG55	18NOV52	1AUG46	460	S73919

310th AIR REFUELING SQUADRON

1236

JOB TITLE	GRADE	AFSC	NAME	GRADE	AFSC	P.FSC	D.FSC	AERO RATG	DOR	DOB	DT MSG SH.FB	FJED	OFFICE	BOX #**
PLT KC-97	LT	1234C	HARDY, A D	1STLT	.02226674	1234C	1234C	P	19JUN54	DEC55	22JUN53	7DEC41	460	S74049
AO KC-97	CAPT	1525P	*HARRIS, R E	1STLT	.02224637	1534A	1521P	AO	26JUN54	JUL55	17SEP53	25JUG53	460	B8162
AO KC-97	LT	1525P	*JEFFER, N	1STLT	.02227856	1534A	1521P	AO	25JUG54	FEB56	22JUN53	7DEC41	460	S73444
PLT KC-97	LT	1234C	*JEDD, R C	1STLT	.02228396	1234C	1234C	P	16SEP54	MAR56	2JUL53	7DEC41	460	S5772
PLT KC-97	LT	1234C	*LAWSON, R A	1STLT	.0225768	1234C	1234C	P	25FEB54	OCT55	1JUL54	20MAY54	460	B8162
PLT KC-97	LT	1234C	*LEWIS, H K L	1STLT	.02230330	1234C	1234C	P	15FEB54	NOV56	11DEC53	7DEC41	460	B8148
AO KC-97	LT	1525P	*MCCORMACK, R A III	1STLT	.02227080	1534A	1521P	AO	14JUL54	JUL56	2JUN53	7DEC41	460	S71000
PLT KC-97	LT	1234C	*MILSTED, A W	1STLT	.02221912	1234C	1234C	P	10FEB52	INDEF	24SEP52	9SEP52	**	S70377
AO KC-97	CAPT	1525P	*MOCKNER, J A	1STLT	.03022184	1534A	1521P	AO	3FEB53	JUN46	10DEC53	7DEC41	460	B8162
AO KC-97	CAPT	1534A	*MUTTON, H H	1STLT	.02222889	1534A	1534A	AO	14OCT53	INDEF	1JUL53	30JUN53	460	S73444
PLT KC-97	LT	1234C	*NICHE, G E	1STLT	.02224655	1234C	1234C	P	11MAR54	JUG55	26OCT52	7DEC41	460	S73444
AO KC-97	LT	1534A	*PETERSON, H K JR	1STLT	.03066477	1534C	1534A	AO	6DEC54	JUN56	5OCT53	7DEC41	460	S74504
AO KC-97	CAPT	1525P	*RICE, R W	1STLT	.01552095	1525A	1521P	AO	23DEC52	L D F	27JUG53	28JUL53	**	S73074
PLT KC-97	LT	1234C	*RILEY, R A	1STLT	.067410	1234C	1234C	P	24JUG52	INDEF	9JUL53	14NOV51	460	S71800
PLT KC-97	LT	1234C	*SHEPARD, J L	1STLT	.02224658	1234C	1234C	P	10MAR54	JUG55	18NOV52	7DEC41	460	S5735
AO KC-97	LT	1525P	*SMITH, W D	1STLT	.0956013	1534A	1521P	AO	13FEB53	INDEF	1JUG53	10JUN53	460	P7206
PLT KC-97	LT	1234C	*STREETT, J K	1STLT	23539A	1234C	1234C	P	6JUN54	INDEF	4FEB54	7DEC41	**	S7323
PLT KC-97	LT	1234C	*TURNER, C H JR	1STLT	.02228437	1234C	1234C	P	16SEP54	FEB56	2JUL53	7DEC41	460	S7476
PLT KC-97	LT	1234C	*WADE, K	1STLT	.02226737	1234C	1234C	P	19JUN54	DEC55	22JUN53	7DEC41	460	SNone

310TH AIR REFUELING SQUADRON

JOB TITLE	GRADE	FSC	NAME	GRADE	FSC	FSC	FSC	AERO	RTG	DOR	DOJ	DT MSG	SH.FD	FEED	OFFICE	DOG#
PLT KC-97	NO REG	1234C	WHITESIDE, B R	1STLT	10695727	1044C	1231C	P								
PLT KC-97	CAPT	1234C	WILES, H O JR	1STLT	22331A	1234C	1234C	P	11FEB53	INDEX		26OCT52	7DEC41	460	83945	
NO KC-97	LT	1534A	WILLIAMS, W T	1STLT	102060366	1534A	1534A	NO	11JUN53	INDEX		2JUL54	19JUN54	460	87455	
PLT KC-97	LT	1234C	WORLD, F J	1STLT	10222 272	1234C	1234C	P	15FEB54	JUN55		26OCT52	7DEC41	460	83763	
PLT KC-97	LT	1234C	*WANDERSON, A K	2NDLT	103010582	1231C	1231C	P	16SEP53	SEP56		2DEC54	7DEC41	460	83162	
NO KC-97	CAPT	1525P	*WILDER, D E	2NDLT	103025051	1521F	1521F	NO	7JUN54	JUN57		8JUL54	7DEC41	460	83162	
PLT KC-97	LT	1234C	*WILSON, D S	2NDLT	103025570	1231C	1231C	P	17JUG54	JUG57		26OCT54	20JUN51	460	82161	
A/C KC-97	CAPT	1234C	*WILSON, G N	1STLT	22424A	1234C	1234C	P	19FEB53	INDEX		26OCT52	3JUN42	460	88064	
PLT KC-97	LT	1234C	*WILSON, J J	1STLT	102224040	1234C	1234C	P	2FEB54	JUG55		18NOV52	7DEC41	460	84474	
PLT KC-97	LT	1234C	WIRCH, F R	1STLT	22114A	1234C	1234C	P	19FEB53	INDEX		26OCT52	7DEC41	460	88798	
NO KC-97			*WIRD, D A	2NDLT	103035092	1521F	1521F	NO	30JUN54	JUN57		16DEC54	7DEC41	460	8786	
PLT KC-97			WILSON, F H	2NDLT	103035093	1231C	1231C	P	25JUG53	JUN56		15DEC54	7DEC41	**	83162	
PLT KC-97	LT	1234C	*WILSON, J J	2NDLT	103035099	1231C	1231C	P	5JUL54	JUN57		14JUL54	8JUN53	460	88162	
NO KC-97			*WILSON, D S	2NDLT	103035094	1521F	1521F	NO	30JUN54	JUN57		16DEC54	7DEC41	460	88162	
NO KC-97	CAPT	1525P	*WILSON, V A	2NDLT	103026233	1521F	1521F	NO	21JUN54	JUN57		23JUL54	7DEC41	460	88148	
NO KC-97	LT	1525P	*WILSON, R J	2NDLT	103035129	1521F	1521F	NO	30JUN54	JUN57		23NOV54	7DEC41	460	88162	
NO KC-97			*WILSON, H E	2NDLT	103037424	1531F	1521F	NO	9DEC54	DEC57		15FEB55	7DEC41	**	88162	
PLT KC-97	LT	1234C	*WILSON, R S	2NDLT	103014825	1231C	1231C	P	15OCT53	OCT56		6JUN55	7DEC41	**	8686	
NO KC-97	LT	1525P	*WILSON, G L	2NDLT	103026218	1521F	1521F	NO	21JUN54	JUN57		8SEP54	7DEC41	460	88162	

310TH AIR REFUELING SQUADRON

JOB TITLE	GR. DE	AFSC	NAME	GRADE	AFSCN	P.FSC	D.FSC	AERO R.TG	FOR	DOB	DT REG SH. FB	FSSD	OFFICE	BOX
COMD OFF	LT	3034	*BICK, R	2NDLT	.03010226	3031	3031	NR	28NOV53	NOV55	13MAY54	7DEC41	452	B8162
1LT KC-97	LT	1234C	*DUGLASS, T W	2NDLT	.03036721	1224F	1231C	F	29SEP54	SEP57	15DEC54	7DEC41	460	B8162
1LT KC-97	LT	1234C	*ELSON, F E	2NDLT	.03003962	1231C	1231C	F	28SEP53	SEP56	8JUN54	7DEC41	**	B6781
.O KC-97	LT	1525F	*EVERLY, R J	2NDLT	.03026219	1521F	1521F	.O	21MAR54	MAR57	08SEP51	7DEC41	460	B8162
.O KC-97			*FELDER, J E	2NDLT	.03037428	1531F	1521F	.O	9JUN54	JUN57	15FEB55	7DEC41	**	B8162
.O KC-97			*FELDER, V R	2NDLT	.03036563	1531F	1521F	.O	19OCT54	OCT57	17DEC54	7DEC41	**	B8162
.O KC-97			*FRENCH, W T JR	2NDLT	.03037429	1531F	1521F	.O	9DEC54	DEC57	15FEB55	7DEC41	**	B8162
.O KC-97			*HARRISON, R L	2NDLT	.03033775	1521F	1521F	.O	5MAY54	MAY57	1JAN55	7DEC41	460	B8162
NO RECS AVAILABLE			*HARRISON, R G	2NDLT	.03037663								**	
1LT KC-97	LT	1234C	*HARRISON, R J	2NDLT	.03035963	1231C	1231C	F	17JUN54	JUN57	26OCT54	7DEC41	460	B2686
.O KC-97			*HARRISON, J C	2NDLT	.03037132	1531F	1521F	.O	9DEC54	DEC57	15FEB55	7DEC41	**	B8162
NO RECS AVAILABLE			*HARRISON, B W	2NDLT	.03007969								**	
.O KC-97			*HARRISON, J	2NDLT	.03005570	1531F	1521F	.O	17JUN54	JUN57	17DEC54	7DEC41	460	B686
.O KC-97	COMT	1525F	*HARRISON, J	2NDLT	.03037777	1534F	1521F	.O	17JUN54	JUN57	2JUN54	7DEC41	460	B637
1LT KC-97	LT	1234C	*HARRISON, J	2NDLT	.03036120	1231C	1231C	F	21JUN54	JUN57	2NOV54	7DEC41	**	B8162
NO RECS AVAILABLE			*HARRISON, L G	2NDLT	.03018253								**	
.O KC-97	COMT	1534F	*HARRISON, G L	2NDLT	.03026183	1534F	1534F	.O	21FEB54	FEB57	16JUL54	7DEC41	460	B8146
1LT KC-97	LT	1234C	*HARRISON, J J	2NDLT	.03007605	1231C	1231C	F	11SEP53	SEP56	16NOV54	7DEC41	**	B8162
.O KC-97	LT	1525F	*HARRISON, J W	2NDLT	.03036060	1531F	1521F	.O	27JUN54	JUN57	8NOV54	7DEC41	460	B8162

310TH AIR REFUELING SQUADRON

JOB TITLE	GRADE	AFSC	NAME	CANDE	AFSC	P.FSC	D.FSC	AERO	DOR	DOS	DT ASG	SE.FE	FOJD	OFFICE	DOJ
PLT KC-97	LT	1234C	RADTKE, D J	2NDLT	.03007615	1224F	1231C	F	11SEP53	OCT57	14JUN55	7DEC41	**	52135	
AO KC-97	LT	1525F	RUSSELL, D C	2NDLT	.03034971	1521F	1521F	.0	16JUN54	JUN57	23NOV54	7DEC41	460	573205	
AO KC-97	LT	1525F	*SZOESKI, D A	2NDLT	.03034306	1521F	1521F	.0	19MAY54	MAY57	22OCT54	7DEC41	460	58162	
AO KC-97	LT	1525F	*SALLIS, G JR	2NDLT	.03033829	1534F	1521F	.0	5MAY54	MAY57	16JUL54	28JUN46	460	58148	
NO RECS AVAILABLE			*STURMAN, J F	2NDLT	.03037678								**		
AO KC-97	LT	1525F	*SULLIVAN, S F	2NDLT	.03036069	1531F	1521F	.0	27JUG54	JUG57	8NOV54	7DEC41	460	58148	
AO KC-97	CAPT	1525F	*TATE, G H	2NDLT	.03026253	1521F	1521F	.0	21JUN54	JUN57	23OCT54	7DEC41	460	58148	
PLT KC-97			*TILBERT, J D	2NDLT	.03015447	1231C	1231C	F	26JUG53	JUG56	15DEC54	7DEC41	**	58162	
PLT KC-97			*WENDBERG, C R	2NDLT	.03036102	1231C	1231C	F	31JUG54	JUG57	2NOV54	7DEC41	460	58162	
PLT KC-97	LT	1234C	*WILKINS, T F	2NDLT	.03011926	1231C	1231C	F	15JUN53	OCT56	20JUN55	7DEC41	**	5488	
AO KC-97	LT	1525F	*WILKINS, L D	2NDLT	.03034975	1521F	1521F	.0	16JUN54	JUN57	1JUN55	7DEC41	460	58148	

*Indicates Officer's single

**Officer is not on deployment

*Officer of Years on deployment can

be reached at the Officer's Club

which does not have any phone. Home

phone numbers listed herein are

CH.FB, Kansas numbers.

STRENGTH TOTALS OF OFFICERS INFORMATION ON ROSTER AS OF 31 MAR 55

	1STLT	2NDLT	3RDLT	4THLT	5THLT	6THLT	7THLT	8THLT	9THLT	TOTAL
1STLT	0	0	0	9	42	40	0	0	0	100
2NDLT	0	0	0	10	25	41	42	0	0	118

310TH AIR REFUELING SQUADRON

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DAILY STRENGTH REPORT

As of 30 Apr 55

SQ	OFF AUTH	A	SGD	HOSP	LV	TEMP	DY	AMN AUTH	ASGD	LV	HOSP	TEMP	DY
HQ SQ	45		58	1		9		107	101			15	
379BS	77		56			5		100	108			18	
380BS	77		58			4		100	96			9	
381BS	77		59		5	3		100	109		3	15	
FMS	7		9			3		377	347		1	53	
PMS	5		4		1	1		138	125	1	1	8	
A&E	13		11			1		331	288		2	23	
ARS	100		118		12	27		250	226		11	32	

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AMERICAN RED CROSS
OFFICE OF THE FIELD DIRECTOR
AMERICAN RED CROSS
3918TH AIR BASE GROUP
APO 194, New York, N. Y.

Colonel John H. de Russy
Commander
310th Bomb Wing
APO 194

15 April 1955

Dear Colonel de Russy,

On behalf of the American Red Cross I wish to express my appreciation for the response of the men of the 310th Bomb Wing to the 1955 Fund Campaign.

Your interest and efforts show a splendid spirit of cooperation and I hope that you will pass this message to your men.

We are advising the Red Cross Director at Smoky Hill Air Force Base of your participation in the campaign while on temporary duty at this base.

Yours very truly,

/s/t/AUDREY DAVIS

Miss Audrey Davis
Asst. Field Director

COPY

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 405-55

TRAINING FOR APRIL 1955

HQ 310BCMWG
OPORD 405-55
1 APR 55

1243

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

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Attachment "B" - 379BOMRON Aircraft Sortie Schedule
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Attachment "C" - "K" System In-Flight Maintenance
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HQ 310BOMWG
OPORD 405-55
1 April 1955

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

OPERATIONS ORDER NR 405-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL George W. Call
381BOMRON	LTCOL Harold G. Fulmer
310AREFS	MAJ Jack N Fancher
310A&E	MAJ Allen C. Hart
310FMS	MAJ Carroll Hamant
316PMS	LTCOL James E Jordan, JR

1. GENERAL SITUATION. April 1955 is designated as a special training month under the provisions of SAC REG 50-8. Training during the month of April will generally consist of the following:

- Emphasis on training and up grading of non combat ready crews.
- Concentration of known areas of operational weakness.
- A continuation of proficiency training under the provisions of SAC REG 50-8.

2. MISSION: Emphasis be placed on necessary training and up grading of non-combat ready crews. Sufficient flying time must be allocated to accomplish this requirement. A minimum of five training sorties and a total of 33 hours will be considered as minimum to accomplish non-ready training. Additional training is required in other weak items

HQ 310BOMWG
OPORD 405-55
1 APR 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

OPERATIONS ORDER NR 405-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

379BOMRON	LTCOL Howard L. McClatchy
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HQ 310BOMWG
OPORD 405-55
1 APR 55

such as Pressure Pattern, Grid Navigation Legs, High Speed RBS runs, and Visual requirements.

3. TASKS FOR SUBORDINATE UNITS.

- a. 379BOMRON: Reference Annexs "B" and "D" this OPORD.
- b. 380BOMRON: Reference Annexs "B" and "D" this OPORD.
- c. 381BOMRON: Reference Annexs "B" and "D" this OPORD.
- d. 310AREFS: Reference Annexs "B" and "D" this OPORD.
- e. 310WEE, PMS, FMS: Reference Annex "D" this OPORD.

3. X. GENERAL INSTRUCTIONS.

- (1) This OPORD becomes effective 1 APR 55.
- (2) Order of Execution will be upon receipt of this OPORD.
- (3) Aircraft Sortie Schedule is contained in APP 1, Annex "C".
- (4) Air Training Requirements is contained in APP 2, Annex "B".
- (5) Ground Training Requirements is contained in APP 3, Annex "B".
- (6) Unit Training will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit.
- (7) Organizations possessing the following crews will insure that standardization checks are completed prior to 1 MAY 55: F-21, T-26, T-29

HQ 310BOMWG
OPORD 405-55
1 APR 55

- (8) Up- loading for the following listed crews from a non-ready to a ready status will be completed prior to the projection dates as listed:

N-46	1 APR 55
N-55	1 APR 55
N-49	1 APR 55
N-44	1 APR 55

- (9) All rated personnel must attend the monthly flying safety meeting to be held in the Wing Briefing Room (Building #1700 in Wing Operations) at 1000 hours, 16 APR 55.

- (10) Squadron Commanders and the Director of Maintenance will take action to provide highly reliable aircraft and "K" systems.

- (11) Each tactical and refueling squadrons will accomplish a minimum total of 90 GCA runs each during the month of April. This requirement is necessary to maintain a peak proficiency of GCA Operators in the UK.

4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

JOHN H. de RUSSY
Colonel, USAF
Commander

ANNEXS:

"A" - Intelligence (Omitted)

"B" - Operations and Training

HQ 310BOMWG
OPORD 405-55
1 APR 55

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"C" - Communications (Omitted)

"D" - Administration and Logistics

DISTRIBUTION:

COMAIRDIV 7 SAC, 1 CY
DO 7 SAC, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1 CY

OFFICIAL:

for [signature]
ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
OPORD 405-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 405-55

INTELLIGENCE

HQ 310BOMWG
OPORD 405-55
1 APR 55

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ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 405-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMAIRDIV 7 SAC, 1 CY
DO 7 SAC, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1 CY

OFFICIAL:

[Signature]
ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
OPORD 405-55
1 APR 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

OPERATIONS AND TRAINING

HQ 310BOMWG
OPORD 405-55
1 APR 55

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ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April, 1955, 0001Z

1. GENERAL: April is a special training month under the provisions of SAC REG 50-8. No bomber stream or wing type missions are being planned for April that are known at this time. Details of training requirements and aircraft sortie schedules are covered in appropriate appendices this annex.

2. STRIKE BASE: Respective TDY stations for B-47 and KC-97 aircraft will be the pre and post strike bases for all operations unless otherwise directed on special operations or exercises covered in this annex or as directed in the future.

3. "YUKON JAKE" OPERATION: A requirement exists to provide two B-47 and one KC-97 every other Thursday for this operation. The B-47's will depart on Thursday and return on Friday. The KC-97 will depart on Wednesday with necessary support personnel for the B-47's and return after the last B-47 is airborne. Details of this operation will be published under a separate cover. Schedule of aircraft is as follows:

6 APR 55

310BOMREFS - 1 KC-97

7 APR 55

380BOMBOMRON - 2 B-47's

HQ 310BOMWG
OPORD 405-55
1 APR 55

20 APR 55

310.REFS - 1 KC-97

21 APR 55

381BOMRON - 2 B-47's

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES:

- "1" - Aircraft Sortie Schedule
- "2" - Air Training Requirements
- "3" - Ground Training Requirements

DISTRIBUTION:

COMAIRDIV 7 SAC, 1 CY
DO 7 SAC, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310.REFS, 5 CYS
310.REFS, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1CY

OFFICIAL:

ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
ANNEX D
OPCEN 405-55
1 APR 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April, 1955, 0001Z

APPENDIX "A"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

AIRCRAFT SORTIE SCHEDULE

HQ 310BOMBWG
APP A, ANNEX "B"
ORDER 405 55
1 APR 55

1255

310TH BOMBARDMENT WING MONTHLY FLYING PROJECTION - APRIL 1955 ATT "A", APP 1,
Annex "B"

	FRI 1	SAT 2	SUN 3	MON 4	TUE 5	WED 6	THU 7	FRI 8	SAT 9	SUN 10	MON 11	TUE 12	WED 13	THU 14	FRI 15	SAT 16	REMARKS
DAILY SORT PROJ	12			11	12	11	12	11			11	11	12	11	12		
DAILY SORT FLN																	
ACCUM SORT PROJ	12			22	34	46	58	69			80	91	103	114	126		
ACCUM SORT FLN																	
AVG HRS PER SORT PROJ	6+20			6+10	6+10	6+15	6+15	6+20			6+10	6+10	6+10	6+10	6+15		
AVG HRS PER SORT FLN																	
DAILY HRS PROJ	77+			60+	72+	84+	96+	108+			120+	132+	144+	156+	168+		
DAILY HRS FLN																	
ACCUM HRS PROJ	77+			147+	219+	291+	363+	435+			555+	627+	700+	772+	844+		
ACCUM HRS FLN																	
SUN 17 MON 18 TUE 19 WED 20 THU 21 FRI 22 SAT 23 SUN 24 MON 25 TUE 26 WED 27 THU 28 FRI 29 SAT 30																	
DAILY SORT PROJ		11	11	12	12	10			11	11	10	10	10				
DAILY SORT FLN																	
ACCUM SORT PROJ		137	148	160	172	182			193	204	214	224	234				
ACCUM SORT FLN																	
AVG HRS PER SORT PROJ		6+	6+40	6+25	6+20	5+55			6+10	6+40	6+45	6+15	6+20				
AVG HRS PER SORT FLN																	
DAILY HRS PROJ		59+	76+	79+	78+	59+			67+30	73+	67+	62+	63+30				
DAILY HRS FLN																	
ACCUM HRS PROJ		849+	925+	1004+	1082+	1141+			1208+	1281+	1348+	1410+	1474+				
ACCUM HRS FLN																	

379TH BOMB SQUADRON MONTHLY FLYING PROJECTION - APRIL 1955																ATT "B", APP 1, Annex "B"	
	FRI 1	SAT 2	SUN 3	MON 4	TUE 5	WED 6	THU 7	FRI 8	SAT 9	SUN 10	MON 11	TUE 12	WED 13	THU 14	FRI 15	SAT 16	REMARKS
DAILY SORT PROJ	4			3	4	3	4	3			4	3	4	3	4		
DAILY SORT FIN																	
ACCUM SORT PROJ	4			7	11	14	18	21			25	28	32	35	39		
ACCUM SORT FIN																	
AVG HRS PER SORT PROJ	6:00			4+	4:30	6:40	6:30	6:40			6:30	6+	6:30	6:40	6:00		
AVG HRS PER SORT FIN																	
DAILY HRS PROJ	24+			18+	24+	20+	26+	21+			24+	18+	26+	20+	24+		
DAILY HRS FIN																	
ACCUM HRS PROJ	24+			44+	70+	90+	116+	136+			162+	180+	206+	206+	230+		
ACCUM HRS FIN																	
SUN 17 MON 18 TUE 19 WED 20 THU 21 FRI 22 SAT 23 SUN 24 MON 25 TUE 26 WED 27 THU 28 FRI 29 SAT 30																	
DAILY SORT PROJ		4	4	+	+	5				4	4	4	3				
DAILY SORT FIN																	
ACCUM SORT PROJ		42	46	50	54	57				61	65	69	72	75			
ACCUM SORT FIN																	
AVG HRS PER SORT PROJ		6:40	6:30	6:30	6:30	6:00				6:30	6+	6:30	6:40	6+			
AVG HRS PER SORT FIN																	
DAILY HRS PROJ		20+	26+	26+	26+	18+				24+	27+	26+	20+	20+			
DAILY HRS FIN																	
ACCUM HRS PROJ		270+	296+	322+	348+	366+				392+	416+	442+	462+	480+			
ACCUM HRS FIN																	

380TH BOMB SQUADRON MONTHLY FLYING PROJECTION - APRIL 1955

ATT "C", APP 1,
Annex "B"

	FRI 1	SAT 2	SUN 3	MON 4	TUE 5	WED 6	THU 7	FRI 8	SAT 9	SUN 10	MON 11	TUE 12	WED 13	THU 14	FRI 15	SAT 16	REMARKS
DAILY SORT PROJ	4				7	7	7	7			4	4	4	4	4		
DAILY SORT FIN																	
ACCUM SORT PROJ	4			8	12	16	20	24			28	32	36	40	44		
ACCUM SORT FIN																	
AVG HRS PER SORT PROJ	6+00			5+	7+	5+	6+00	5+00			5+	6+	6+	6+	6+		
AVG HRS PER SORT FIN																	
DAILY HRS PROJ	24+			3+	3+	2+	2+	2+			2+	2+	2+	2+	2+		
DAILY HRS FIN																	
ACCUM HRS PROJ	24+			44+	7+	9+	11+	13+			15+	17+	19+	21+	23+		
ACCUM HRS FIN																	
N 180N 180TUE 19WED 20THU 21FRI 22SAT 23SUN 24MON 25TUE 26WED 27THU 28FRI 29SAT 30																	
DAILY SORT PROJ		7	5	7	7	4			3	7	5	7	8				
DAILY SORT FIN																	
ACCUM SORT PROJ		78	51	55	51	45			66	70	75	77	81				
ACCUM SORT FIN																	
AVG HRS PER SORT PROJ		5+	6+	6+30	6+15	5+00			6+30	7+00	7+00	5+00	6+00				
AVG HRS PER SORT FIN																	
DAILY HRS PROJ		30+	21+	26+	25+	21+			14+00	24+	21+	27+	23+30				
DAILY HRS FIN																	
ACCUM HRS PROJ		274+	298+	327+	349+	371+			392+30	414+30	441+30	462+30	485+				
ACCUM HRS FIN																	

381ST BOMB SQUADRON MONTHLY FLYING PROJECTION - APRIL 1955

ATT "D", APP 1,
Annex "B"

	FRI 1	SAT 2	SUN 3	MON 4	TUE 5	WED 6	THU 7	FRI 8	SAT 9	SUN 10	MON 11	TUE 12	WED 13	THU 14	FRI 15	SAT 16	REMARKS
DAILY SQRT FUEL	4			4	4	4	4	4			3	4	4	4	4		
DAILY SQRT FUEL																	
ACCUM SQRT FUEL	4			8	12	16	20	24			27	31	35	39	43		
ACCUM SQRT FUEL																	
AVG HRS PER SQRT FUEL	1+72			6+00	6+45	6+30	6+45	6+45			6+30	6+30	6+45	6+30	6+45		
AVG HRS PER SQRT FUEL																	
HRS PER SQRT FUEL				36+	27+	26+	27+	27+			20+	26+	27+	27+	27+		
HRS PER SQRT FUEL																	
HRS PER SQRT FUEL				53+	80+	104+	133+	161+			180+	206+	234+	261+	288+		
HRS PER SQRT FUEL																	
FRI 17 MON 18 TUE 19 WED 20 THU 21 FRI 22 SAT 23 SUN 24 MON 25 TUE 26 WED 27 THU 28 FRI 29 SAT 30																	
DAILY SQRT FUEL			4	4	4	5				4	3						
ACCUM SQRT FUEL			4	8	12	17				21	24						
AVG HRS PER SQRT FUEL			6+00	6+45	6+45	6+40				5+30	6+30	6+30	6+30	6+30	6+30		
AVG HRS PER SQRT FUEL																	
HRS PER SQRT FUEL			17+	24+	27+	27+	17+			22+	21+	20+	20+	20+	20+		
HRS PER SQRT FUEL																	
HRS PER SQRT FUEL			303+	337+	365+	385+	404+			420+	446+	466+	486+	506+	526+		
HRS PER SQRT FUEL																	

ANNEX "B"

	FRI 1	SAT 2	SUN 3	MON 4	TUE 5	WED 6	THU 7	FRI 8	SAT 9	SUN 10	MON 11	TUE 12	WED 13	THU 14	FRI 15	SAT 16	REMARKS
DAILY SOAT P.O.J.	5			5	5	5	5	5			5	5	5	5	5		
DAILY SOAT FIN																	
ACCUM SOAT P.O.J.	5			10	15	20	25	30			35	40	45	50	55		
ACCUM SOAT FIN																	
AVG H.S. PER SOAT P.O.J.	57.0			57.0	57.0	57.0	57.0	57.0			57.0	57.0	57.0	57.0	57.0		
AVG H.S. PER SOAT FIN																	
DAILY H.S. P.O.J.	27.0			27.0	27.0	27.0	27.0	27.0			27.0	27.0	27.0	27.0	27.0		
DAILY H.S. FIN																	
ACCUM H.S. P.O.J.	27.0			57.0	84.0	111.0	138.0	165.0			192.0	219.0	246.0	273.0	300.0		
ACCUM H.S. FIN																	
AR 379	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
SOAT 380	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
381	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
SUN 17 MON 18 TUE 19 WED 20 THU 21 FRI 22 SAT 23 SUN 24 MON 25 TUE 26 WED 27 THU 28 FRI 29 SAT 30																	
DAILY SOAT P.O.J.		5	5	5	5	5				5	5	5	5	5			
DAILY SOAT FIN																	
ACCUM SOAT P.O.J.		60	65	70	75	80				85	90	95	100	105			
ACCUM SOAT FIN																	
AVG H.S. PER SOAT P.O.J.		57.0	57.0	57.0	57.0	57.0				57.0	57.0	57.0	57.0	57.0			
AVG H.S. PER SOAT FIN																	
DAILY H.S. P.O.J.		27.0	27.0	27.0	27.0	27.0				27.0	27.0	27.0	27.0	27.0			
DAILY H.S. FIN																	
ACCUM H.S. P.O.J.		30.0	357.0	385.0	412.0	440.0				467.0	495.0	522.0	550.0	577.0			
ACCUM H.S. FIN																	
AR 379		1	1	1	1	1				1	1	1	1	1			
SOAT 380		1	1	1	1	1				1	1	1	1	1			

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP 2, ANNEX "B"
OPORD 405-55
1 APR 55

1201

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

1. A total of 1,474 air training hours is being projected for the month of April. Emphasis must be placed on providing non-ready crews with sufficient training and flying hours to up-grade these crews in April. Weak areas of training must be given a high priority for ready crews. Those items of 50-8 not accomplished must be stressed during the special training month in order to meet the 50-8 requirements for the 2ND Quarter beginning 1 May 55.

2. Flying time for non-ready crews will be given priority to up-grade these crews to a ready status.

3. Additional training for ready crews in known weak areas will be emphasized during April.

4. The following items of training to be accomplished during April are established as minimums for each crew and will be completed during the special training month.

HQ 310BOMB
APP 2, ANNEX "B"
OPORD 405-55
1 APR 55

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a. B-47.

	<u>LE.D</u>	<u>RE.DY</u>	<u>NON-RE.DY</u>
(1) Flying Hours	20:00	27:00	33:00
(2) Radar RBS/.81	1	3	4
(3) Radar RBS/1 BDA	1	1	1
(4) Radar RBS/GPI	1	1	1
(5) Radar Camera .TTKS	1	2	2
(6) Visual Camera .TTKS	1	2	2
(7) Visual RBS	1	2	3
(8) Visual Releases	3	3	3
(9) Pressure Pattern	1	2	2
(10) Grid Legs	1	2	2
(11) Wet Hook-ups Day/Nite	1	1	1
(12) Dry Hook-ups	2	2	4
(13) Night Celestial	1	1	2
(14) Pilot Proficiency	1	1	1
(15) Radar Approaches	1	2	2

b. KC-97.

	<u>RE.DY</u>	<u>NON-RE.DY</u>
(1) Flying Hours	24:00	35:00
(2) Wet Hook-ups	2	3
(3) Rendezvous	2	3
(4) Grid Legs	2	2
(5) Pressure Pattern	2	2

HQ 310BOMWG
APP 2, ANNEX "B"
OPORD 405-55
1 APR 55

	<u>READY</u>	<u>NON-READY</u>
(6) Nite Celestial	1	1
(7) Long Range	2	3
(8) Pilot Proficiency	1	1
(9) Radar Approaches	2	3

5. Training over and above those listed in PAR 4 will be in the area of non-completion of 50-8 requirements for the first quarter.

6. Flying time projection for APRIL.

a. 379BOMRON:

(1) Lead Crew Training	3 sorties for	20:00
(2) Ready Training	34 sorties for	222:00
(3) Non-Ready Training	32 sorties for	204:00
(4) Staff-Transition TNG	7 sorties for	<u>42:00</u>
(5) TOTAL	76 sorties for	488:00

b. 380BOMRON:

(1) Lead Crew Training	3 sorties for	20:00
(2) Ready Training	60 sorties for	360:00
(3) Non-Ready Training	11 sorties for	66:00
(4) Staff-Transition TNG	7 sorties for	<u>42:00</u>
(5) TOTAL	81 sorties for	488:00

c. 381BOMRON:

(1) Lead Crew Training	3 sorties for	20:00
(2) Ready Training	sorties for	346:00

HQ 310BOMWG
APP 2, ANNEX "B"
OPORD 405-55
1 APR 55

(3) Non-Ready Training	15 sorties for	90:00
(4) Staff-Transition TNG	<u>7 sorties for</u>	<u>42:00</u>
(5) TOTAL	sorties for	498:00
	76	
d. 310AREFS:		
(1) Ready Training	86 sorties for	477:00
(2) Non-Ready Training	14 sorties for	70:00
(3) Staff-Transition	<u>5 sorties for</u>	<u>30:00</u>
(4) TOTAL	105	577:00
e. Wing B-47:		
(1) Lead Crew Training	9 sorties for	60:00
(2) Ready Training	sorties for	928:00
	45	
(3) Non-Ready Training	58 sorties for	360:00
(4) Staff-Transition	<u>21 sorties for</u>	<u>126:00</u>
(5) TOTAL		1,474:00
	233	

HQ 310BOMWG
APP 2, ANNEX "B"
OPORD 405-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

GROUND TRAINING

HQ 310BOMWG
APP 3, ANNEX "B"
OPORD 405-55
1 APR 55

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APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

GROUND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

1. Attachments to this appendix list the detailed schedules of certain required ground training for combat crew personnel. Not included in the attachments are the following:

- a. Unit Training - PARA 3X(7) of this OPORD prescribes this requirement.
- b. Special Weapons - Requirement will be covered separately and scheduled by Special Weapons Officer.

JOHN H. de RUSSY
Colonel, USAF
Commander

ATTACHMENTS:

"A" C-11 Link Trainer
"B" Ultra-sonic Trainer
"C" "K" System In-Flight Maintenance
"D" Target Study
"E" Physical Conditioning
"F" EWP Target Study

HQ 310BOMWG
APP 3, ANNEX "B"
OPORD 405-55
1 APR 55

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DISTRIBUTION: Same as basic OFORD.

OFFICIAL:

Robert E. Thacker
for ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
APP 3, ANNEX "B"
OFORD 405-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

C-11 LINK TRAINER

HQ 310BOMWG
ATT A, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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ATTACHMENT "A"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

C-11 LINK TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

1. The C-11 type (Jet) link trainer will be used by pilots of the three bombardment squadrons.
2. Training schedule for the month of April for the C-11 Trainer is listed below. C-11 Trainer is located in the Synthetic Trainer Building #102, which is one block east of 310BOMWG Headquarters.
3. Schedule for C-11 link trainer will be met by all squadrons.

DATE	0830-1030	1030-1230	1230-1430	1430-1630
4 APR	379BOMRON	380BOMRON	381BOMRON	379BOMRON
5 APR	380BOMRON	381BOMRON	379BOMRON	380BOMRON
6 APR	381BOMRON	379BOMRON	380BOMRON	381BOMRON
7 APR	379BOMRON	380BOMRON	381BOMRON	379BOMRON
8 APR	379BOMRON	381BOMRON	379BOMRON	380BOMRON
11 APR	381BOMRON	379BOMRON	380BOMRON	381BOMRON
12 APR	379BOMRON	380BOMRON	381BOMRON	379BOMRON
13 APR	380BOMRON	381BOMRON	379BOMRON	380BOMRON
14 APR	381BOMRON	379BOMRON	380BOMRON	381BOMRON

HQ 310BOMWG
ATT A, APP 3, ANNEX B
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1 APR 55

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<u>DATE</u>	<u>0830-1030</u>	<u>1030-1230</u>	<u>1230-1430</u>	<u>1430-1630</u>
15 APR	379BOMRON	380BOMRON	381BOMRON	379BOMRON
18 APR	381BOMRON	381BOMRON	379BOMRON	380BOMRON
19 APR	381BOMRON	379BOMRON	380BOMRON	381BOMRON
20 APR	379BOMRON	380BOMRON	381BOMRON	379BOMRON
21 APR	380BOMRON	381BOMRON	379BOMRON	380BOMRON
22 APR	381BOMRON	379BOMRON	380BOMRON	381BOMRON
25 APR	379BOMRON	380BOMRON	381BOMRON	379BOMRON
26 APR	380BOMRON	381BOMRON	379BOMRON	380BOMRON
27 APR	381BOMRON	379BOMRON	380BOMRON	381BOMRON
28 APR	379BOMRON	380BOMRON	381BOMRON	379BOMRON
29 APR	380BOMRON	381BOMRON	379BOMRON	380BOMRON

HQ 310BOMWG
ATT A, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

ATTACHMENT "E"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

ULTRA-SONIC TRAINING

HQ 310BOMWG
ATT B, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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ATTN: "B"

REF: "B"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

ULTRA-SONIC TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

1. The following schedule will be in effect for the month of April. Squadrons will schedule two observers for each four hour period. One observer will serve as instructor for other observer for two hours and then reverse procedure for final two hours. Both observers will take credit for four (4) hours of trainer time.

2. The T-3 Trainer is located in Air Base Group A&E Building #187.

<u>DATE</u>	<u>0800 - 1200</u>	<u>1300 - 1700</u>
4 APR	379BOMRON	380BOMRON
5 APR	381BOMRON	379BOMRON
6 APR	380BOMRON	381BOMRON
7 APR	379BOMRON	380BOMRON
8 APR	381BOMRON	379BOMRON
11 APR	380BOMRON	381BOMRON
12 APR	379BOMRON	380BOMRON

HQ 310BOMWG
ATTN: B, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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<u>DATE</u>	<u>1100 - 1200</u>	<u>1300 - 1700</u>
13 APR	379BOMRON	379BOMRON
14 APR	381BOMRON	381BOMRON
15 APR	380BOMRON	380BOMRON
18 APR	379BOMRON	379BOMRON
19 APR	381BOMRON	381BOMRON
20 APR	380BOMRON	380BOMRON
21 APR	379BOMRON	379BOMRON
22 APR	381BOMRON	381BOMRON
25 APR	379BOMRON	380BOMRON
26 APR	381BOMRON	379BOMRON
27 APR	380BOMRON	381BOMRON
28 APR	379BOMRON	380BOMRON
29 APR	381BOMRON	379BOMRON

3. Of the above scheduled time allotted on the T-3 Trainer, a share of it will be given to EWP Trainer Mission. This scheduled time will be given to EWP crews as soon as targets are available to be placed in trainer.

HQ 310BOMWG
ATT B, APP 3, ANNEX B
OPORD 405-55
1 APR 55

2

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HEARON JEWERS
310TH BOMBARDMENT WING, MEDIUM
APO 19, New York, N. Y.
1 APR 55, 0001Z

TO DIRECTOR

TO

ANNEX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

"K" SYSTEM IN-FLIGHT MAINTENANCE

HQ 310BOMWG
ATT C, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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ATTACHMENT 105

TO

APPENDIX 105

ON

ANNEX B

OF ORDER

SI 105-55

"K" SYSTEM IN-FLIGHT MAINTENANCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

1. The following training schedule for K-System In-Flight Maintenance training will be in effect for the month of April. Training will be given in the Training Room of the Air Base Group A&E Building #187.
2. Two phases of training will be offered. Each observer will receive four (4) hours of each phase of training for the month.
3. Each squadron will schedule four (4) observers for each class that is listed below:

<u>DATE</u>	<u>TIME</u>	<u>PHASE</u>
5 APR	1300-1700	Radar Set-ups
7 APR	1300-1700	Computer Procedures
12 APR	1300-1700	Radar Set-ups
14 APR	1300-1700	Computer Procedures
19 APR	1300-1700	Radar Set-ups
21 APR	1300-1700	Computer Procedures
26 APR	1300-1700	Radar Set-Ups
28 APR	1300-1700	Computer Procedures

HQ 310BOMWG
ATT C, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
AFO 194, New York, N. Y.
1 April 1955, 0001Z

ATTN: "B"

TO

APPENDIX "B"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

TARGET STUDY

HQ 310BOMWG
ATT D, APP 3, ANNEX B
OPORD 405-55
1 APR 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

ATTN: D

TO

ANNEX "B"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

TARGET STUDY

HQ 310BOMWG
ATT D, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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ATTACHMENT "D"TOAPPENDIX "3"TOANNEX "B"TOOPERATIONAL ORDERSERIAL 405-55TARGET STUDY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

1. Formal Target Study classes will be given on date and times indicated in schedule below. Classes scheduled from 4 APR thru 15 APR will stress target study on Marrakech and the visual bombing range, Ksar-es-souk, Africa. Target study for the remainder of schedule will include targets that are deemed necessary by Wing Observer.

2. Each squadron will schedule three (3) observers to attend periods offered. Personnel will report to the Wing Intelligence Office, Wing Operations for this training.

<u>DATE</u>	<u>TIME</u>	<u>DATE</u>	<u>TIME</u>
4 APR	1300-1700	18 APR	1300-1700
6 APR	1300-1700	20 APR	1300-1700
8 APR	1300-1700	22 APR	1300-1700
11 APR	1300-1700	25 APR	1300-1700
13 APR	1300-1700	27 APR	1300-1700
15 APR	1300-1700	29 APR	1300-1700

HQ 310BOMWG
ATT D, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

ATTACHMENT

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ATTACHMENT

IC

OPERATIONS ORDER

SE IAL NR 405-55

PHYSICAL CONDITIONING

HQ 310BOMWG
ATT E, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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TO: SAC, NEW YORK

FM:

FROM: SAC, NEW YORK

TO:

ATTENTION:

FM:

OPERATIONS ORDER

SERIAL NR 405-55

PHYSICAL CONDITIONING

HQ 310BOMWG
310 BOMBARDMENT WING, MEDIUM
AFB 194, New York, N. Y.
1 APR 1955, 0001Z

Facilities are not available to obtain Phase I & II requirements at this station. Phase III of the Physical Conditioning Program will be required for the month of April. Each crew member will be required to obtain eleven (11) hours of training for the month.

HQ 310BOMWG
ATT E, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 196, New York, N. Y.
1 April 1955, 0001Z

ATTN: "F"

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 405-55

EWP TARGET STUDY

HQ 310BOMWG
ATT F, APP 3, ANNEX B
OPORD 405-55
1 APR 55

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ANNEX "F"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SPOTLIGHT 405-55

EWG TARGET STUDY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

1. GENERAL: The EWG Target Study program is designed to fulfill the requirement for monthly B-47 aircrew study of assigned EWG targets.

2. RESPONSIBILITIES:

a. Commanders, 379, 380, 381BS, responsible for making aircrews available for scheduled study periods. Only those aircrews assigned an EWG Target are required. Changes to this schedule will be kept to a minimum and must be approved by the Wing Ground Training Officer, Wing Operations, Room #4, extension #250.

b. Wing Intelligence Officer. Responsible for providing classroom, briefing and study rooms, properly lighted, heated and equipped for use by aircrews during this program. Security measures taken must be adequate to properly safeguard materials and information concerning the EWG. Aircrew mission folders will be made avail-

HQ 310BOMWG
ATT F, APP 3, ANNEX
OPORD 405-55
1 APR 55

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able at all times during 24-hour duty hours. Wing Intelligence Officers will accomplish instruction, supervision, etc, as required. Records will be maintained to show accomplishments of each individual crew member. 15AF Form 354 will be used for reporting these accomplishments.

c. Wing Plans Officer. Coordinate with Wing Ground Training Officer on scheduling aircrews to attend target study periods. Provide information on 310BOMWG OPLAN 52-55 (EWP). Monitor aircrew study periods to ensure all training is accurate and complete.

d. Squadron Ground Training Officer. Responsible to Wing Ground Training Officer for scheduling aircrews to attend target study periods.

e. Aircrews. Responsible to maintain a capability to successfully attack assigned targets. Be prepared to conduct a detailed briefing of individual mission. Report on time, properly equipped, to the appointed study period.

3. All study periods will be conducted in the Wing Intelligence section, Wing Operations, Room #9, extension #251. Each squadron will schedule at least 1 crew each day, Monday thru Friday, starting Monday, 4 APR 55, for the entire month. Crews will report to the Wing Intelligence Office at 0900 to check out their mission folder. Study period will be conducted from 0900 to 1200. Each crew will be required to attend only one study period in the month of April. All three crew members must be present at the same study period to receive credit.

HQ 310BOMWG
ATT F, APP 3, ANNEX B
OPORD 405-55
1 APR 55

HEADQUARTERS
31st BOMBARDMENT WING, MEDIUM
194, New York, N. Y.
1 APR 1955, 0001Z

ANNEX "C"

TO

OPERATIONS ORDER

S.I.L. IN 405-55

COMMUNICATIONS

HQ 31st BOMWG
OPORD 405-55
1 APR 55

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ANNEX 1

ANNEX 2

ANNEX 3

ANNEX 4

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, N. Y.
1 April 1955, 0001Z

Omitted

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMAIRDIV 7 SAC, 1CY
DO 7 SAC, 2 CYS
COMBOMWG 310, 2 CYS
310DC, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310CAC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1 CY

HQ 310BOMWG
OFORD 405-55
1 APR 55

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OFFICIAL:

Robert E. Thacker
ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
OPORD 405-55
1 APR 55

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ARTICLE 1. General Provisions

1. The purpose of this Agreement is to provide for the mutual cooperation and assistance between the United States and the United Kingdom in the field of intelligence gathering and analysis.

2. The following provisions shall apply to the United States and the United Kingdom in the field of intelligence gathering and analysis:

3. The United States shall provide the United Kingdom with the following information:

4. The United States shall provide the United Kingdom with the following information:

- (1) 10-10-10 - 10-10-10 - 10-10-10
- (2) 10-10-10 - 10-10-10 - 10-10-10
- (3) 10-10-10 - 10-10-10 - 10-10-10
- (4) 10-10-10 - 10-10-10 - 10-10-10
- (5) 10-10-10 - 10-10-10 - 10-10-10
- (6) 10-10-10 - 10-10-10 - 10-10-10

5. The United States shall provide the United Kingdom with the following information:

6. The United States shall provide the United Kingdom with the following information:

ATTN: 5-1
To Monthly Maintenance Order)
April 1955

MAINTENANCE PLAN AND SCHEDULE
379th Bomb Squadron

1. The 379th Bomb Squadron will maintain 78 B-47 bombers for a total of 100 hours. (See Indenture 1)

2. The following aircraft will be made available for special operations on the dates and locations indicated. Aircraft may be in place at 0800.

a. 52-104 - 1 Apr 1 1955 - Fairford

b. 52-177 - 20 Apr 2 1955 - Lakenheath

3. There will be a requirement for 78 per flight and 25 per flight inspections.

4. The following aircraft will undergo periodic inspection on the dates indicated:

a. 52-104 - 1 Apr 11 April 1955

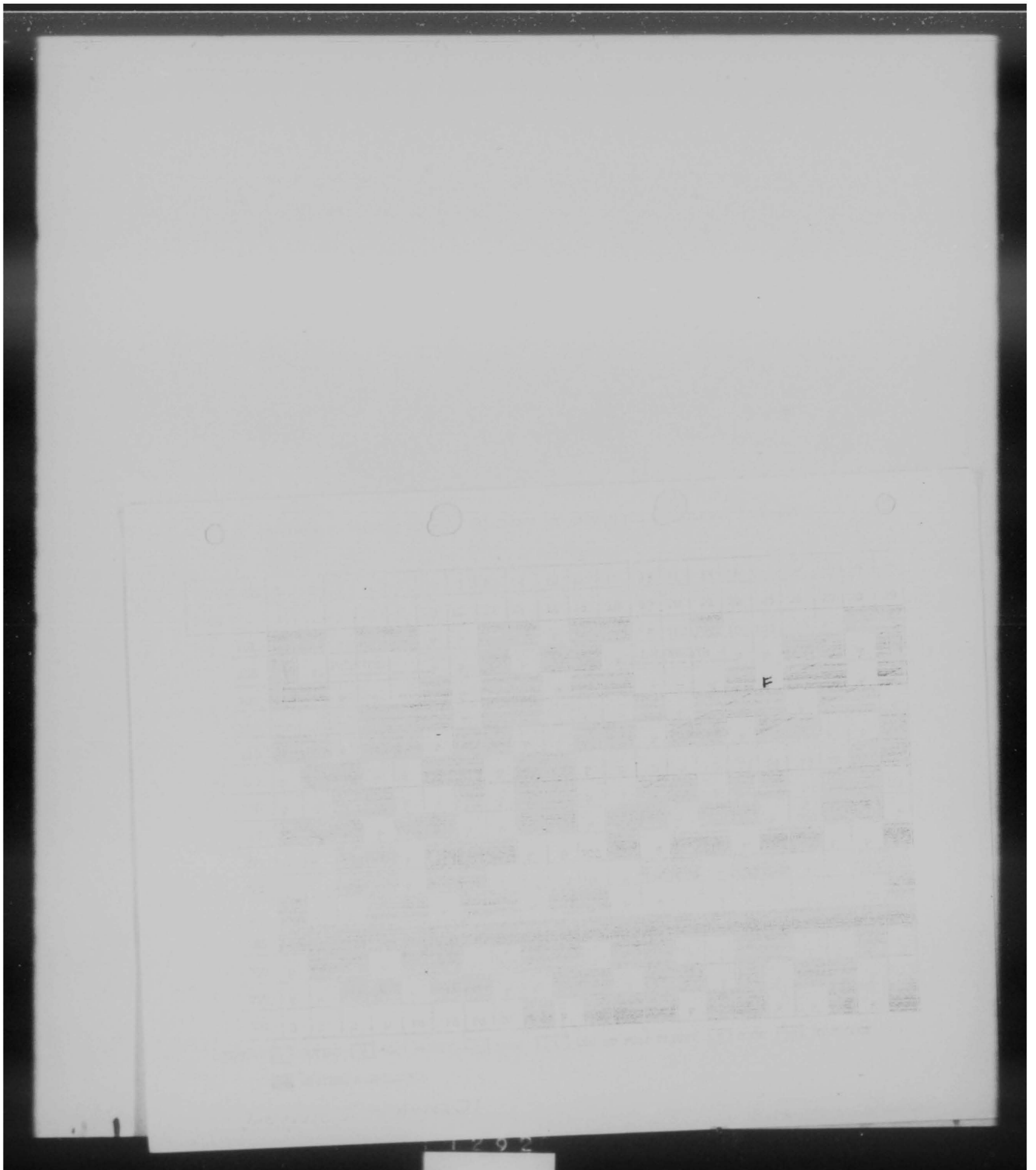
b. 52-177 - 17 Apr 21 April 1955

c. 52-101 - 17 Apr 22 April 1955

5. The TCM schedule as shown in Indenture 1 have been coordinated and B-47 Force 45's initiated. TCM's will involve one day per aircraft.

6. Aircraft's status will be accomplished as outlined in Indenture 1, to be accomplished by the ground crew and each wing.

1. Fuel
Flying and Maintenance for April



4. 11 B-5
To Monthly Maintenance Order
April 1955

EXAMINATIONS, MAINTENANCE, THE 11th

MAINTENANCE PLAN AND SCHEDULE
11th Bomb Squadron

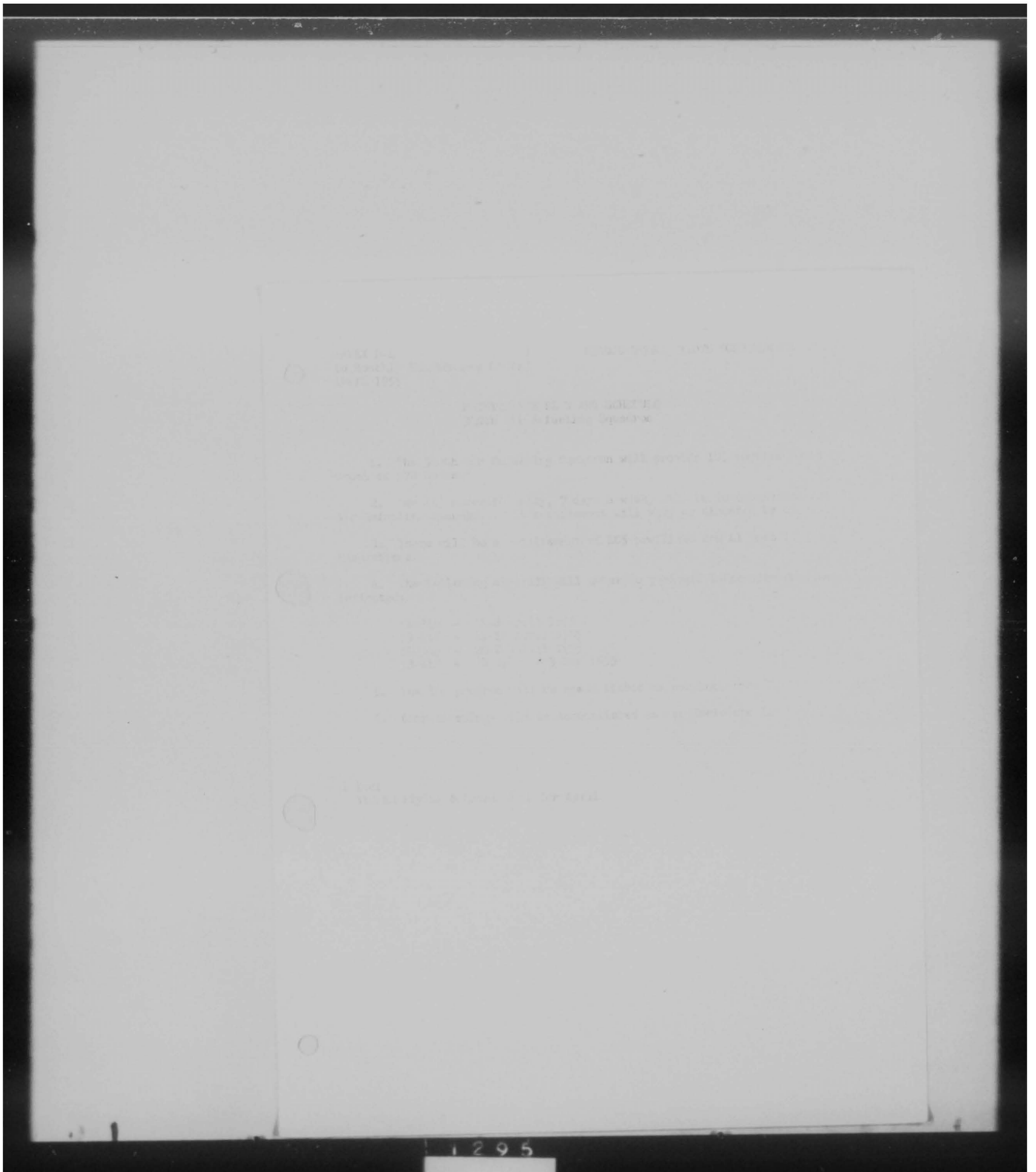
1. The 33rd Bomb Squadron will provide 27 sorties for a total of 118 flying hours. (See Enclosure I)
2. The following aircraft will be made available for special missions on the dates and location indicated. Aircraft have to be in place at 0800.
 - a. 52-291 - 12 April - Brize Norton
 - b. 52-261 - 25 April - Brize Norton
3. There will be a requirement for 75 profile hits and 30 post-flight inspections.
4. The following aircraft will undergo periodic inspection on the dates indicated:
 - a. 52-291 - 25 April 1955 thru 4 May 1955.
5. The TCC schedule as shown in Enclosure I have been coordinated and SAC Form 85's submitted. TCC's will involve one day per aircraft.
6. Aircraft washing will be accomplished as outlined in Enclosure I, to be accomplished by the ground and wash crew.

End
11th Bomb Squadron and 11th Bomb Group for April

WORLD WIDE REPORT 2. MONTH 04. FLIGHTS AND DOCKING SCHEDULE FOR JUNE 1994

FLIGHT DATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
DATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
096				F																	
104																					TOC
105																					
101																					
112																					
114																					
116																					
261																					
271																					
287																					
293																					
295																					
304																					
305																					
307																					

LEGEND: [F] FLIGHT [P] POST FLIGHT [W] WASH [100] 100 hr POST FLIGHT [D] DOCK [PM] POST DOCK



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1. The first two items listed are the same as the first two items listed in the first item.

2. The third item listed is the same as the third item listed in the first item.

3. The fourth item listed is the same as the fourth item listed in the first item.

1. The first item listed is the same as the first item listed in the first item.	2. The second item listed is the same as the second item listed in the first item.	3. The third item listed is the same as the third item listed in the first item.
4. The fourth item listed is the same as the fourth item listed in the first item.	5. The fifth item listed is the same as the fifth item listed in the first item.	6. The sixth item listed is the same as the sixth item listed in the first item.
7. The seventh item listed is the same as the seventh item listed in the first item.	8. The eighth item listed is the same as the eighth item listed in the first item.	9. The ninth item listed is the same as the ninth item listed in the first item.
10. The tenth item listed is the same as the tenth item listed in the first item.	11. The eleventh item listed is the same as the eleventh item listed in the first item.	12. The twelfth item listed is the same as the twelfth item listed in the first item.

4. The fifth item listed is the same as the fifth item listed in the first item.

1. The first item listed is the same as the first item listed in the first item.	2. The second item listed is the same as the second item listed in the first item.	3. The third item listed is the same as the third item listed in the first item.
4. The fourth item listed is the same as the fourth item listed in the first item.	5. The fifth item listed is the same as the fifth item listed in the first item.	6. The sixth item listed is the same as the sixth item listed in the first item.
7. The seventh item listed is the same as the seventh item listed in the first item.	8. The eighth item listed is the same as the eighth item listed in the first item.	9. The ninth item listed is the same as the ninth item listed in the first item.

5. The sixth item listed is the same as the sixth item listed in the first item.

1. The purpose of this document is to provide information regarding the activities of the Central Intelligence Agency (CIA) in the area of intelligence gathering and analysis.

2. The document is organized into several sections, each dealing with a specific aspect of the CIA's operations.

3. The first section, titled "Introduction," provides a general overview of the CIA's mission and the scope of this document.

4. The second section, titled "Organizational Structure," describes the various departments and offices within the CIA, as well as their respective functions.

5. The third section, titled "Intelligence Gathering," discusses the methods and techniques used by the CIA to collect information from various sources.

6. The fourth section, titled "Intelligence Analysis," describes the process by which the CIA evaluates and interprets the information it gathers.

7. The fifth section, titled "Intelligence Dissemination," discusses the ways in which the CIA shares its information with other government agencies and the public.

8. The sixth section, titled "Conclusion," summarizes the key points of the document and provides a final statement on the CIA's commitment to its mission.

9. The seventh section, titled "Appendix," contains additional information, including a list of references and a glossary of terms.

10. The eighth section, titled "Notes," provides additional commentary and clarifications on the information presented in the main body of the document.

11. The ninth section, titled "References," lists the sources of the information used in the document.

12. The tenth section, titled "Glossary," defines the key terms and acronyms used throughout the document.

13. The eleventh section, titled "Index," provides a list of topics and page numbers to facilitate navigation through the document.

COPY

Special Training Month Requirements

COMOR, 379BS
" 380BS
" 381BS
" 380AFS

310DO

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1. Reference is made to PARA 4a and 4b, AFI "2", Annex "B", Operations Order 405-55, Air Training Requirements for the 310DOAFS for April, which outlines the requirements to be accomplished by each crew for April 1955.
2. Training accomplished during the special training month will not be credited toward the training quarter requirements except as authorized for the Wing's Unit Simulated Combat Mission.
3. Requirements established for combat crews during this special training month were based on, (1) areas of operational weakness and (2) areas in which there was a lack of activity during the first training quarter.
4. Emphasis must be placed on the continuation of proficiency training in these weak areas to enable a satisfactory completion of SAC REG 50-8 requirements for the second training quarter beginning 1 May 1955.
5. Squadron Commanders will be required at the end of the April Special Training Month, to provide the Wing Director of Operations with a written explanation of deficiencies in the April schedule of requirements as directed by Wing Operations Order 405-55 dated 1 April 1955.

/s/t/ROBERT E. THACKER, COL, USAF
Wing Operations Officer

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 406-55

YUKON JAKE

HQ 310BOMWG
OPORD 406-55
1 APR 55

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1501

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AUTH 310CO
DATE 7 APR 55
INITIAL *Lefton*HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

OPERATIONS ORDER NR 406-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL George W. Call
381BOMRON	LTCOL Harold G. Fulmer
310AREFS	MAJ Jack N. Fancher
310A&E	MAJ Allen C. Hart
310FMS	MAJ Carroll Hamant
310PKS	LTCOL James E. Jordan Jr

1. GENERAL SITUATION: The requirement exists for this organization to perform familiarization flights to Sola and Gardermoen, Norway on a semi-monthly basis in accordance with 7th Air Division OPLAN 101-54. This OPORD contains the requirements and procedures necessary to implement 7th Air Division OPLAN 101-54. Unclassified nickname for this operation is "Operation Yukon Jake".

a. Intelligence: See Annex "A".

b. Friendly Forces:

- (1) 7th Air Division will Provide necessary coordination with higher headquarters as required for support of this mission.
- (2) 3918th Air Base Group will provide:

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(a) Six carefully selected air policemen for security of aircraft at TDY base during conduct of each mission.

(b) One FAK specialist for conduct of each mission.

2. MISSION: To conduct semi-monthly familiarization flights with B-47 aircraft and crews to Sola and Gardermoen, Norway IAW the following schedule:

<u>DATE</u>	<u>SQUADRON</u>	<u>DESTINATION</u>
24 MAR 55	379BOMBON	Gardermoen
7 APR 55	380BOMBON	Sola
21 APR 55	380BOMBON	Sola
5 MAY 55	381BOMBON	Gardermoen
19 MAY 55	379BOMBON	Sola

3. TASKS FOR SUBORDINATE UNITS.

a. Designated Bomb Squadron will:

- (1) Provide 2 B-47 aircraft and aircrews plus crew chief and assistant crew chief for performance of this exercise on dates indicated. Crew chief will fly as fourth crew member in assigned B-47 aircraft.
- (2) Appoint a field grade officer, qualified as aircraft commander in B-47 aircraft to act as task force commander, to deploy to TDY base in KC-97 aircraft and to perform duties as outlined in Annex "E" this OPORD.

HQ 310BOMBWG
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- (3) Forward list of personnel by aircraft assignment to Wing Operations Project Officer NLT 7 days prior to projected mission date.
 - b. 310th Air Refueling Squadron will:
 - (1) Provide 1 KC-97G aircraft and aircrew qualified to carry passengers plus crew chief and assistant crew chief for support of this mission.
 - (2) Forward list of aircrew personnel and crew chiefs to wing operations project officer NLT 7 days prior to projected mission date.
 - (3) Missions will be flown on the following dates:
 - 23 March 1955
 - 6 April 1955
 - 20 April 1955
 - 4 May 1955
 - 18 May 1955
 - c. 310A&E Squadron will perform functions as required by annex "D" this OPOrd.
 - d. 310FMS will perform functions as required by Annex "D" this OPOrd.
 - e. 310PMS will perform functions as required by Annex "D" this OPOrd.
3. X. GENERAL INSTRUCTIONS:
- (1) Operational control of all aircraft during the conduct of this exercise will be retained by Commander,

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OPOrd 406-55
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7th Air Division. No aircraft will be dispatched without execution order from 7th Air Division.

- (2) B-47 aircraft will depart UK on dates indicated in schedule, RON at TDY base and return to Upper Heyford the following day.
- (3) KC-97 aircraft will depart UK on dates indicated in schedule, RON at TDY base for two days and return to Brize Norton after the B-47 aircraft have departed the TDY base.
- (4) Crew members and support personnel will not divulge any information concerning the type or flight characteristics of aircraft being flown, personnel on board, routes, itinerary, destination, or equipment carried. All personnel are reminded that the purpose of these missions is to obtain crew training and for familiarization only.
- (5) Bombs or "hot" guns will not be carried while participating in these missions.
- (6) Total personnel for each mission, including flight crews, security and maintenance personnel will not exceed 14 officers and 28 airmen.
- (7) LANCER Control will be responsible for the following for each mission:
 - (a) Obtain diplomatic clearance for Norway over flight and landing and will notify wing of approval when obtained.

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OPORD 406-55
1 APR 55

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- (b) Alert Air Rescue units (through 3rd AF) for period B-47 aircraft are deploying to and from Norway.
- (c) Monitor movement of all aircraft at all times.
- (d) Advise 22nd Weather Group of scheduled flights so that necessary weather reports may be forwarded to the wing prior to take-off.
- (e) Assure that RNAF air rescue units are on alert status for B-47 movements.
- (8) Aircraft Commanders will insert the notation "Exercise Yukon Jake" in the remarks section of DD forms 175.
- (9) PIO: Press releases for these missions will be made only by Commander, 7th Air Division.
- (10) All travel orders for deployments executed will contain the following statement: "Utilization of Existing Foreign government facilities at (TDY Base) will adversely affect the performance of the assigned mission."
- (11) Squadron Commanders will insure that personnel selected for these missions are of the highest caliber. In addition, Squadron Commanders will brief all participating personnel to conduct themselves at all times in such a manner as not to prejudice the standing of American Forces in Norway.

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OFORD 406-55
1 APR 55

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Norwegian military authorities have been extremely cooperative with USAF forces in the past and the importance of retaining this friendship cannot be overemphasized.

- (12) Major L.L. Barnard, 310th Wing Operations, has been appointed project officer for these missions. Queries and/or coordination will be referred to him at telephone EXT 250 - 275. See Annex "F" for duties of Project Officer.

(13) Reports:

- (a) Following reports will be submitted IAW SAC Manual 55-8G, September 1954: M-2, M-10, M-15, M-16, M-17 and M-19.
- (b) As required by PARA 6a(1) SAC Manual 55-8G, September 1954.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: See Annex "D".

5. COMMAND AND COMMUNICATIONS MATTERS:

- a. COMMAND: Normal
- b. COMMUNICATIONS: See Annex "C".

JOHN H. de RUSSY
Colonel, USAF
Commander

ANNEXES:

"A" - Intelligence

"B" - Operations

HQ 310BOMWG
OPORD 406-55
1 APR 55

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"C" - Communications

"D" - Administration and Logistics

"E" - Duties of Task Force Commander

"F" - Duties of Project Officer

DISTRIBUTION:

379BOMRON, 3 CYS
380BOMRON, 3 CYS
381BOMRON, 3 CYS
310AREFS, 3 CYS
COMABGP 3918, 3 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310DO, 2 CYS
310DM, 2 CYS
310DOI, 1 CY
310Historian, 4 CYS

OFFICIAL:

for *Robert E. Thacker*
ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

7

Hq 310BOMWG
OPORD 406-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

ANNEX "A"

TO

310BOMWG OPORD 406-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation: For additional information pertaining to the political situation, current affairs and economics of the countries listed below, reference the appropriate National Intelligence Survey (NIS) published by the Central Intelligence Agency. See also SAC Security Intelligence Digest, 25 January 1954.

- (1) DENMARK: Reference Central Intelligence Agency National Intelligence Survey (NIS) DENMARK, NIS-7, Section 55, National Policies.
- (2) NORWAY: Reference Central Intelligence Agency National Intelligence Survey (NIS) NORWAY, NIS-10, Section 50, Introduction and Section 55, National Policies. See also "A Study of Norway", 7th Air Division, 2 September 1953.
- (3) SWEDEN: Reference Central Intelligence Agency, National Intelligence Survey (NIS), Sweden, NIS 11, Section 50, Introduction, and Section 55 - National Policies.

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ANNEX "A"
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b. Enemy Order of Battle: Reference Volume I Basic Intelligence Planning Guide (BIPG), 1 February 1954, Headquarters SAC. Also see SAC Consolidated Air Order of Battle, Radar Order of Battle, and AAA Order of Battle for Soviet and Satellite Countries as amended.

c. Capabilities of Enemy Forces: Reference Volume I Basic Intelligence Planning Guide (BIPG), 1 February 1954, Headquarters SAC. Also see 7th Air Division Intelligence Estimates and Procedures (IEP) Volume I, Special Intelligence Studies as amended, and periodic reports on the Soviet fishing fleet.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

- (1) General: In addition to the established operational requirements, unusual sighting or attempts to interfere with the accomplishment of the mission will be reported.
- (2) Specific:
 - (a) Were any interceptions made against bombardment aircraft, including pacing tactics and formation flying?
 - (b) Were any sightings made as listed in J.N.M.P 146B or SAC Manual 55-8 (PARA 6a, General Instructions)?
 - (c) Was any jamming and/or interference with radio/radar systems encountered?
 - (d) Were any other sightings of an unusual nature observed?

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ANNEX "A"
OPORD 406-55
1 APR 55

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(e) Was shipping sighted in reported location of Soviet fishing fleet?

b. Means of Obtaining Information: Only those sources normally available to the unit will be utilized to obtain information contained in paragraph a above, such as crew observations, OSI, and other local reports.

c. Means of Reporting EEI: Information required in paragraph 2a above, will be reported directly to the Task Force Commander or Project Officer who in turn will submit such reports; if obtained, IAW SAC Manual 55-8 and J.M.P 146B, as applicable. Initial "Hot News" information should be passed by the Task Force Commander or Wing Intelligence Officer by telephone, if security classification permits, during normal duty hours to Headquarters, 7th Air Division, Attention: Director of Intelligence or to the duty officer, 7th Air Division during non-duty hours.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials:

(1) Maps: Aeronautical charts and planning charts are stock piled and can be obtained through normal channels.

(2) Target Materials: If required, can be obtained through normal channels.

b. Evasion and Survival: Reference SAC Basic Intelligence Planning Guide (BIPG) Volume V, 1 February 1954. Insure that crew

HQ 310BOMWG
ANNEX "A"
OPORD 406-55
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members are familiar with the provisions of SAC Regulation 200-8, "Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of American Personnel", 29 October 1953.

c. Reports and Distribution:

- (1) Provisions of paragraph 6a(1), SAC Manual 55-8G, will be complied with.
- (2) See subparagraph 3x(1B) basic OPORD.

d. Briefing of Personnel: All participating personnel will be briefed by Wing Intelligence Officer prior to departure on the maneuver. Time and place will be determined by the Wing Project Officer who will notify personnel concerned.

HQ 310BOMWG
ANNEX "A"
OPORD 406-55
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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

ANNEX "B"

TO

310BOMBW OPORD 406-55

OPERATIONS

1. OPERATIONAL CONTROL: All participating aircraft will remain under operational control of 7th Air Division during TDY period. Task Force Commander will be designated for each mission. See Annex E for for duties of Task Force Commander.

2. Air Rescue: PB4 "Catalina" aircraft are available at Sola, Norway and Kastrup, Denmark for air-sea rescue and will be placed on alert status prior to each mission by Lancer Control. These aircraft are not UHF equipped. To initiate rescue operations, contact Sola or Gardermoen tower Tower. Helicopters are also available at Sola.

3. Flight Routes:

- a. B-47 aircraft: See appendix 1 to this annex.
- b. KC-97 aircraft: See appendix 2 to this annex.

4. Force: Force will not exceed 2 B-47s and 1 KC-97 aircraft in Norway at any one time. B-47 aircraft will deploy to and from Norway in a flight with 5 minute separation between aircraft.

5. Restricted Areas and Flight Restrictions:

- a. Participating aircraft will not approach closer than 225 nautical miles of Soviet or Satellite territory. Participating crew

HQ 310BOMBW
ANNEX "B"
OPORD 406-55
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members will request and receive a thorough briefing by the Wing Intelligence Officer on the location of unfriendly radars and the boundaries of Soviet territory prior to flying these missions.

b. Every precaution will be taken to prevent violation of the Swedish border. When accurate position is in doubt immediate action will be taken to alter course to an unrestricted area.

c. Overflight of Norway will be limited to that area bounded by: The Norwegian Coast at 64-00N, East to the town of Sleinkjer (64-00N 11-28E) then south to the town of Roroes (62-34N 11-21E), along the Glomma River to the town of Fredrickstad 59-13N 1057E, south to 58023N 10-30E.

d. All aircraft will be below 30,000 feet while over Norway or within 50NM of the norwegian coast so as to be withing norwegian radar surveillance.

e. Maximum landing weight of B-47 aircraft will not exceed that which will permit stopping by use of brakes only, based on 90% of available runway, except in an emergency.

f. Take-off and landing minimums:

(1) KC-97: AFR 60-16 applies.

(2) B-47 aircraft:

(a) Norway:

(1) Take-off-500/1 or station minimum (with GC.)
1000/1 (no GC.).

(b) UK/Bases: Normal TDY minimums apply.

HQ 310BOMWG
ANNEX "B"
OPORD 406-55
1 APR 55

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g. B-47 aircraft will not descend from altitude or land in Norway unless:

- (1) Two way communications is established with ground control.
- (2) Weather is 1500/3 or higher.
- (3) Runway is sufficiently free of ice so as to permit full braking action.
- (4) Permission is received from Task Force Commander, except in an emergency.
- (5) Aircraft Commanders will advise Task Force Commander of any known maintenance difficulty prior to descent.

h. Fuel Reserves:

- (1) UK to Norway: Sufficient fuel over destination to allow return to Upper Heyford with 15,000# fuel reserve at altitude.
- (2) Norway to UK: 15,000# fuel reserve over Upper Heyford at altitude.

6. Take-off:

a. Take-off time will be based on arrival at Norwegian destination during the period 1200Z to 1500Z or at UK destination during period 1100Z to 1400Z.

b. Aircraft will take-off only after receipt of execution order from Commander, 7th Air Division. Commander's decision will be

HQ 310BOMBING
ANNEX "B"
OPORD 406-55
1 APR 55

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based on primarily weather and airfield conditions at terminal points.

7. Fighter Attacks: NATO fighter pilots have been instructed not to execute "Fighter" attacks on B-47 aircraft. Only identifying runs are authorized. NATO fighters are not UHF equipped. If fighters approach closer than 1000 feet, a lateral rocking of the wings by the B-47 will signify that attacks are to cease. All fighter attacks or identification runs against B-47 aircraft will be reported to the Task Force Commander who in turn will report them to Headquarters, 7th Air Division. Type aircraft, identifying markings and type and place of attack are needed.

8. Jet Letdown: Jet letdown as indicated in Pilot's Handbook, Jet, Europe will be used.

9. Airfields: The following airfields are to be utilized as alternates in event of an emergency. Caution must be exercised since many except Gardermoen and Sola are under various phases of construction. a. Norway:

<u>BASE</u>	<u>CONTROL TOWER</u>	<u>UHF</u>	<u>LENGTH RUNWAY</u>	<u>COORDINATES</u>
Gardermoen	Yes	257.8 362.3	8200 FT	60-12N 11-05E
Sola	Yes	257.8	8400 FT	58-41N 05-38E
Orlandet	Yes	No	8900 FT	63-41N 09-36E
Lista	No	No	8000 FT	58-06N 06-37E
Jarlsberg	No	No	8200 FT	59-18N 10-22E
Rygge	No	No	8000 FT	59-23N 10-46E
Bodo	Yes	No	8000 FT	67-16N 14022E

HQ 310BOMBG
ANNEX "B"
OPORD 406-55
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b. Denmark:

<u>BASE</u>	<u>CONTROL TOWER</u>	<u>UHF</u>	<u>LENGTH RUNWAY</u>	<u>COORDINATES</u>
Karup	Yes	257.8	9800 FT	56-18N 09-07E
Aslborg	Yes	257.8	8700 FT	57-06N 09-51E
Skrydstrup	Yes	257.8	9800 FT	55-13N 09-16E
Kastrup	Yes	257.8	7500 FT	55-37N 12-39E

10. Diplomatic Clearance: Requests for diplomatic clearance to overfly and land in Norway will be submitted by the Wing Project Officer to 7th Air Division for further processing. See Appendix "F" for contents of message required.

11. Personal Equipment: Aircrew personnel will wear or have available in the aircraft the minimum necessary equipment required for over water flight.

HQ 310BOMWG
ANNEX "B"
OPORD 406-55
1 APR 55

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~~SECRET~~ HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

APPENDIX 1

TO

ANNEX "B"

TO

310BOMWG OPORD 406-55

B-47 ROUTE INFORMATION

1. Route will be planned by the squadron concerned for each mission. Complete route for both legs, shown in coordinates, will be forwarded to Wing Project Officer NLT 5 days prior to projected departure date.
2. Maximum consideration will be given to 50-8 type training in planning flight routes.
3. Squadron concerned will forward to the Wing Project Officer NLT 24 hours prior to scheduled departure from the UK all information required for completing the M-10 (Departure Report).
4. Both aircraft will fly identical routes at 5 minute intervals with altitude separation as required.

HQ 310BOMWG
APP 1, ANNEX "B"
OPORD 406-55
1 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

APPENDIX 2

TO

ANNEX "B"

TO

310BOMBWG OPORD 406-55

KC-97 ROUTE INFORMATION

L. Route will be planned by the squadron concerned for each mission. Complete route for both legs, shown in coordinates, will be forwarded to Wing Project Officer NLT 5 days prior to projected departure date.

2. Maximum consideration will be given to 50-8 training in planning flight routes.

3. Squadron concerned will forward to the Wing Project Officer NLT 24 hours prior to scheduled departure from the UK all information required for completing the M-10 (Departure Report).

HQ 310BOMBWG
APP 2, ANNEX "B"
OPORD 406-55
1 APR 55

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ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 406-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
AFO 194, United States Air Force
1 April 1955, 0001Z

1. GENERAL: The communications aspects of this mission will be governed by appropriate JAMPS, ACP's, 7th ADCEI, SACCEI, SAC Manual 55-8G, and instructions contained on this Operations Order.
2. ADMINISTRATIVE FACILITIES: Sola and Gardermoen:
 - a. Base administrative telephone system.
 - b. Duplex TTY circuit with on-line encryption facilities to High Wycombe.
 - c. Operational telephone circuit to COMAIRNORTH with patching facilities to High Wycombe.
3. YUKON JAKE MESSAGES: All messages to and from the Task Force Commander, including reports, will include COMAIRNORTH as action or information addressee, as appropriate. Commander SAC will not be an addressee for this exercise.
 - a. All copies of messages received or transmitted while at Sola and/or Gardermoen will be retained by Task Force Commander until return to home base and turned in to Project Officer for appropriate processing and record.

HQ 310BOMWG
OPORD 406-55
1 APR 55

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b. In the event that electrically transmitted messages will not satisfy the urgency of a situation, telephone communications may be established with this Headquarters through AAFNE Switch Board, to SHAPE Switch Board, to "Lancer" Switch Board.

c. All messages pertaining to this mission will contain the phrase "EXERCISE YUKON JAKE" at the beginning and end of text.

4. HF REPORTS: Hourly position reports plus half hour Operations Normal reports will be made as required. All position reports will be relayed to "Lancer" and the appropriate FIR in which the aircraft is operating.

a. The last position report made prior to crossing the Stavanger FIR will be made to Sola, giving ETA to the FIR boundary. This report will be relayed to STAVANGER FIR.

b. Coast in and coast out reports will be called in at least 15 minutes prior to crossing the coast. Direct contact is recommended. If unable to contact on UHF, Sola will be contacted on HF and the report will be relayed.

c. Aircraft will notify the appropriate FIR when crossing that FIR boundary.

5. UHF REPORTS: Normal coast in and coast out reports as required will be made by all aircraft.

6. AUTHENTICATION: AFSAL 5104 () will be carried by all aircraft departing on this mission and will be used for authentication.

7. IDENTIFICATION: IFF will not be used.

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8. CONTROL STATIONS AND FREQUENCIES:

a. Prior to turning on final leg proceeding to Oslo, all aircraft will utilize the following Control Stations.

PRIMARY	Croughton	FREQUENCY	6730.5 KCS	9026.5 KCS
SECONDARY	Sola	FREQUENCY	8913.5 KCS	

b. Departing last turning point for Oslo the following stations will be utilized:

PRIMARY	Sola	FREQUENCY	8913.5 KCS
SECONDARY	Croughton	FREQUENCY	6730.5 KCS 9026.5 KCS

NOTE: Sola should be used if at all possible for relay to Norwegian FIR's.

9. FREQUENCIES:

a. Following frequencies will be utilized for this mission.

UHF: 353.8 MCS	FIR/ATCC
257.8 MCS	All towers listed in annex B, PARA ____ this Operations Order
362.3 MCS	Gardermoen tower Secondary
344.0 MCS	GCA Search
385.4 MCS	GCA Final

NOTE: All frequencies except 362.5 MCS are standard UK Frequencies and are installed on the ARC-27.

HF: 3023.5 KCS Tower back-up for all towers and GCA.

10. SEARCH AND RESCUE: Search and Rescue facilities are on stand-by status at Oslo. To alert these facilities, aircraft must notify Gardermoen Tower or Sola tower.

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11. ADDITIONAL INFORMATION:

a. Aircraft will utilize the Navigational aids listed in the current Radio Facility Chart (Europe). Additional information listed below can be utilized, at the aircraft commander's discretion. This station is used primarily for control of Fishing Fleets.

(1) Radio Station KLOFFA (Calo Broadcast)

Location: 60° 03' 3" North

11° 09' 7" East

Frequency: 218 KCS

POWER: 200 KW

HOURS OF OPERATION: All times are Z

MONDAY THRU FRIDAY: 0545 to 0800

1020 to 1300

1530 to 2200

SATURDAY: 0545 to 0820

1020 to 1300

1500 to 2200

SUNDAY AND HOLIDAYS: 0710 to 1400

1500 to 2215

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

ANNEX "D"

TO

310BOMWG OPORD 406-55

ADMINISTRATION AND LOGISTICS

1. SUPPLY:

a. Class I:

- (1) Food Service Officer of Air Base Groups will furnish non-perishable and perishable flight rations for flight and entire maneuver as required.
 - (a) Each individual is authorized one perishable flight lunch for flight from UK.
 - (b) Each individual flying aboard B-47 aircraft is authorized 5 non-perishable in-flight rations for maneuver.
 - (c) Each individual flying aboard KC-97 aircraft is authorized 9 non-perishable flight lunches during maneuver.
 - (d) Officers must pay for flight lunches IAW normal procedures. Airmen not on separate rations will not be required to pay for lunches.

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- (e) All unused rations will be returned to the appropriate Food Service Officer except those paid for by officer personnel.
 - (f) Personnel will order flight lunches through the Wing Project Officer not later than 48 hours in advance of projected flight.
- (2) Utilization of existing foreign government messing facilities at Sola and Gardermoen will adversely affect the performance of the assigned mission. Any meals or food obtained from local facilities will be at the individual's expense, to be paid for at the time by the individual. No food or meals will be signed for by any individual which will incur future charges against the United States government.
- b. Class II and IIA:
- (1) TDY personnel will not carry firearms outside of aircraft while on the ground in Norway or at any alternate airfield in any foreign country. A limited number of firearms may be carried in tactical aircraft at the discretion of the Task Force Commander; however, the Task Force Commander will insure that no weapons are taken outside the aircraft. Use of weapons by the Air Police personnel will be

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coordinated by the Task Force Commander with the Royal Norwegian Air Force personnel.

- (2) Authorized individual tool kits will accompany all maintenance specialists.
- (3) Personnel will carry winter items of work uniform and civilian clothing as required, for the duration of their stay in Norway, (See paragraph 4).
- (4) Field equipment will not be carried.
- (5) UME, as determined to be required by the Chief of Maintenance, will be deployed.
- (6) Required USE, will be determined by the Chief of Maintenance and the listing furnished the Wing Logistics Section for further action.

c. Class III and IIIA:

- (1) Will be provided by the stations at which the requirement exists.
- (2) Aviation fuel, lubricants and oxygen will be delivered by a commercial oil company and receipted for on AF Form 15 by the Aircraft Commander of each aircraft. Squadron Commanders will insure that aircraft commanders are familiar with the AF Form 15 and that an adequate supply is aboard each participating aircraft. POL requirements at TDY base will be determined and furnished to the Wing Project Officer NLT 72 hours in

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advance of projected mission date.

d. Class IV and IVE:

- (1) The Chief of Maintenance will develop an Enroute Maintenance Kit, to be assembled from the appropriate FAK and/or other stocks available to the unit, in that order, consisting of sufficient supply of aircraft spares and/or engines to support the maneuver. Immediate action will be taken, upon return from maneuver to replace all FAK items consumed. This kit will be kept separate from remaining FAK at all times to support maneuvers of this type. Enroute Kit will be deployed on KC-97 aircraft.
- (2) Requirements for spares and/or engines which are beyond the capability of the enroute kit will be referred to Headquarters, 7th Air Division and this Headquarters, ATTN: DML, by the most expeditious means available.

e. Class V and Va:

- (1) No bombs will be carried and no guns will be charged.

2. TRANSPORTATION:

a. Ground:

- (1) Upper Heyford and Brize Norton Bases will provide ground transportation as required during the United Kingdom portion of the maneuver. Wing Project Officer will make necessary arrangements with Base Transportation Officer for transportation required to and from Upper Heyford and Brize Norton.

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(2) USAF Det Commander will be contacted by Task Force Commander for on-base transportation at maneuver bases. Task Force Commander will not negotiate directly with RCAF personnel for on-base transportation.

(3) Off-base transportation, including daily transportation from base to quarters and return, will be paid for by the individual.

b. Air:

(1) All cargo and personnel will be transported in unit aircraft.

(2) Cargo will be prepared in accordance with SAC REG 400-2.

(3) Crew chiefs of B-47 aircraft will deploy with their respective aircraft. Remaining support personnel will deploy with KC-97 aircraft.

(4) B-47 aircraft will deploy with 2 each drag chutes and 2 each approach chutes aboard each aircraft. Chutes which are used for landing in Norway will be returned to the home station by KC-97 aircraft.

3. SERVICES:

a. Medical:

(1) Medical support for this deployment will be in accordance with SAC Manual 160-1.

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- (2) Immunization of personnel involved will be in accordance with SAC REG 160-1, Air Force REG 160-101 and 160-102.

b. Maintenance:

- (1) The maintenance activity will be organized and operated in accordance with SAC REG 66-12.
- (2) Maintenance personnel to be deployed are as indicated in paragraph 4, herein.
- (3) Maintenance required beyond the capability of the task force will be brought to the attention of the Chief of Maintenance by the most expeditious means available in order that assistance may be provided from other sources.

c. Finance:

- (1) The maneuver bases are not in the MPC (Script) area. Each person participating in the maneuver is authorized to carry the following currency in the amount shown:
 - (a) US Currency - \$70.00.
 - (b) Traveler's Checks - unlimited.
 - (c) Pounds, Sterling - 10 pounds.US currency can be drawn from the Finance Disbursing Officer at Upper Heyford and Brize Norton. All US currency not used will be exchanged for MPC by the

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Disbursing Officer upon return to the UK. All unused Norwegian currency must be exchanged prior to return to the UK. The Wing Project Officer will furnish the Base Disbursing Officer with a complete list of participating personnel.

- (2) Personnel participating may be given partial pay at the discretion of the Squadron Commander concerned.
- (3) It is recommended that each individual participating in this exercise carry a minimum of \$50.00 in currency or Traveler's Checks.
- (4) SAC funding number RO-53 will apply for personnel deployed to the UK with the 310th Bomb Wing only. Per Diem payments for 391st ABGP personnel will be made IAW normal procedures. Funding number: will be furnished by 3918 ABGP.

4. PERSONNEL:

- a. Uniform or civilian clothing may be worn on-base at either Sola or Gardermoen; however, civilian clothing will be worn off-base at all times.
- b. Personnel will be fully briefed concerning the following:
 - (1) Customs and courtesies of the maneuver locality.
 - (2) Customs regulations applicable to import and export of United Kingdom or American currency.

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- (3) Prohibitions and penalties for black market activity and violations of customs regulations.

c. Casualty reporting will be in accordance with AFR 30-11 and SAC REG 30-3.

d. Personnel to be deployed are as follows:

- | | |
|---|-------|
| (1) KC-97 crew - 3 officers and 4 airmen. | |
| (2) B-47 crews - 6 officers. | |
| (3) Crew Chief and assistant for KC-97: | 2 AMN |
| (4) Crew Chief and assistant for B-47: | 4 AMN |
| (5) Air Police: | 6 AMN |
| (6) FAK Specialist: | 1 AMN |
| (7) Field Maintenance Personnel: | |
| (a) Instrument | 1 AMN |
| (b) Electrical | 1 AMN |
| (c) Hydraulic | 1 AMN |
| (d) Fuel Cell | 1 AMN |
| (e) Propeller | 1 AMN |
| (f) Engine Specialist | 1 AMN |
| (8) A&E Personnel: | |
| (a) Radio | 1 AMN |
| (b) E-System | 2 AMN |
| (c) Radar | 1 AMN |
| (9) Maintenance Inspector | 1 AMN |

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- (10) Task Force Commander 1 OFF
- (11) Assistant Task Force Commander 1 OFF
- (12) Maintenance Officer 1 OFF
- (13) Two officer personnel to be selected by the Wing Commander:

e. Names, ranks and AFSN of individuals selected for each maneuver will be forwarded to the Wing Project Officer NLT 5 days in advance of project departure date.

5. MISCELLANEOUS:

a. Housing:

- (1) Utilization of existing foreign Government Housing facilities at Sola and Gardermoen will adversely affect the performance of the assigned mission. Housing obtained from local facilities will be at the individuals expense, to be paid for at the time by the individual.

b. Security:

- (1) Perimeter security of both installations is furnished by RMAF who will also furnish token assistance with armed guards for area control for USAF aircraft between 1600 and 0800 hours while these aircraft are parked in a designated area.
- (2) Normal security between 0800 and 1600 hours will be accomplished by Task Force personnel.

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ANNEX 401
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- (3) The base proper at Gardermoen is inclosed in its entirely with a double chain-link fence. The fences are approximately 10 yards apart. Between the fences there are certain sections which are mined, others which are covered with concertina wire, and others which are patrolled during the night with expertly trained guards and dog teams. All entries to the base are manned by armed Norwegian Air Police.
- (4) The perimeter structure and security operation at Solhaug are handled in the same manner as at Gardermoen; however, the physical barriers and/or fence structures are not the same. They do not have double chain-link fence surrounding the base.
- (5) A minimum of six (6) carefully selected Air Policemen will be included in each task force, primarily for aircraft security during the hours of darkness. Air Policemen will be furnished by the 3918th ABGRP.

c. Orders:

- (1) No special orders are required for personnel deployed to the UK with the 310th Bomb Wing.
- (2) Special Orders are required for 3918th ABGRP personnel. Orders need not be classified.
- (3) Itineraries will be maintained by each individual concerned to be used for per diem payments.

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Itineraries for the purpose of per diem payments
need not be classified.

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

ANNEX "B"

TO

310BOMB OPORD 406-55

DUTIES AND RESPONSIBILITIES OF TASK FORCE COMMANDER

1. Commander of the Bomb Squadron concerned will appoint a Field Grade Officer qualified as B-47 Aircraft Commander to act as Task Force Commander. This officer will be the official representative of the Commanders, 7th Air Division and 310th Bomb Wing.
2. Task Force Commander will be briefed on duties by the Wing Project Officer upon appointment. Task Force Commander will coordinate activities prior to departure from the UK with the Wing Project Officer.
3. Upon arrival at Sola or Gardermoen, the Task Force Commander will immediately contact the RMAF Base Commander or his authorized representative and advise him of his presence. He will also identify himself to the local communications center.
4. Task Force Commander will take every precaution during TDY period to insure maintenance of an amiable relationship between USAF personnel, RMAF personnel and Norwegian civilian populace.
5. Personnel will remain at airfield until released by the Task Force Commander. Task Force Commander will brief all personnel on

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ANNEX "B"
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expected schedules, meetings, briefings, etc., prior to departure from the parking area.

6. Task Force Commander will be responsible for the following while at the TDY destination:

- a. Approve all individual personnel trips away from the TDY base.
- b. Brief B-47 crews on all latest NOTAMS, danger areas, alternates and mission routes prior to take-off on return trip to UK.
- c. Insure that base weather personnel brief crews thoroughly on enroute weather.
- d. Personally brief pilots on latest letdown procedure for enroute and/or UK bases.
- e. Be present in control tower during arrival and departure of B-47 aircraft.
- f. Determine maintenance status of B-47 aircraft prior to allowing letdown. He will also determine runway condition and latest weather. Task Force Commander will not allow letdown of B-47 aircraft if major maintenance is required or if weather or runway conditions are hazardous or below minimums.
- g. Submit the following reports IAW SAC Manual 55-83 except that addressees are Commander 7th Air Division, COMAIRNORTH, Commander 310 Bomb Wing only.

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- (1) M-15 - Arrival Report.
- (2) M-16 - Daily Aircraft Location Report.
- (3) M-17 - Delay Report (if required).
- (4) M-18 - Departure Report.
- (5) "HOT NEWS" Reports (M-12, M-14, M-35, M-36, and M-40, if required).

h. Task Force Commander will obtain and turn in to the Wing Project Officer upon return one copy of each message received or transmitted while at the TDY base.

i. All reports or messages sent will contain the phrase "Exercise YUKON JAKE" at the beginning and end of the text.

7. Task Force Commander will submit a full report, in writing, covering all details of any delinquencies or violations of civil or military law which might occur at the TDY base.

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ANNEX "B"
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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 April 1955, 0001Z

ANNEX "F"

TO

310BOMBING OPORD 406-55

DUTIES AND RESPONSIBILITIES OF WING PROJECT OFFICER

1. Major Lester L. Barnard is designated as Wing Project Officer. All queries and/or items for coordination will be referred to him at Wing Operations (EXT 250).
2. Wing Project Officer is responsible for coordinating all matters with higher headquarters as required.
3. He is responsible for:
 - a. Briefing Task Force Commander on his duties.
 - b. Insuring that routes, as planned by the squadron concerned, do not conflict with the intentions of this OPORD.
 - c. Insuring that squadrons concerned submit in an accurate and timely manner all information required for conduct of these missions.
 - d. Insuring that selected bomb squadron is notified, of expected date of participation in this exercise.
 - e. Submission of the following reports IAW SAC Manual 55-8G except that addressees will be Commander, 7th Air Division, and COM-AIRNORTH only. All messages will contain phrase "Exercise YUKON JAKE" at beginning and end of text.

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ANNEX "F"
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- (1) M-2 - Route and Support Report.
- (2) M-10 - Departure Report (from UK).
- (3) M-17 - Delay Report (if required).
- (4) "HOT NEWS" Report (M-12, M-14, M-35, M-36, and M-40, if required).

f. Submission of request for diplomatic clearance to one fly and land in Norway NLT 72 hours prior to projected take-off time. These reports must be accurate and will contain the following information by format for each type flight including support aircraft:

- (1) Number and type of aircraft.
- (2) Call signs.
- (3) Planned route..
- (4) Altitudes.
- (5) STD from UK.
- (6) Times at Turning Points.
- (7) ETA at destination.
- (8) Total number of officers, Sergeants and Airmen in party by category.
- (9) Number of hotel reservations required:

4. Coordinating time and place and briefing all participating personnel prior to departure on this mission on all matters pertaining to this exercise. Special emphasis will be placed on expected conduct of all personnel while at TDY base.

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5. Responsible for interrogation of participating aircrews upon return to the UK for any information which might be of value in conducting subsequent missions.

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ANNEX 101
OPORD 100-55
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Att: 31000

Date: 14 APR 55

Initial: J. H. Maguire

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
14 April 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 110-55

CLOVER LEAF

HQ 310BOMB
OPORD 110-55
14 APR 55

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~~AUTH 31000~~
~~DATE~~
~~INITIAL~~

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 APO 194, United States Air Force
 14 April 1955, 0001Z

OPERATIONS ORDER NR 110-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

379BOMBOM	LTCOL Howard L. McClatchy
380BOMBOM	LTCOL George W. Call
381BOMBOM	LTCOL Harold G. Fulmer
3101RTFS	MAJ Jack M. Fancher
3101AF	MAJ Allen G. Hart
3101FG	MAJ Carroll Hamant
3101MG	LTCOL James E. Jordon JR

1. GENERAL SITUATION: A requirement exists for conducting USOM for 2nd quarter (50-) 1955. Unclassified nickname is "Clover Leaf".

a. Intelligence: See Annex A.

b. Friendly Forces:

(1) 3918th ABGP will provide:

- (a) Necessary base support to include processing of radar film by base photo lab. Each roll of film will be developed and returned to 310 BOMBOM ASAP.
- (b) Necessary transportation and courier with secret clearance for delivery of film and logs to 3921st RTS, as required.
- (c) Necessary TIC and Intelligence library support

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required in support of this exercise.

- (2) 3020 ABCEP will provide necessary base support as required by Commander 310 ABCEP.
- (3) 3021st RTS will:
 - (a) Determine estimated bomb burst position and submit SAC forms 444 IAW SAC RFG 50-42. Forms will be submitted to HCS, 7th Air Division only.
 - (b) Furnish HCS, 7th Air Division with a narrative summary evaluation of all photo logs received.
- (4) 4056st Comm SO will operate and maintain necessary communications equipment.
- (5) 7th Air Division flight control will:
 - (a) Monitor flights IAW existing SOP's.
 - (b) Obtain necessary diplomatic clearances.
- (6) Burtonwood approach control will provide necessary support for controlling instrument approaches at Burtonwood on first day of exercise.

2. MISSION: 3020th ABCEP will execute USQF during April 1955. 310th ABCEP will support exercise with air refueling. On first day of exercise only, all B-47 strike aircraft will execute low approaches at Burtonwood.

3. TASKS FOR SUBORDINATE UNITS:

- a. 3020th ABCEP will:
 - (1) Provide 10 combat ready aircrews and 10 B-47 aircraft for this exercise as follows:
 - (a) X day : 5 aircraft and aircrews
 - (b) X day + 1 : 5 aircraft and aircrews

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- (2) Perform other functions as required.
- b. 380th BOMBON will:
 - (1) Provide 10 combat ready aircrews and 10 B-47 aircraft for this exercise as follows:
 - (a) X day + 1 : 5 aircraft and aircrews.
 - (b) X day + 2 : 5 aircraft and aircrews.
 - (2) Perform other functions as required.
- c. 381st BOMBON will:
 - (1) Provide 10 combat ready aircrews and 10 B-47 aircraft for this exercise as follows:
 - (a) X day : 5 aircraft and aircrews.
 - (b) X day + 2: 5 aircraft and aircrews.
- d. 310th ARFFS will:
 - (1) Provide 10 primary and two airborne spare KC-97 tanker aircraft and aircrews for refueling of 10 B-47 aircraft each day of this exercise.
 - (2) Provide one (1) KC-97 aircraft and aircrew to perform all functions as Tanker Task Force Commander and weather reconnaissance.
 - (3) Provide two KC-97 aircraft and aircrews on strip alert for emergency refueling during period B-47 aircraft are airborne.
 - (4) Perform other functions as required.
- e. 310 ARFFS will provide normal support as required.
- f. 310 ARFFS will provide normal support as required.
- h. 310 ARFFS will provide normal support as required.

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3. X. GENERAL INSTRUCTIONS:

- (1) X day is 20 April 1955.
- (2) H-Hour is 1200Z.
 - (a) H-Hour control time 1st task force each day of exercise will be H-Hour plus 00:00.
 - (b) H-Hour control time 2nd task force each day of exercise will be H-Hour plus 00:15.
- (3) H-Hour control point is designated as Nice, France.
- (4) Aerial and radar scene strike photography will be accomplished as per current directives. All film will be off loaded at Upper Heyford for delivery to base photo lab for processing and returned to 370th BOMG ASAP for scoring.
- (5) Burtonwood saturation procedures: See Appendix 4 to Annex B this OPORD.
- (6) Reports.
 - (a) 310BOMG will submit following reports IAW SAC Manuals 55-8, 55-84 and 55-86 for bombardment phase of mission:
 1. Distribution "A" -- B-2, B-10, B-11, B-15, B-17, B-21, B-23, B-34, B-51, B-81, M-2, M-17, M-34, and those reports required by PARA 6A (1), SAC Manual 55-8.
 2. Distribution "B" (7 ADIV addressee only) B-27.
 - (b) 370 ARWPS will submit following reports IAW

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SAC Manuals 55-8, 55-20 and 55-8G for air refueling phase of mission:

1. Distribution "A" -- T-2, T-10, T-15, T-17, T-22, T-23, T-24, M-11, M-18, M-36 and those reports required by para 6A (1) SAC Manual 55-8.

(c) Notes.

1. Negative B-23 report will be submitted.
2. Negative report with pertinent reasons will be submitted under distribution "A" when no positive report information is obtained for required B-51 report of Photo Intelligence series.
3. All reports cited above for HQ 7ADIV will be addressed to Commander 7th Air Division, High Wycombe with the exception of B-27 report which will be addressed to Commander 7th Air Division, South Ruislip only.
4. For purposes of reports Target Task Force Identifier code groups will be Task Force Identifier, Tactical Call sign followed by target reference number as listed in Annex "B" PARA 3c, this OPORD. Example: Alfa, Granville 24 501.
5. All messages and reports for this exercise will be flagged with nickname "Clover Leaf".

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- (7) ISO: Release will be made only with approval of 7th Air Division Commander.
- (8) IAW SAC REG 50-8, Supplement XVIII training accomplishments accumulated during USCH will be credited to next quarter's requirements.
- 4. ADMINISTRATIVE AND LOGISTICAL MATTERS:
 - a. Administrative matters: Omitted.
 - b. Logistical matters: Omitted.
- 5. COMMAND AND COMMUNICATIONS MATTERS:
 - a. Command: Normal
 - b. Communications: See Annex "C" this OPORD.

JOHN H. DeRUSSY
Colonel, USAF
Commander

ANNEXES:

- "A" - Intelligence
- "B" - Operations
- "C" - Communications

DISTRIBUTION:

379BOMBON, 5 CYS	7ADIV, South Division, 3 CYS
380BOMBON, 5 CYS	15AF, 5 2 CYS
381BOMBON, 5 CYS	HQS SAC, 2 CYS
310AREFS, 10 6 CYS	OFFICIAL:
310 AFE, 2 CYS	
310 TMS, 2 CYS	
310 RMS, 2 CYS	
310 DO, 10 CYS	
310 DM, 5 CYS	ROBERT E. THACKER
310 Historian, 4 CYS	Colonel, USAF
3918 ARGP, 3 CYS	Asst. Director of Operations

HQ 310BOMB
OPORD 110-55
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ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 110-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
14 April 1955, 0001Z

1. Navigation charts and target materials will be obtained from the Intelligence Library and furnished to strike crews for study and in-flight use.

2. Data for completion of IBDA section of SAC Form 284, Radar Observer's Camera Log, is cited in PARA 3 of this Annex. Type weapon and capsule of EWP weapon will be entered under Column "X". In all cases this will be Mark VI/Baker. Pre-set Burst Altitude in Column "Y" will be listed as 1500' for all targets. Completed logs will be classified Confidential and turned into Debriefing Officers for review upon completion of mission.

3. Target designations and specific DGZ's are as follows:

a. Target DESIGNATION: NR 507.

- (1) DGZ - Light Industry, south corner of largest building in the central part of plant area.
- (2) GEO COORDINATES: 48/44/15N-01/23/00E.
- (3) LAD COORDINATES: None.

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(4) CHART REF: AMS 761, 1:50,000, Sheet XX-15.

b. Target Paris - RR classification yards and shops "La Chapelle". REF NR 505.

(1) DGZ - RR car repair plant. The center of the most westerly warehouse type building of a group of three

(3) along east side of tracks.

(2) GEO COORDS: 48/53/51N-02/21/26E.

(3) GRID COORDS: A 740 P 7.0.

(4) CHART REF: US TARGET COMPLEX MOSAIC (TCM) 50230-9903-2-25, 1st edition, 1st revision, OCT 54.

(5) OFFICIAL TIMING POINT #1: CTR of Park

GEO COORDS: 48/51/52N-02/15/06E

GRID COORDS: H06.70 - 702.71

COMPONENTS: 12009' S - 24,796' W

CHART REF: US TARGET COMPLEX Chart (TCM) 50230-9903-100, 1st edition, NOV 52.

(6) OFFICIAL TIMING POINT #: CTR of tank farm.

GEO COORDS: 48/56/35N-02/18/45E

GRID COORDS: H08.41 - V12.12

COMPONENTS: 16,620' N - 10,789' W

CHART REF: Same as (5)

c. Target Reims - Champagne Airfield (APPROX 4 MIN North of Reims) REF NR 503.

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- (1) DGZ - Center of second hangar of a group of 3 hangars on south side of airfield;
- (2) GEO COORDS: 47/18/12N-04/02/14E
- (3) GRID COORDS: H08.30 - V18.83
- (4) CHART REF: US TARGET COMPLEX MOSAIC (TCM) 0230-9982-25N, 1st edition, DEC 51.

d. Target Le Mans: Aero engine factory of Societe Des Monteurs Greme Et Rhones. REF NR 501.

- (1) DGZ - Northeast corner of the large engine plant located in southern half of the target area and west along the N/S highway which separates the plant from the Le Mans - ... airfield.
- (2) GEO COORDS: 47/56/55N-00/11/45E
- (3) GRID COORDS: H04.78 - V09.23
- (4) CHART REF: US TARGET COMPLEX, Chart (TCC) 0230-9987-110, 1st edition, MAR 52.

e. Target ...: REF NR 506.

- (1) DGZ - Steel plant. Aiming point is the northeast corner of large 3 ridge, Sawtooth building in the center of the area.
- (2) GEO COORDS: 47/12/30N-01/32/38W
- (3) GRID COORDS: H10.7 - V11.0
- (4) CHART REF: USAF TARGET COMPLEX MOSAIC (TCM) 0254-9005 51 1st edition, MAR 51.

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4. Intelligence reports will be submitted in accordance with
PARA 3x (5) of Basic Operations Order.

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ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 110-55

OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
14 April 1955, 0001Z

1. GENERAL:

a. Planning for this mission is based on execution of consecutive simulated bomb strikes over a period of 3 days. Overall schedule is as follows:

<u>DATE</u>	<u>UNIT</u>	<u>NR ACFT</u>	<u>TASK FORCE IDENTIFIER</u>
20 April	379BOMBW	5	Alfa
	381BOMBW	5	Bravo
	310AREFS	6	Red
	310AREFS	6	Black
	310AREFS	1	TTFC
21 April	380BOMBW	5	Coca
	379BOMBW	5	Delta
	310AREFS	6	Green
	310AREFS	6	Yellow
	310AREFS	1	TTFC

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SERIAL NR 110-55

OPERATIONS

HEADQUARTERS
310TH BOMB REGIMENT WING, MEDIUM
APO 194, United States Air Force
14 April 1955, 0001Z

1. GENERAL:

a. Planning for this mission is based on execution of consecutive simulated bomb strikes over a period of 3 days. Overall schedule is as follows:

<u>DATE</u>	<u>UNIT</u>	<u>NR ACFT</u>	<u>TASK FORCE IDENTIFIER</u>
20 April	379BOMBW	5	Alfa
	381BOMBW	5	Bravo
	310AREFS	6	Red
	310AREFS	6	Black
	310AREFS	1	TTFC
21 April	380BOMBW	5	Coca
	379BOMBW	5	Delta
	310AREFS	6	Green
	310AREFS	6	Yellow
	310AREFS	1	TTFC

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22 April 381BOMBOM	5	Echo
380BOMBOM	5	Golf
310AREFS	6	Orange
310AREFS	6	Blue
310AREFS	1	TTFC

- b. B-47 airborne spare aircraft will not be utilized.
- c. Aircraft aborting prior to reaching the target may be rescheduled IAW paragraph 6A (1), Supplement 18, SAC Reg 50-8.

d. Take-off interval:

- (1) Individual aircraft within each cell will take off at one minute interval.
- (2) Cells will be separated by 15 minutes.
- (3) Latest take-off time will be 30 minutes after last scheduled take-off for each group of aircraft on each day of strike.

2. TACTICS:

a. B-47

- (1) Join up: Cells will be formed immediately after take-off IAW SAC Tactical Doctrine except that base altitude will be 12,000 feet to prevent traffic conflicts on British airways.
- (2) Enroute: Standard enroute weather cell will be utilized except for air refueling, bombing and navigation log of mission.

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- (3) Air Refueling: Tactics as prescribed by 15AF Messages DOOP 250 and 808 will be utilized.
- (4) Bombing: Individual bomb runs will be made by all aircraft. Climb to optimum at 96% and Mach .81 will be initiated when 250 NM from target. This configuration will be maintained for bomb run and until 50 NM past target.
- (5) Navigation leg: Standard bomber stream with altitude and time separation provided for safety.

b. KC-97

- (1) KC-97 aircraft will utilize tactics as prescribed by 15AF Messages DOOP 250 and 808 for conduct of entire mission.

3. BOMBING INFORMATION:

a. Tactics: Individual aircraft will make simulated attack scored by radar scope photo on assigned DGZ. For scoring purposes release of EWP weapon will be simulated.

b. Bombing altitude and speed: Maximum altitude obtainable at 96% RPM and Mach .81 but in no event less than 37,000 MSL.

c. Target assignment: For each day of strike each task force will strike identical targets. Target assignment by cell position is as follows:

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<u>CELL POSITION</u>	<u>TARGET NAME</u>	<u>REFERENCE NR</u>
1	LOREUX	507
2	PARIS	505
3	LEMAN	501
4	REIMS	503
5	NANTES	506

d. Specific Target Information: See Annex "A"; this OPORD.

4. ROUTE INFORMATION:

- a. B-47; See appendix 1, this annex.
- b. KC-97: See appendix 2, this annex.

5. ENROUTE ALTITUDE: Enroute altitudes will be optimum with fixed altitude from point to point: Specific altitude will be thoroughly briefed.

6. AIR REFUELING: See appendix 3, this annex.

7. FUEL LOADS AND EQUIPMENT REQUIRED:

a. B-47

- (1) Fuel: 75,000 pounds (Wing Staff Performance Engineer will inform Squadron Operations and Maintenance Control of fuel load distribution by separate correspondence.)
- (2) Operational radar and electronics:
 - (a) Navigation
 - (b) Bombing
 - (c) Rendezvous

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(3) Camera:

(a) O - 15

(b) K - 38

(4) Ammunition: Full combat load.

(5) Bombs: None

(6) Survival equipment: As required for high altitude overwater flight per current directives.

b. KC-97: As required by Commander 310BOMBS.

7. GUNNERY: Full combat load of ammunition will be loaded into each aircraft and fired only over open water, not closer than 50 NM from any land mass. Area will be cleared visually and/or by radar before firing.

9. BURTONWOOD AIRPORT PROCEDURES: See appendix 4, this annex. (Applies only to Task Forces Alfa and Bravo.)

10. FUEL RESERVE MINIMUMS:

a. B-47 - 15,000 pounds over destination

b. KC-97 - 800 gallons over destination

11. WEATHER MINIMUMS:

a. B-47:

(1) Take-off: 500/1 or station minimum whichever is higher.

(2) Landing: 500/1 Day, 700/2 Night.

b. KC-97: AFR 60-16 minimums apply for take-off and landing.

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12. IFI - Aircrews will join IFI on leg immediately after take-off while simultaneously joining cell formation.

13. RECALL: In event it becomes necessary to recall mission nickname "Home Run" will be transmitted in the clear through Lancer Control utilizing all available communications facilities: Recall nickname will be authenticated by aircraft commanders prior to execution.

14. ALTERNATE AIRFIELDS: SAC, US or NATO airfields will be utilized in priority given. Specific emergency and weather alternates will be assigned for each day of exercise and presented to aircrews at briefing.

APPENDICES:

1. B-47 Route Information
2. KC-97 Route Information
3. Air Refueling
4. Burtonwood Approach Procedures

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APPENDIX 1TOANNEX BOPERATIONS ORDERSERIAL NR 110-55B-47 ROUTE INFORMATION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
14 APR 1955, 0001Z

Common Route for Task Force BRAVO - DELTA - GOLF from Upper Heyford to
H.H. Control Point.

TC	ALT	PAS	DEPT	TIME	FUEL	REMARKS
RTTO			7	:03	75000 4300 70200	Two minutes from release brakes all aircraft will turn on course. 20° bank.
52-20N					2600	
01-12W	020	12M	340	27	6750	Level Off
53-44N					3000	
00-18W	020	12M	350	83	64600	
53-55N					1600	Half standard rate turn
01-07W		12M	350	47	63000	Start climb
52-46N					1750	
01-50W	200	30M	420	74	61250	Level Off
52-10N					850	
02-12W	200	30M	433	37	60400	Turning Point
50-36N					2180	
02-10W	179	30M	483	94	58220	Const Out
50-20N					500	
02-17W	193	30M	433	16	57720	Start Descent
49-25N					450	
02-40W	193	15M	430	56	57270	Orbit Area
47-30N					6750	
02-46W	182	15M	255	115	50520	End Air Refueling

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TC	ALT	TLS	DEPT TIME	FUEL	REMARKS		
On Load				40000			
47-18N				90520			
02-46W	15M		12	500			
45-48N			:02	9020	Accelerate to Climb Speed		
02-50W	182	29M	428	90	:128	86320	Level Off
43-19N				4000			
02-59W	182	29M	435	150	:21	82320	
39-30N				6600			
00-34W	154	29M	435	254	:35	75720	V. lancia
41-22N				11500			
09-12E	076	29M	435	460	1:038	54220	Turning Point
43-34N				3810			
07-01E	324	29	435	164	:23	60410	H.H. Control Point

AIRCRAFT NR. 1 TASK FORCE DEPART AND GOLF Route from H.C. Control Point to Upper Heyford.

NICE

H.H. C. Point				1691	4:13	60410	Peak up Cell
44-50N						2180	
05-42E	323	29	435	96	:138	58230	Start .81 Run
46-21N						3300	
03-56E	322	MAX	467	117	:15	54930	Level Off
46-59N						1300	
03-10E	321	MAX	467	50	:068	53630	L.P. Nevers
48-44N						3200	
01-23E	325	MAX	467	126	:16	50370	TOT Dreux
49-05N						1250	
00-15E	295	MAX	467	2	:068	41130	End MAX .81
49-42N						943	
01-55W	294	36	425	92	:13	47177	Start Celestial
51-00N						4100	
07-00W	292	36	425	209	:298	43077	Turning Point
57-42N						8300	
02-00W	023	36	425	438	1:02	34777	End Celestial
54-58N						3000	
01-35W	174	36	425	162	:23	31777	Control Point
52-44N						2300	
01-43W	182	36	425	134	:19	29477	Start Descent
Fairford	182	20	430	62	:09	28927	
Upper Heyford							

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AIRCRAFT NR. 2 TASK FORCE DELTA AND GOLF ROUTE FROM H.C. Control Point
to Upper Heyford

TC	ALT	TAS	DIST	TIME	FUEL	REMARKS
NICE						
H.H. C Point	29.5	435	1691	4:13	60410	
45-22N					2820	
05-38E	331	29.5	435	124	:17 57590	Start .81 Climb
47-06N					3300	
04-14E	330	MAX	467	117	:15 54290	Level Off
47-43N					1300	
03-35E	325	MAX	467	50	:06 52990	I.P. AUXERRE
48-53N					2140	
02-21E	324	MAX	467	33	:10 50850	TGT Paris
49-09N					1250	
01-10E	288	MAX	467	50	:06 49600	End .81 Climb
49-42N					123	
01-55W	286	38	425	125	:16 47277	Start Celestial
51-00N					4300	
07-00W	292	38	425	209	:29 42977	Turning Point
57-42N					8300	
02-00W	023	38	425	438	1:02 34677	End Celestial
54-58N					3000	
01-35W	174	38	425	162	:23 31677	Control Point
54-44N					2300	
01-43W	182	38	425	134	:19 29377	Start Let Down
Fairford	182	20	430	62	:09 28827	
Upper Heyford						

AIRCRAFT NR. 3 TASK FORCE DELTA AND GOLF ROUTE FROM H.C. Control Point
to Upper Heyford

TC	ALT	TAS	DIST	TIME	FUEL	REMARKS
NICE						
H.H. C. Point		435	1591	4:13	60410	
45-08N					3180	
04-36E	312	30	435	140	:19 57230	Start .81 Climb
46-24N					3300	
02-29E	311	MAX	467	117	:15 53930	Level Off
46-48N					1040	
01-42E	308	MAX	467	40	:5 52890	IP Chateauroux
47-57N					2380	
00-12E	318	MAX	467	92	:12 510	TGT LeMans
48-37N					1250	
00-35W	322	MAX	461	50	:06 49260	End .81
49-42N					1683	
01-55W	322	34	425	84	:12 47577	Start Celestial

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	TC	ALT	TAS	DIST	TIME	FUEL	REMARKS
51-00N						4200	
07-00W	292	34	425	209	:29½	43377	Turning
57-42N						8300	
02-00W	023	34	425	438	1:02	35077	Terminate Celestial
54-58N						3000	
01-35W	174	34	425	163	:23	32077	Control Point
52-44N						2300	
01-35W	182	34	425	134	:19	29777	Start Let Down
						550	
Fairford	182	20	430	62	:09	29227	
Upper Heyford							

AIRCRAFT NR. 4 TASK FORCE DELTA AND GOLF Route From H.C. Control Point to Upper Heyford

NICE

H.H. C. Point				1671	4:13	60410	Break up Cell
45-25N						2640	
06-15E	344	30.5	435	116	:16	57770	Start .81
46-00N						975	
06000E	344	MAX	467	35	:04½	56795	T.P.
47-18N						2280	
05-28E	345	MAX	467	82	:10½	54515	Level Off
48-07N						1325	
05-08E	345	MAX	467	51	:06½	53190	I.P.
49-18-12N						2060	
04-02-14E	326	MAX	467	80	:10½	51130	TGT
49-24N						1250	
02-49E	279	MAX	467	50	:06½	49880	END MACH .81
49-42N						3703	
01-55W	275	37M	425	135	:26	46177	Start Celestial
51-00N						4200	
07-00W	292	37M	425	209	:29½	41977	Turning Point
57-42N						8200	
02-00W	023	37M	425	438	1:02	33777	End Celestial
54-58N						3000	
01-35W	174	37M	425	163	:23	30777	Control Point
52-44N						2300	
01-43W	182	37M	425	134	:19	28477	Start Let Down
						550	
Fairford	182	20M	430	62	:09	27927	
Upper Heyford							

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AIRCRAFT NR. 5 TASK FORCE DELTA AND GOLF Route from H.C. Control Point to Upper Heyford.

	TC	ALT	TAS	DIST	TIME	FUEL	REMARKS
NICE							
H.H. C. Point				1691	4:13	60410	Cell Break Up
45-10N						2920	
03-42E	303	31	435	172	:24	56490	Start .81 Climb
46-10N						2400	
01-19E	301	MAX	467	117	:15	53090	
46-35N						1230	
00-20E	301	MAX	467	48	:06	51860	IP Poitiers
47-12N						2120	
01-33	296½	MAX	467	84	:11	49740	TGT Nantes
48-03N						1235	
01-39W	355	MAX	467	50	:06½	48505	End .81
49-42N						2078	
01-55W	354	35	425	100	:14	46427	Start Celestial
51-00N						4150	
07-00W	292	35	425	219	:29½	42277	Turning Point
57-42N						8200	
02-00W	023	35	425	438	1:02	34077	End Celestial
54-58N						3000	
01-35W	174	35	425	163	:23	31077	Control Point
52-44N						2300	
01-43W	182	35	425	114	:19	28777	Start Let Down
						550	
Fairford	182	20	430	62	:09	28227	
Upper Heyford							

AIRCRAFT NR. 1 TASK FORCE DELTA AND GOLF - Route from H.H. Control Point to Upper Heyford.

	TC	ALT	TAS	DIST	TIME	FUEL	REMARKS
NICE							
H.H. C. Point				1691	4:13	60410	Break Up Cell
44-50N						2130	
05-42E	323	29	435	96	:13½	58230	Start .81 run
46-21N						3300	
03-56E	322	MAX	467	117	:15	54930	Level Off
46-59N						1300	
03-10E	321	MAX	467	51	:06½	53630	IP Nevers
48-44N						3260	
01-23E	325	MAX	467	126	:16	50370	TGT Dreux
49-05N						1250	
00-15E	295	MAX	467	50	:06½	49120	End MACH .81
49-42N						1943	
01-55W	294	36	425	92	:13	47177	Start Celestial
51-00N						4100	
07-00W	292	36	425	212	:29½	43077	Turning Point

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	TC	ALT	TAS	DEST	TIME	FUEL	REMARKS
57-42N						8300	
02-00W	023	36	425	438	1:02	34777	End Celestial
54-58N						3000	
01-35W	174	36	425	163	:23	31777	Control Point
53-15N							
04-32W	228	30	425	150	:21		Valley Homer
53-25N							
02-35W	082	20	415	71	:10 1/2		Burtonwood Homer
				51	:13		Letdown and Approach
52-54N			290/				
02-29W	162	20	375	21	:05		Level Off
Fairford	162	20	375	77	:12		
Upper Heyford							

AIRCRAFT NR. 2 TASK FORCE BRAVO - Route from H.H. Control Point to Upper Heyford.

NICE

H.H. C. Point	29.5	435	1691	4:13	60410		
45-22N					2820		
05-38E	331	29.5	435	124	:17	57590	Start .81 Climb
47-06N					3300		
04-14E	330	MAX	467	117	:15	54290	Level Off
47-48N					1300		
03-35E	325	MAX	467	50	:06 1/2	52990	I.P. Auxerre
48-53N					2140		
02-21E	324	MAX	467	83	:10 1/2	51350	TGT Paris
49-09N					1250		
01-10E	288	MAX	467	50	:06 1/2	49600	End .81 Run
49-42N					2323		
01-55W	286	38	425	125	:16	47277	Start Celestial
51-00N					4300		
07-00W	292	38	425	209	:29 1/2	42977	Turning Point
57-42N					8300		
02-00W	023	38	425	438	1:02	34677	End Celestial
54-58N					3000		
01-35W	174	38	425	163	:23	31677	Control Point
53-15N							
04-32W	228	30	425	150	:21		Valley Homer
53-25N							
02-35W	082	20	415	71	:10 1/2		Burtonwood Homer

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	TC	ALT	TAS	DEPT	TIME	FUEL	REMARKS
				51	:18		Letdown and Approach
52-54N							
02-29W	162	20	375	31	:05		Level Off
Fairford	162	20	375	77	:12		
Upper Heyford							

AIRCRAFT NR. 3 TASK FORCE BRAVO - Route from H.H. Control Point to Upper Heyford.

	TC	ALT	TAS	DEPT	TIME	FUEL	REMARKS
NICE							
H.H. C. Point			435	1691	4:13	60410	
45-08N						3180	
04-36E	312	30	435	140	:19	57230	Start .81 Climb
46-24N						3300	
02-29E	311	MAX	467	117	:15	53930	Level Off
46-48N						1040	
01-42E	308	MAX	467	40	:05	52890	I.P. Chateaux
47-57N						2380	
00-12E	318	MAX	467	92	:12	50510	TGT LeMans
48-37N						1250	
00-35W	322	MAX	461	50	:06	49260	End .81
49-42N						1683	
01-55W	322	34	425	84	:12	47577	Start Celestial
51-00N						4200	
07-00W	292	34	425	209	:29	43377	Turning Point
57-42N						1300	
02-00W	023	34	425	438	1:02	35077	Terminate Celestial
54-58N						3000	
01-35W	174	34	425	103	:23	32077	Control Point
53-15N							
04-32W	228	30	425	150	:21		Valley Homer
53-25N							
02-35W	082	20	415	71	:10		Burtonwood Homer
				51	:18		Letdown and Approach
52-54N							
02-29W	162	20	375	31	:05		Level Off
Fairford	162	20	375	77	:12		
Upper Heyford							

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TC ALT TAS DIST TIME FUEL REMARKS

AIRCRAFT NR. 4 TASK FORCE B-10 - Route from H.H. Control Point to Upper Heyford.

NICE

H.H. C. Point				1691	4:13	60410	Break up Cell
45-25N						2640	
06-15E	344	30.5	435	116	:16	57770	Start .81
46-00N						275	
06-00E	344	MAX	467	35	:04	56795	Turning Point
47-18N						2280	
05-28E	345	MAX	467	82	:10	54515	Level Off
48-07N						1325	
05-08E	345	MAX	467	51	:06	53190	I.P.
49-18-12N						2060	
04-02-14E	326	MAX	467	30	:10	51130	TGT
49-24N						1250	
02-49E	279	MAX	467	50	:06	49880	End MACH .81
49-42N						3703	
01-55W	275	37M	425	105	:26	46177	Start Celestial
51-00N						4200	
07-00W	292	37M	425	209	:29	41977	Turning Point
57-42N						8200	
02-00W	023	37M	425	438	1:02	33777	End Celestial
54-58N						3000	
01-35W	174	37M	425	163	:23	30777	Control Point
53-15N							
04-32W	228	30	425	150	:21		Valley Home
53-25N							
02-35W	082	20	425	71	:10		Burtonwood Home
							Letdown and Approach
52-54N							
02-29W	162	20	375	51	:5		Level Off
Fairford	162	20	375	77	:12		

Upper Heyford

AIRCRAFT NR. 5 TASK FORCE B-10 - Route from H.H. Control Point to Upper Heyford.

NICE

H.H. C. Point				1691	4:13	60410	Cell Break Up
45-10N						3920	
03-42E	303	31	435	172	:24	56490	Start .81 Climb

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	TC	ALT	TAS	DIST	TIME	FUEL	REMARKS
46-10N						3400	
01-19E	301	MAX	467	117	:15	52090	
46-35N						1230	
00-20E	301	MAX	467	48	:06	51860	I.P. Poitiers
47-12 $\frac{1}{2}$ N						2120	
01-33	296 $\frac{1}{2}$	MAX	467	84	:11	49740	TGT Nantes
48-03N						1235	
01-39W	355	MAX	467	50	:06 $\frac{1}{2}$	48505	End .81
49-42N						2078	
01-55W	354	35	425	100	:14	46427	Start Celestial
51-00N						4150	
07-00W	292	35	425	209	:27 $\frac{1}{2}$	42277	Turning Point
57-42N						8200	
02-00W	023	35	425	430	1:02	34077	End Celestial
54-58N						3000	
01-35W	174	35	425	163	:23	31077	Control Point
53-15N							
04-32W	228	30	425	150	:21		Valley Homer
53-25N							
02-35W	082	20	415	71	:10 $\frac{1}{2}$		Portsmouth Homer
				52	:18		Setdown and Approach
52-54N							
02-29W	162	20	375	31	:05		Level Off
Fairford	162	20	375	77	:12		
Upper Heyford							

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ROUTE: Common Route for ALPHA, COBRA & ECHO Task Force to HHCP

TO:	TC	ALT	W.S	DIST	TIME	FUEL	REMARKS
						75,000	(Two Minutes from Release
						4,800	Brakes, all A/C will turn
RTTO				7	403	70,200	on course -20° bank will be
L/O						2,600	#2 at 12.5M #4 at 13.5M
52-20N 01-12W	020	12	340	27	:05	67,600	#3 at 13M #5 at 14M
						3,000	
53-44N 00-18W	020	12	350	88	:15	64,600	Formate, Kingston Upon Hull.
						1,600	Turn-ST Climb
53-55N 01-07W		12	350	47	:08	62,000	180° turn at 1/2 STAN Rate
L/O						1,750	#2 at 30.5M #4 at 31.5M
52-46N 01-50W	200	30	420	74	:10	61,250	#3 at 31M #5 at 32M
						850	
52-10N 02-12W	200	30	433	37	:05	60,400	T.P.
						4,380	Coast Out
50-36N 02-10W	170	10	433	94	:13	56,220	Common Point for all FLT3
						600	
50-06N 02-06W	176	30	433	30	:04	57,530	Start Descend
						1,450	
49-10N 02-00W	176	15	430	56	:07	57,080	Orbit Area
						6,750	
47-16N 02-20W	187	15	255	115	:27	50,330	End MR
						40,000	
On Load						90,330	
						500	
47-04N 02-22W	187	15	255	12	:02	89,830	
						3,700	
45-34N 02-36W	187	29	425	90	:12	86,130	L/O
						2,580	
43-19N 02-59W	187	29	435	136	:19	82,550	Bilbao
						3,660	
39-30N 00-34W	154	29	435	254	:35	78,750	Valencia
						11,500	
41-22N 09-12E	076	29	435	460	1:03	64,450	T. P.
						3,810	
43-34N 07-01E	324	29	435	164	:23	60,640	T. P. HHCP

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ROUTE: For aircraft #1, Task Force COC. & ECHO from HHCP to Upper Heyford.

FROM:	HCCP	TC	LT	T.S	DIST	TIME	FUEL	REMARKS
TO:							60,640	
							2,130	
44-50N 05-42E	323	29	435	96	:13		58,450	Start .81
							3,300	
46-21N 03-56E	322	MAX	467	117	:15		55,150	L/O at .81
							3,300	
46-59N 03-10E	321	MAX	467	50	:06		53,860	IP Nevers
48-44-15N							3,260	
01-21E	325	MAX	467	126	:16		50,600	TGT Dreux
							1,250	
49-05N 00-15E	295	MAX	467	50	:06		49,350	End M.CH .81
							1,943	
49-42N 01-55W	294	36	425	92	:13		47,407	ST CEL
							4,100	
51-00N 07-00W	292	36	425	100	:29		43,307	TP
							8,300	
57-42N 02-00W	023	36	425	100	1:02		35,007	End CEL
							3,000	
54-58N 01-35W	174	36	425	163	:23		32,007	C.P.
							2,300	
52-44N 01-45W	182	36	425	134	:19		30,707	ST Let Down
							550	
Fairford	182	20	430	62	:09		29,157	

M.H. LFB

ROUTE: For aircraft #2, Task Force COC. & ECHO from HHCP to Upper Heyford.

TC	LT	T.S	DIST	TIME	FUEL	REMARKS
					60,640	
43-34N 07-01W						T.P., HHCP
					2,620	
45-22N 05-38E	331	29.5	435	124	:17	57,820 Start .81 M.CH
					3,300	
47-06N 04-14E	330	MAX	467	117	:15	54,520 L/O at .81
					1,300	
47-48N 03-35E	329	MAX	467	50	:06	53,220 IP Auxerre
48-50-51N						2,140
02-21-26E	324	MAX	467	83	:10	51,080 TGT La Chapelle
						1,250
49-09N 01-10E	288	MAX	467	50	:06	49,830 ST .74 M.CH

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TC	LT	T.S	DIST	TIME	FUEL	REMARKS
49-42N 01-55W	286	38	425 125	:16	2,323 47,507	ST CEL
51-00N 07-00W	292	38	425 209	:29½	4,300 43,207	T.P.
57-42N 02-00W	023	38	425 438	1:02	8,300 34,907	End CEL
54-58N 01-35W	174	38	425 163	:23	3,000 31,907	C PT
52-44N 01-43W	182	38	425 134	:19	2,300 29,607	Let Down
Fairford	182	20	430 62	:09	550 29,057	

ROUTE: For aircraft #3, Task Force COC. & ECHO from HHCP to Upper Heyford.

TC	LT	T.S	DIST	TIME	FUEL	REMARKS
HHCP					60,640 2,180	
45-08N 04-36E	312	30	425 140	:19½	57,460	Start .81
46-24N 02-29E	311	M.X	467 117	:15	3,300 54,160	L/O 3 .81
46-48N 01-42E	308	M.X	467 40	:05	1,040 53,120	IP Chateauroux
47-56-55N					2,380	
00-11-45E	318	M.X	467 92	:12	50,740	TNT LeMans
48-37N 00-35W	322	M.X	467 50	:06½	1,250 49,490	Start .74
49-42N 01-55W	322	34	425 84	:12	1,683 47,807	ST CEL
51-00N 07-00W	292	34	425 209	:29½	4,200 43,607	T.P.
57-42N 02-00W	023	34	425 438	1:02	8,300 35,307	End CEL
54-58N 01-35W	174	34	425 163	:23	3,000 32,307	C. P T.
52-44N 01-35W	182	34	425 134	:19	2,300 30,007	ST Let Down
Fairford	182	20	430 62	:09	550 29,457	

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ROUTE: For aircraft #4, Task Force COG. & ECHO from HHCP to Upper Heyford.

TC	LT	T.S	DIST	TIME	FUEL	REMARKS
HHCP					60,640	
					2,640	
45-25N 06-15E	344	30.5	435 116	:16	58,000	Start .81
					975	
46-00N 06-00E	344	MAX	467 35	:04	57,025	T.P.
					2,280	
47-18N 05-28E	345	MAX	467 82	:10	54,745	L/O @ .81
					1,325	
48-07N 05-08E	345	MAX	467 51	:06	53,420	IP
49-18-12N					2,060	
04-02-14E	326	MAX	467 80	:10	51,360	T.T
					1,250	
49-24N 02-49E	279	MAX	467 50	:06	50,110	End .81
					3,703	
49-42N 01-55W	275	37	425 125	:26	46,407	ST CEL
					4,200	
51-00N 07-00W	292	37	425 209	:29	42,207	T.P.
					8,200	
57-42N 02-00W	023	37	425 438	1:02	34,007	TERM CEL
					3,000	
54-58N 01-35W	174	37	425 163	:23	31,007	C.P.T.
					2,300	
52-44N 01-43W	182	37	425 134	:19	28,707	ST Let Down
					550	
Fairford	182	20	430 62	:09	28,157	
Upper Heyford .FB						

ROUTE: For aircraft #5, Task Force COG. & ECHO from HHCP to Upper Heyford.

TC	LT	T.S	DIST	TIME	FUEL	REMARKS
HHCP TO:					60,640	
					3,920	
45-10N 03-42E	303	31	425 172	:24	56,720	ST .81
					3,400	
46-10N 01-19E	301	MAX	467 117	:15	53,320	L/O
					1,230	
46-35N 00-20E	301	MAX	467 47	:06	52,090	IP noitiers

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TC	ALT	CEL	DIST	TIME	FUEL	REMARKS
296					2,120	
47-12N	01-32-30W	MAX	147	84	:11	12,970 TGT Nantes
48-03N	01-39W	355	MAX	467	50	:06 1,235 (ST .74)
49-42N	01-55W	354	35	425	100	:14 48,735 (ST CEL)
51-00N	07-00W	292	35	425	209	:29 4,150 T.P.
57-42N	02-00W	023	35	425	438	1:02 12,507 End CEL
54-58N	01-35W	174	35	425	163	:23 3,000 C. PT
52-44N	01-43W	182	35	425	134	:19 2,300 ST Let Down
Fairford	102	20	420	62	:09	29,007 550 28,547
Upper Hayford						

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ROUTE: For aircraft #1, Task Force Alpha from HHCP to Upper Heyford.

FROM:	HHCP	TC	LT	T.S	DIST	TIME	FUEL	REMARKS
TO:							60,640	
44-50N 05-42E	323	29	435	96	:13	2180	58,460	Start .81
46-21N 03-56E	322	MAX	467	117	:15	3,300	55,160	I/O at .81
46-59N 03-10E	321	MAX	467	50	:06	1,300	53,860	IP Nevers
48-44-15N01-23E	325	MAX	467	126	:16	3,260	50,600	TGT Dreux
49-05N 00-15E	295	MAX	457	50	:06	1,250	49,350	End M.CH .81
49-42N 01-55W	294	36	425	92	:13	1,943	47,407	ST CEL
51-00N 07-00W	292	36	425	202	:29	4,100	43,307	T.P.
57042N 02-00W	023	36	425	438	1:02	8,300	35,007	End CEL
54-58N 01-35W	174	36	425	163	:23	3,000	32,007	Control Point
TO:								
53-15N 04-32W	228	20	425	150	:21			Valley Homer
53-25N 02-35W	082	20	425	71	:10			Burtonwood Homer
Letdown and approach							51	:18
52-54N 02-29W	162	20	375	31	:05			
Fairford	162	20	375	77	:12			
Upper Heyford								

ROUTE: For aircraft #2, Task Force Alpha from HHCP to Upper Heyford

TP	43-34N	TC	LT	T.S	DIST	TIME	FUEL	REMARKS
HHCP	07-01W						60,640	
45-22N 05-38E	331	29.5	435	124	:17	2,820	57,820	Start .81
47-06N 04-14E	330	MAX	467	117	:15	3,300	54,520	I/O @ .81
47-48N 03-35E	329	MAX	467	50	:06	1,300	53,220	IP Auxerre
48-53-51N 02-21-26E	324	MAX	467	83	:10	2,140	51,080	TGT La Chapelle

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ROUTE: For Aircraft #1, Task Force Alpha from HHCP to Upper Heyford.

FROM:	HHCP	TC	ALT	TLS	DIST	TIME	FUEL	REMARKS
TO:							60,640	
							2180	
44-50N 05-42E	323	29	435	96	:13		58,460	Start .81
							3,300	
46-21N 03-56E	322	MAX	467	117	:15		55,160	L/O at .81
							1,300	
46-59N 03-10E	321	MAX	467	50	:06		53,360	IP Nevers
							3,260	
48-44-15N01-23E	325	MAX	467	126	:16		50,600	TGT Dreux
							1,250	
49-05N 00-15E	295	MAX	467	50	:06		49,350	End M.CH .81
							1,943	
49-42N 01-55E	294	36	425	92	:13		47,407	ST CEL
							4,100	
51-00N 07-00W	292	36	425	207	:29		43,307	T.P.
							8,300	
57042N 02-00W	023	36	425	438	1:02		35,007	End CEL
							3,000	
54-58N 01-35W	174	36	425	163	:23		32,007	Control Point
TO:								
53-15N 04-32W	228	20	425	150	:21			Valley Homer
53-25N								
02-35W	082	20	425	71	:10			Burtonwood Homer
Letdown and approach					51	:18		
52-54N 02-29W	162	20	375	31	:05			
FairFord	162	20	375	77	:12			
Upper Heyford								

ROUTE: For Aircraft #2, Task Force Alpha from HHCP to Upper Heyford

TC	ALT	TLS	DIST	TIME	FUEL	REMARKS
TP 43-34N					60,640	
HHCP 07-01W					2,820	
45-22N 05-38E	331	29.5	435	124	:17	57,820 Start .81
					3,300	
47-06N 04-14E	330	MAX	467	117	:15	54,520 L/O @ .81
					1,300	
47-48N 03-35E	329	MAX	467	50	:06	52,220 IP Auxerre
					2,140	
48-53-51N						
02-21-26E	324	MAX	467	83	:10	51,080 TGT La Chapelle

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TC	LT	DIST	TIME	FUEL	REMARKS
				1,250	
49-09N 01-10E	288	M.X	467 50	:06 49,830	ST .74 MACH
				2,323	
49-42N 01-55W	286	38	425 125	:16 47,507	ST CEL
				4,300	
51-00N 07-00W	292	38	425 209	:29 43,207	T.P.
				8,300	
57-42N 02-00W	023	38	425 438	1:02 31,907	End CEL
				3,000	
54-58N 01-35W	174	38	425 163	:23 31,907	Control Point
TO: 53-15N					
04-32W	228	30	425 150	:21	Valley Homer
53-25N 02-35W	032	20	415 71	:10 1	Burtonwood Homer
Letdown and					
Approach			51	:18	
52-54N 02-29W	162	20	375 31	:05	L/O
Fairford	162	20	375 27	:12	
Upper Heyford AFB					

ROUTE: FOR aircraft #3, Post Force Alpha from HHCP to Upper Heyford.

TC	LT	DIST	TIME	FUEL	REMARKS
HHCP				60,540	
				3,180	
45-08N 04-36E	312	30	435 140	19 57,460	Start .81
				3,300	
46-24N 02-29E	311	M.X	467 117	:15 54,160	L/O @ .81
				1,040	
46-48N 01-42E	308	M.X	467 40	:05 52,120	I.P. Chateauroux
47-56-55N				2,380	
00-11-45E	318	M.X	467 92	:12 50,740	TGT LeMans
				1,250	
48-37N 00-35W	322	M.X	467 50	:06 49,490	Start .74
				1,683	
49-42N 01-55W	322	34	425 84	:12 47,807	ST CEL
				4,200	
51-00N 07-00W	292	34	425 209	:29 43,607	T.P.
				8,300	
57-42N 02-00W	023	34	425 438	1:02 35,307	End CEL
				3,000	
54-58N 01-35W	174	34	425 163	:23 32,307	Control Point

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TO:	TC	ALT	MS	DIST	TIME	FUEL	SEE MKS
53-15N 04-32W	228	30	425	150	:21		Valley Homer
53-25N 02-35W	082	20	425	71	:10		Burtonwood Homer
Letdown and Approach				51	:13		
52-54N 02-29W	162	20	375	31	:05		L/O
Fairford	162	20	375	77	:12		
Upper Heyford							

ROUTE: For Aircraft #4, Inc. Force Alpha from HHCP to Upper Heyford.

HHCP	TC	ALT	MS	DIST	TIME	FUEL	SEE MKS
45-25N 06-15E	244	10.5	435	116	:16	58,000	Start .81
46-00N 06-00E	244	MAX	437	35	:04	57,025	T.P.
47-18N 05-28E	345	MAX	467	82	:10	54,745	L/C 9 .81
48-07N 05-08E	345	MAX	467	51	:06	53,420	L.P.
49-18-12N						51,850	
04-02-14E	226	MAX	467	80	:10	51,360	BT
49-24N 02-48E	226	MAX	467	50	:06	50,110	End .81
49-42N 01-55W	5		425	185	:26	46,407	ST CEL
51-00N 07-00W	244	27	425	202	:29	42,207	T.P.
57-42N 02-00W	023	37	425	132	1:02	34,007	TERMI CEL
54-58N 01-35W	174	37	425	163	:23	31,007	Control Point
TO:							
53-15N 04-32W	228	30	425	150	:21		Valley Homer
53-25N 02-35W	082	20	425	71	:10		Burtonwood Homer
Letdown and Approach				51	:13		
52-54N 02-29W	162	20	375	31	:05		
Fairford	162	20	375	77	:12		
Upper Heyford							

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ROUTE: For Aircraft #5, Alpha from HHCP to Upper Heyford.

HHCP TO:	TC	ALT	T	DIST	TIME	FUEL	REMARKS
						60,640	
						3,920	
45-10N 03-42E	303	32	425	172	:24	56,720	Start .81
						3,400	
46-10N 01-19E	301	MAX	467	117	:15	53,320	L/O
						1,230	
46-35N 00-20E	301	MAX	467	48	:06	52,090	IP POINTS
						2,120	
47-12N 01-32-38W	296 1/2	MAX	467	84	:11	49,970	TGT Nantes
						1,235	
48-03 01-39W	355	MAX	467	50	:06 1/2	48,735	Start .74
						2,078	
49-42N 01-55W	354	35	425	100	:14	46,657	Start CEL
						4,150	
51-00N 07-00W	242	35	425	209	:29 1/2	42,507	T.P.
						3,200	
57-42N 02-00W	082	35	425	438	1:02	34,307	End CEL
						3,000	
54-58N 01-35W	174	35	425	263	:23	31,307	Control Point
TO:							
53-15N 04-32W	228	30	425	150	:21		Valley Homer
53-25N 02-35W	082	20	425	101	:10 1/2		Burtonwood Homer
Letdown and							
approach					:18		
52-54N 02-29W	162	20	375	31	:05		L/O
Fairford	162	20	375	77	:12		
Upper Heyford							

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APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER

SERIAL NR 110-55

KC-97 ROUTE INFORMATION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
14 APR 1955, 0001Z

Tanker Task Force to Orbit NR 1.

ROUTE	TC	ALT	T.S	DATE	TIME	TOTAL TIME	REMARKS
Brize Norton							Take Off
51-44N							
02-20W	270	CL	195EAS	29	:09		Turning Point
52-04N							
01-57W	040	CL	195EAS	24	:07	:16	Turning Point
Fairford							
Omni	162	CL	195EAS	3	:07	:23	Level Off - Turning Point
51-22N							
01-16W	136	15M	242	26	:08	:31	Turning Point
50-42N							
01-33W	193	15	242	43	:10 $\frac{1}{2}$	:41 $\frac{1}{2}$	Coast Out
49-13N							Left Hand Pattern
02-00W	193	15	242	23	:22 $\frac{1}{2}$	1:04	Orbit Point NR 1
	187						
Orbit inbound	15				:30	1:34	
47-15N							
02-23W	187	15	255	127	:30	2:04	Refueling Track
49-13N							Left Hand Turn After
02-00W	007	15	242	107	:31	2:35	Breakaway Plus :04 MIN
50-42N							
01-33W	013	15	242	22	:22 $\frac{1}{2}$	2:57 $\frac{1}{2}$	Coast In

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ROUTE	TC	ALT	TAS	DIST	TIME	TOTAL TIME	REMARKS
51-22N							
01-16W	013	15	242	43	:10	3:08	Turning Point
Fairford							
OMNI	316	15	242	26	:08	3:16	
Brize Norton							

Tanker Task Force to Orbit NR. 2

Brize Norton							Take Off
51-44N							
02-20W	270	CL	195EAS	29	:09		Turning Point
52-04N							
01-57W	040	CL	195EAS	24	:07	:16	Turning Point
Fairford							
OMNI	162	CL	195EAS	23	:07	:23	Level Off - Turning Point
51-22N							
01-16W	136	15M	242	36	:08	:31	Turning Point
50-43N							
01-50W	206	15	242	44	:11	:42	Coast Out
49-26N							Right Hand Pattern
02-40W	206	15	242	33	:21	1:03	Orbit Point NR 2
Orbit							
Inbound	184	15			:20	1:33	
47-16N							
02-45W	184	15	242	27	:20	2:03	Refueling Track
49-26N							Left Hand Turn After
02-40W	004	15	242	27	:31	2:34	Breakaway Plus :04 MIN
50-43N							
01-50W	026	15	242	33	:21	2:55	Coast In
51-22N							
01-16W	026	15	242	44	:11	3:06	Turning Point
Fairford							
OMNI	316	15	242	26	:08	3:14	
Brize Norton							

HQ 310BOMWG
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14 APR 55

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ATTACHMENT 3

TO

ATTACHMENT "B"

TO

310BOMBING OPORD 110-55

AIR REFUELING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
14 April 1955, 0001Z.

1. Air Refueling will be conducted in accordance with procedures authorized by 15AF MSGS 000P 250 and 003, which prescribe in trail tactics for mass air refueling.

2. Tanker Force each day of exercise will consist of 13 KC-97 aircraft divided into two subforces of 5 primary tankers plus one spare tanker. One additional tanker will perform dual function as Tanker Task Force Commander and Tanker Reconnaissance.

3. Task Force subforce, Refueling assignment and primary and secondary orbit positions for each day of exercise are as follows:

DATE	TANKER FORCE	RECON FORCE	PRIMARY ORBIT	SECONDARY ORBIT
20 April	Red	Alfa	1	3
	Black	Bravo	2	4
21 April	Green	Coca	1	3
	Yellow	Delta	2	4
22 April	Orange	Echo	1	3
	White	Golf	2	4

4. Tanker Force information: See Appendix 2, Annex B, this OPORD.

5. Refueling points and refueling track.

310BOMBING
ATTACHMENT "B"
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(a) Primary:

<u>CODE</u>	<u>COORDINATES</u>	<u>REFUELING TRACK</u>
1	49-17N 02-00W	187° True
2	49-25N 02-40W	182° True

(b) Secondary:

<u>CODE</u>	<u>COORDINATES</u>	<u>REFUELING TRACK</u>
3	47-19N 02-10W	188° True
4	47-18N 03-03W	180° True

6. OFF LOAD: All tankers will be capable of and complete transfer of 40,000 pounds JP-4 to one bomber.

7. WEATHER RECONNAISSANCE: Tanker Task Force Commander will conduct necessary weather reconnaissance of air refueling areas 30 minutes prior to designated air refueling time.

8. RENDEZVOUS: Rendezvous will be completed by the cell leader utilizing fixed point descent procedures as specified by 15AF MSGS DOOP 250 and 808.

9. COMMUNICATIONS: Communications procedures for air refueling will be IAW 15AF MSGS DOOP 250 and 808 and as amplified herein:

(a) Refueling Frequencies (Task Force Alfa Coca, Echo)

(1) Contact and lead refueling	305.2
(2) #2 refueling	368.3
(3) #3 refueling	375.8
(4) #4 refueling	379.8
(5) #5 refueling	385.1
(6) Alternate Frequency	311.0

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(b) Refueling procedures (Task Force Bravo, Delta, Golf)

(1) Contact and lead refueling	339.6
(2) #2 refueling	321.0
(3) #3 refueling	344.8
(4) #4 refueling	398.2
(5) #5 refueling	356.6
(6) Alternate Frequency	272.1

(c) Rendezvous Radar settings:

- (1) APR 12/76 (Task Force Alfa Coca Echo) Trs R-8
- (2) APR 12/76 (Task Force Bravo Delta Golf) Trs R-6
- (3) APR 11 (Task Force Alfa Coca Echo) 1 r 2 r 1
- (4) APR 11 (Task Force Bravo Delta Golf) 3 p 1

10. In event of unsuccessful air refueling B-47 aircraft will abort the planned mission and return to Upper Heyford for landing unless otherwise diverted by Lancer or Granville Control.

11. Rendezvous times for each day of exercise will be approximately as follows:

a. First Task Force - 0850

b. Second Task Force - 0910

c. 310th BOMB Operations officer will inform commander 310

AFPS of scheduled rendezvous times based on each day's forecast winds.

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ANNEX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 110-55

BURTONWOOD APPROACH PROCEDURES

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
14 April 1955, 0001Z

1. The procedures outlined herein apply only to Task Force Alpha and Bravo - (first day of exercise).
2. Upon completion of celestial navigation leg at 57-42N 02-00W bomber stream will be formed with aircraft at 3 minute interval by dog leg to the east enroute to Newcastle - Upon - Tyne. When over Newcastle - Upon - Tyne individual aircraft will descend to 30,000 feet. Descent will be initiated at MACH .81 or 290k IAS whichever is higher.
 - a. 290k IAS will be maintained from this point until entry into GCA pattern regardless whether aircraft are in level or descending flight.
 - b. Aircraft will proceed to Valley and from Valley descend to 20,000 feet to Burtonwood Range for jet penetration IAW procedures outlined in Europe Jet Handbook.

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3. Communications will be kept to an absolute minimum during conduct of this phase of the exercise. Individual aircraft will make the following calls:

a. Over Newcastle - Upon - Tyne: announce (for information of other aircraft in stream) tactical call sign over Newcastle at, time. No acknowledgement is required. Example: Granville 51, Newcastle at 51.

b. Over Valley: Contact Burtonwood approach control, announce tactical call sign, over Valley, time. Burtonwood will acknowledge by giving altimeter setting for Burtonwood. Example: Burtonwood approach, this is Granville 51, Valley at 13. Burtonwood answers: Roger Granville 51, Burtonwood altimeter setting 29.81.

c. Over Burtonwood: Contact Burtonwood approach control, announce tactical call sign, over Burtonwood and time. Burtonwood will acknowledge by clearing aircraft for low approach and assign GCA channel. Example: Burtonwood approach, this is Granville 51, Burtonwood at 27. Burtonwood answers: Roger Granville 51, You are cleared to channel _____ for GCA.

4. Minimum altitude for GCA low approach will be as listed in Europe Jet Handbook for Burtonwood.

5. Upon completion of low approach, aircraft will climb out on established pattern and proceed to Fairford at 20,000 feet. Standard climb speeds 310k IAS will apply until over Fairford. During letdown from Fairford IAS 190 knots will apply until entry into GCA pattern.

HQ 310BOMWG
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6. In event aircraft are approaching the primary fix too close together at Burtonwood, Burtonwood radio will instruct the aircraft out of position in the bomber stream to climb to an assigned altitude on an open heading after reporting over the primary fix. These aircraft will be phased in at the end of the bomber stream, fail permitting or diverted.

7. Aircraft observer will monitor the entire penetration and approach IAW existing current directives.

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14 APR 55

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ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 110-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
AFB 194, United States Air Force

14 April 1955

1. GENERAL: Communications for this mission will be conducted in accordance with S. JCEI, 7ADCEI, appropriate JAWAF's, ACP's and AFSAL 5104 ().

2. CALL SIGNS:

a. Task Force: Call signs for the Task Forces will be: ALFA, BRAVO, COCA, DEET, ECHO and GOLF.

b. Individual Aircraft: Will assume the assigned wing tactical call sign for reporting purposes.

3. CHANNELIZATION AND FREQUENCIES:

a. Channelization of the AN/ARC-27 (UHF) Radio will be in accordance with 7ADZV channelization and as prescribed by the Wing Communication Officer in the communications plan.

b. Frequency Assignments:

(1) Frequency assignments for air refueling and inter-plane communications will be in accordance with the S. JCEI.

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- (2) HF: Air/ground HF frequencies will be based on the best propagated frequency for the date and time of the mission and will be briefed prior to take off.

4. GROUND CONTROL STATIONS:

- a. Primary USAF Air/ground Control Stations for the purpose of HF reports will be Croughton. Secondary will be Rhein/Main.

5. REPORTS:

a. Position Reports:

- (1) Normal Coast In and Coast out reports will be made.
- (2) Standard hourly position reports and half-hourly Operations Normal reports, as required, will be made. Position reports will be relayed to "LANCER". Reports will be flagged, "This is Operation 'Secret Leaf'".
- (3) Strike Reports: Each aircraft will make a B-11 (Strike Report) within thirty (30) minutes after bomb release. These reports will be made to a station not less than 1500 miles distant. Reports will include task force designator and flight indicator. Aircraft commanders will authenticate.

HQ 3100WMC
Annex "C"
OPLD 310-55
14 APR 55

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the ground station prior to submission of report.

These reports will be relayed to "Low Life".

6. AUTHENTICATION: AFSAL 5104 () will be used for authentication.
7. IDENTIFICATION: IFF Mark X equipment will be turned OFF for this mission.
8. RECALL: Recall, if required, will be initiated by 7AD thru all available communications channels. The code word will be "HOME RUN". Aircraft commanders will authenticate prior to execution.
9. COMMUNICATIONS SECURITY: Radio communications will be kept to a strict minimum throughout this mission.

HQ 310B-440
Annex "D"
CE 10-55
14 JAN 55



Serial Flight Time	Average Number of Inspected Aircraft	Average Flight Time per Inspected Aircraft
17913	15	33:05
28085	15	32:29
28123	15	31:33
Flown Bombs Total	45	32:22
2100 CARLS Total	20	31:14
Combined Total	65	32:01

1389

Production and Statistical Summary - Continued

J. AOC Rates and Figures:

(1) Wing Percentage AOC:	B-47	0%	KC-97	0%
(2) Number Hours Aircraft AOC:	B-47	0	KC-97	0
(3) Average Hours AOC per Possessed Aft B 47	B-47	0	KC-97	0
(4) Items AOC at present:	B-47	0	KC-97	0
(5) Number Items AOC this month:	B-47	0	KC-97	0
(6) Number items received this month:	B-47	0	KC-97	0

K. ANFE Rates and Figures:

(1) Total items ANFE requisitioned this month:	B-47	103	KC-97	Not Available
(2) Number items ANFE received this month:	B-47	96	KC-97	
(3) Total Items ANFE at present:	B-47	7	KC-97	
(4) Number Aircraft ANFE on this date:	B-47	7	KC-97	
1. Number Aircraft items Cannibalized this month:	B-47	7	KC-97	

M. Technical Order Compliance Status Data:

(1) TOC Percentage Rate:	B-47	3.15	KC-97	2.95
(2) TOC Total Man-hours Backlog:	B-47	312	KC-97	162

N. Number of Field Maintenance Work-Orders Requested:

945

O. Number of Armament & Electronics Work-Orders Requested:

1176

Valentine S. Kudrikoff
 VALENTINE S. KUDRIKOFF
 CWO, USAF
 Reports & Analysis Officer

WING REGULATION)
NUMBER 55-4)

HEADQUARTERS
310TH BOMBARDMENT WING, (MEDIUM)
APO 194, New York

5 April 1955

OPERATIONS

Alert Notification

1. PURPOSE: To establish a procedure for notification of all wing personnel of an alert. This procedure will apply during the period of deployment only.
2. SCOPE: This regulation applies to all personnel of the 310th Bombardment Wing. Upon being notified of an alert, all personnel will report immediately to their duty sections with weapons.
3. PROCEDURES:
 - a. If the alert is called during duty hours, the following procedures will apply:
 - (1) Either the Wing Control Room or the 3913th Air Base Group Headquarters will be notified first of the alert. If the Air Base Group is notified first, it will notify the Wing Control Room immediately, extension 555 or 146. If the Control Room is notified first, it will notify the Air Base Group Adjutant immediately, extension 219. The Control Room will then notify the following:
 - (a) Commander, 310BOMB, extension 299.
 - (b) 310th Wing Adjutant, extension 203.
 - (c) 310th Director of Operations, extension 15.
 - (d) Control Room 310ABW, extension 460 or 533 (RM).
 - (e) Commander 379th BOMB, extension 524.
 - (f) Commander 380th BOMB, extension 515.
 - (g) Commander 381st BOMB, extension 173.

(2) The Wing Adjutant will notify the following:

- (a) 310th Chief of Maintenance, extension 411 or 421.
- (b) All remaining staff sections in the Wing Headquarters building.

(3) The 310th Director of Operations will notify the Commander 310th AFB, extension 267.

(4) 310th AFB will notify the 1st ADG, extension 111 or 160.

(5) The 310th BOMBING will notify the Commander 310th BOM, extension 75.

(6) The 310th BOMBING will notify the Commander 310th BOM, extension 415.

(7) The 31st BOMBING will notify the Commander 31st BOMBING, extension 246.

b. If the alert is called after duty hours, the following procedures will apply:

(1) Either the 3912th Air Base Group or the Wing Control Room will be notified first of the alert. If the Air Base Group is notified first, it will notify the Wing Control Room immediately, extension 555 or 166. If the Control Room is notified first, it will notify the Air Base Group Duty Officer immediately, extension 102. The Wing Control Room will then notify the following:

(a) Commander 310th BOM, extension 25 or 140.

(b) Lt. May, Lt. Wagner, or LTCOL Rifkin, extension 140. (Note: Extension 140 is the telephone number of the Officer's Club Office. The person normally answering the phone is a civilian. Therefore, no mention of the alert will be made to him.)

(c) Control Room 310th BOM, extension 460 or 588 (RM).

(d) C.O. 310th BOMBING, extension 246.

- (e) C.O. 310th SMS, extension 153.
 - (f) 1st ADS, extension 123 or 140.
- (2) Lt May, Lt Warner, or LTCOL Rifkin will:
- (a) Alert the officers in the Center Section and the Lower East Wing of the Officers Club.
 - (b) Alert one officer billeted in the Upper East, Upper West, and Lower West Wing of the Officers Club. The officer alerted in each of these sections will be responsible for alerting the other officers billeted in the same section as he is.
 - (c) Call extension 167 and 79 to alert the officers billeted in barracks D-1 through D-20, and prior to reporting to his duty section will make a visual check of the barracks to insure that everyone has been alerted.
- (3) The C.O. 310th MEDRON will:
- (a) Call the C.O. of barrack 75, extension 240, with instructions that the 310th MEDRON has been alerted, and to awake all officers of the 310th MEDRON who are billeted there.
 - (b) Awake the personnel of the 310th MEDRON who are billeted in barrack 98.
 - (c) Awake the airmen of the 310th MEDRON, 380th and 381st BOMBERS in Barracks B-1, B-2, B-13, B-14, B-15, B-16, B-17, B-18, B-19, B-20, and B-21.
 - (d) Awake the personnel of the 379th BOMBERS in barrack 71.
- (4) The 1STSGT of the 381st BOMBERS, or authorized representative in his absence, will call the Motor Pool, extension 14, and request a vehicle to transport the drivers of the 379th, 380th and 381st BOMBERS to the Motor Pool.

the drivers of the 379th, 380th, and 381st BOMBERS will assemble in front of the 379th BOMBON quarters, building 71, to await transportation to the motor pool to pick up the vehicles assigned to their respective squadrons.

(5) The C.O. of the 310th FWS will:

- (a) Alert the C.O. of the 310th FWS, extension 75.
- (b) Awaken the airmen assigned to the 310 FWS.

(6) The C.O. of the 310th FWS will:

- (a) Alert the C.O. of the 310th A&E Squadron, extension 187.
- (b) Call the Motor Pool, extension 14, and request a vehicle to transport the drivers of the 310th FWS, FWS, and A&E Squadrons to the Motor Pool. The drivers of the three maintenance squadrons will report to the C.O. 310th FWS, building C-7, to await transportation to the motor pool.
- (c) Wake the airmen assigned to the 310 FWS.

(7) The C.O. of the 310th A&E Squadron will:

- (a) Alert the C.O. of the 379th BOMBON, extension 559.
- (b) Wake the airmen of the 310th A&E Squadron.

(8) The C.O. of the 379th BOMBON will alert the C.O. of the 380th BOMBON, extension 157.

(9) The C.O. of the 380th BOMBON will alert the C.O. of the 381st BOMBON, extension 173.

c. If any alert is called, all sections having alert responsibilities for further notification of sections or personnel will maintain written record of the following:

- (1) Time alert notification was received.

(2) Name of person calling notice of alert.

(3) Subsequent action taken, to include:

(a) Additional sections and persons contacted.

(b) Name of person(s) contacted.

(c) Telephone numbers called, and whether or not call was answered.

(d) Difficulties encountered in locating C.Q.'s, personnel or individuals.

d. Personnel action:

(1) Upon notification of alert, individuals will take the following action:

(a) Notify all adjacent personnel that an alert has been called.

(b) Report to duty section with mobility field equipment (helmet, web belt, weapon and canteen).

(c) Personnel having an assignment in the Base Defense Plan will take action as previously directed. C.Q.'s will remain at telephone until relieved by competent squadron authority. Assigned vehicle drivers will take action as specified above.

(2) No delays for shaving or eating are authorized. Personnel will report immediately to assigned duty sections.

e. Alert Signals:

(1) Practice Alerts: Notification will be by telephone or runner only. Sirens or bells will not be used.

(2) Actual Alerts:

(a) Notice of alert is warbling note on siren.

(b) "All Clear" is continuous note on siren.

(c) Steady siren at noon time is siren test only.

- (c) Steady siren at noon-time is a siren test only. Alert procedures will not be followed unless telephone or runner confirmation of an actual alert is received.

4. RESPONSIBILITIES:

- a. The Wing Operations Officer will brief Squadron and Wing Staff personnel on the provisions of this Regulation.
- b. Squadron Commanders will brief all squadron personnel on the provisions of this Regulation.
- c. Copies of this Regulation will be posted on each Squadron bulletin board, and a copy will be made a part of the C.Q.'s instructions.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1st Lt, USAF
Adjutant

Frank H. Wagner

FRANK H. WAGNER
1st Lt, USAF
Adjutant

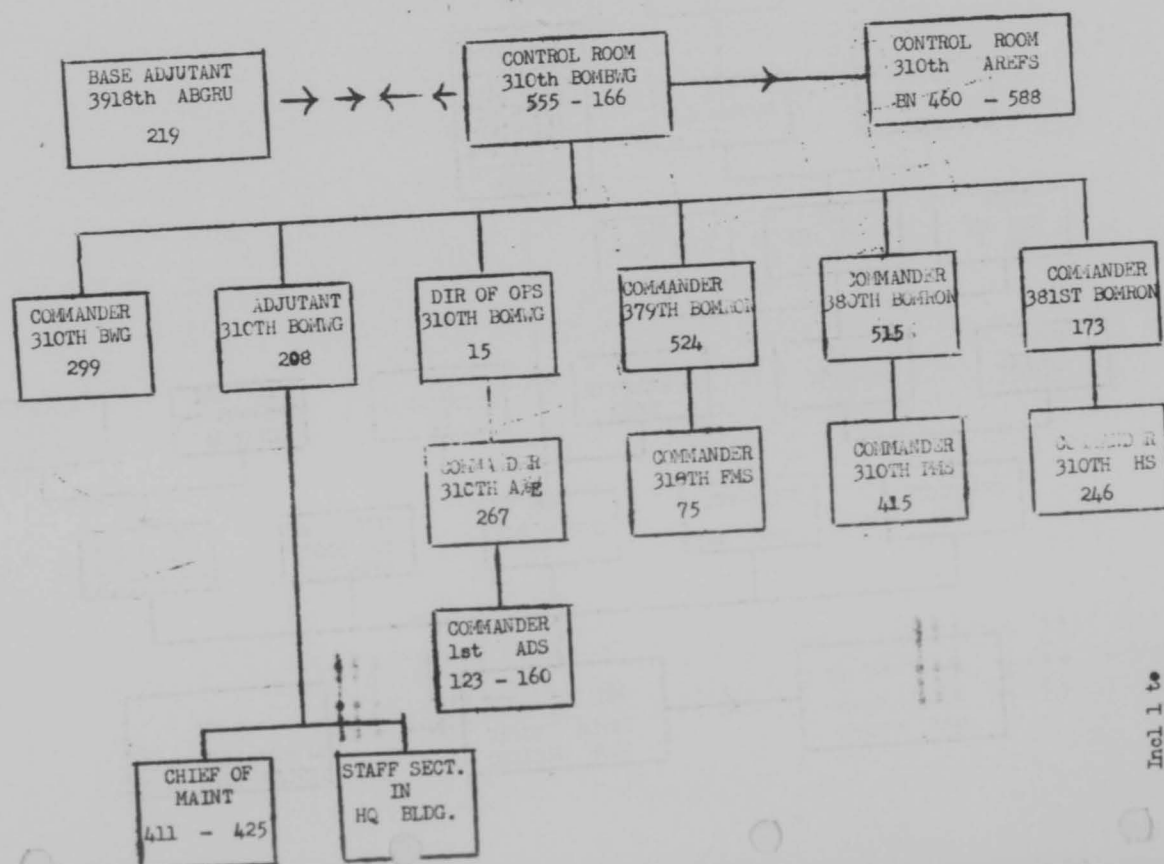
2 Incls:

1. Alert Procedure
(duty hours)
2. Alert Procedure
(non-duty hours)

DISTRIBUTION:

"A"

ALERT PROCEDURE DURING DUTY HOURS



Incl 1 to
310th BOMBWG
Reg 55-4

Incl 2 to
310 BOMWG
Reg 5544

WING REGULATION)
NUMBER 55-37)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, New York

28 April 1955

OPERATIONS

Recording of J-47 Engine Overheat and Stall Conditions

1. PURPOSE: To establish the criteria for recording of J-47 engine overheat and stall conditions.

2. RESPONSIBILITY: Aircraft Commanders, Co-pilots, and maintenance personnel authorized to run up the J-47 engine are responsible for compliance with the provisions of this regulation.

3. GENERAL: The number of J-47 engine failures of which the cause cannot be determined is a matter of great concern to this and higher headquarters. It is imperative that specific recordings be made, without fail, of engine operating conditions encountered which are abnormal or unusual, such as engine stalls and overtemperature conditions.

4. RECORDING

a. Engine stalls will be recorded in block 26 of AF Form 1 (DD Form 781-2) whenever:

- (1) engine speed exceeds 104% RPM, either with or without overtemperature. This will require an engine change.
- (2) engine temperature indication is over 1000° for any length of time. This will require an engine change.
- (3) engine temperature indicates over 870° C for any length of time. This will constitute an overtemperature condition and will require an engine special inspection after (10) occurrences and engine change after ten (10) occurrences.
- (4) the engine has been subjected to operation at a steady state temperature above 715° C, the length of time in this instance is not a determining factor. This condition will require an overtemperature inspection and replacement of turbine wheel.
- (5) there is an indication of engine stall encountered (cold or hot) during ground run-up or in flight.

- (a) Maximum exhaust gas temperature encountered during compressor stalls will be recorded and temperature limits stated above will determine whether or not the stall condition will be classified as an over-temperature condition.
- (b) In case the exhaust gas temperature cannot be determined, an engine stall of less than twenty (20) seconds will be classified and recorded as an over-temperature condition.
- (c) If exhaust gas temperature is undetermined and the stall duration of over twenty (20) seconds, it will be classified and recorded as a steady state over-temperature requiring immediate shut down and subsequent turbine wheel change.

b. Whenever conditions as listed in 4a(1) through (5) above occur on the ground the engine will be shut down immediately. When such conditions occur inflight the engine will be shut down at the pilots discretion.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1st Lt, USAF
Adjutant

Frank H. Wagner
FRANK H. WAGNER
1st Lt, USAF
Adjutant

DISTRIBUTION: "A"

COPY

Violations of Flying Regulations

379BS 381BS
380BS 310AREFS

310DOF

20 APR 55
CAPT Rutan/250

1. The following SAC message is quoted in part for your information and necessary action.

/UNCLASSIFIED/DOOPF 25035. The following message from Headquarters USAF JTD 25 MAR 55, is quoted for your information and necessary action:
"AFCOOP-OC3FL ALZIMCO 59-55. It has come to the attention of this headquarters that some pilots have violated or ignored instructions contained in special notices sections or remarks sections of directory of aerodromes of the radio facilities chart. Information contained in referenced section affecting safety of flight are directive in nature. Desire that all pilots be reminded of their responsibility to comply with all instructions contained in radio facilities chart."

2. Since deployment to the United Kingdom, other messages have been received from USAF and 7th AD, regarding violations of Flying Regulations.

3. Although no alleged violations have been reported on pilots of the 310th Bomb Wing, we must continually emphasize the importance of adhering to flying regulations to avoid violations.

4. It is desired that commanders, operations officers and staff personnel assure that all pilots are thoroughly familiar with radio procedures, "coast out" requirements, FIR procedures, and emergency procedures as outlined in current directives.

/s/t/ROBERT E. THACKER, COL, USAF
Wing Operations Officer

COPY

OPERATIONS MEMORANDUM)
NUMBER 60B-5)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
AFB 194, United States Air Force

12 April 1955

FLYING

B-47 Restrictions and Weather Minimums
(Supersedes 310BOMB Operations Memorandum 60B-5 dated 8 DEC 54)

1. PURPOSE: To establish restrictions for flight in B-47 aircraft of this wing.
2. RESPONSIBILITY: Squadron Commanders and Aircraft Commanders are responsible for compliance with the provisions of this regulation.
3. GENERAL: The operating limitations imposed by TO 1B-47E-1, Flight Handbook for B-47 aircraft will be complied with in all cases. In addition to these restrictions the following will apply:
 - a. Maximum indicated air speed will be 310K in accordance with 15th Air Force Message 00000 48601.
 - b. For computation of take off data ten percent of the actual runway available will be ignored.
 - c. Full stop landings will be planned for the use of brakes, only. However, brake and approach chutes will be used if operative.
 - d. Aircraft commanders will not perform touch and go landings until such time as they have logged 300:00 hours as B-47 first pilot, or are supervised by a qualified instructor pilot who is at one set of controls.
 - e. Take offs and landings may be performed by a combat ready co-pilot at the Aircraft Commander's discretion.
 - f. Following are the maximum crosswind components allowable as indicated.

ACTIVITY

Component

	<u>Ready Crews</u>	<u>Non Ready</u>
Take off	25K	25K
Full stop landing	25K	20K
Touch and go landing	20K	20K

OPS MEMO 60B-5

g. 310th aircraft will not perform touch and go landings out of GCA approach. Each GCA landing will be a full stop landing.

h. Practice GCA low approaches will not be made lower than published GCA minimums.

4. WEATHER MINIMUMS: a. Combat ready Aircraft Commander and Instructor Pilot restrictions are in accordance with AFR 60-16 and approved let down procedures.

b. Non-combat ready Aircraft Commanders will comply with minimums below:

<u>TAKE OFF</u>		<u>LANDING</u>			
<u>DAY</u>	<u>NIGHT</u>	<u>DAY</u>		<u>NIGHT</u>	
		<u>NOGCA</u>	<u>W/GCA</u>	<u>NOGCA</u>	<u>W/GCA</u>
500/2.	500/3	500/3	500/2	500/4	500/3

NOTE: Non-combat ready Aircraft Commanders accompanied by qualified instructor pilot will be considered combat ready for clearance purposes.

5. REFERENCE:

TO 1B-47E-1

AFR 60-16

15AF MSG DOOPS 48601

BY ORDER OF THE COMMANDER:

OFFICIAL:

Frank H Wagner
FRANK H WAGNER
1STLT, USAF
Adjutant

FRANK H WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "... plus "P".

COPY

Criteria and Policy concerning Upgrading
of Crews to Lead Status

31000

31000

12 APR 55
MAJ Stublarec/275

1. The criteria listed below, concerning the upgrading of ready crews to lead crew status, is submitted for your consideration and approval. Combat ready crews must have accomplished the following total minimum requirements before being considered for upgrading to lead crew status:

- a. Thirty-five (35) RES runs in B-47 aircraft.
- b. Twelve (12) visual RES runs in B-47 aircraft.
- c. Ten (10) night celestial legs in B-47 aircraft.
- d. Four (4) visual releases.
- e. Three (3) Grid Navigation legs.

2. Combat ready crews must have accomplished the following minimum RECORD requirements since 1 JAN 55:

- a. Twelve (12) record RES runs with R/F of 85 or better, or seven (7) to twelve (12) record RES runs with R/F of 100.
- b. Eight (8) visual RES runs with R/F of 85 or better, or four (4) to seven (7) visual RES runs with R/F of 100.
- c. A minimum of two (2) record RES radar runs and also a minimum of two (2) record RES visual runs during the month prior to upgrading without a bad score.
- d. Four (4) night celestial legs with a R/F of 100. Must have completed one night celestial leg in month prior to upgrading with acceptable score.

3. Other Requirements

- a. Since 1 JAN 55, crew must have completed four or more Long Range Cruise Control missions with acceptable performance index of 98 or more.
- b. Each pilot will have successfully completed a written examination on gunnery.

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Criteria and Policy Concerning Upgrading of Crews to Lead Status (CONTD)

- c. Prior to upgrading the Wing Standboard will accompany each crew concerned to the flight simulator for check of emergency procedures.
- d. The crew must have successfully completed a Special Weapons Refresher training within the past two months with a minimum score of 80.
- e. Each crew member must have successfully completed a proficiency examination within the past six months.
- f. Each crew member will be required to read and understand the provisions of SAC REGS 51-26 and 51-24, and complete a written examination on the contents of these regulations. This written examination will be prepared and administered under the supervision of LT. Sefton.
- g. All requests to upgrade ready crews to lead status will be submitted by the Squadron concerned to Wing Operations and Training. Recommendations will be made to the Director of Operations and Wing Commander for upgrading to lead status.

/s/t/ROBERT E. TRACER
Colonel, USAF
Director of Operations

OPERATIONS MEMORANDUM)

NUMBER 518-6)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force

29 April 1955

FLYING TRAINING

Policy and Criteria for Upgrading Combat Ready
Crews to Lead Crew Status

1. This directive outlines the policy and criteria for the upgrading of combat ready crews to lead crew status.
2. The following total minimum training requirements must be accomplished before being considered for upgrading:
 - a. Thirty-five radar RBS runs in B-47 aircraft. (Excluding malfunction and GPI runs).
 - b. Twelve visual RBS runs in B-47 aircraft.
 - c. Ten night celestial legs in B-47 aircraft.
 - d. Four visual releases.
 - e. Three grid navigation legs.
3. Combat ready crews must have accomplished the following minimum record training requirements since being declared combat ready or within the four month period preceding the nomination. Total record RBS runs during the period will be counted in computing reliability factor.
 - a. Twelve record radar RBS runs with R/F of 85 or better, or seven to twelve record radar RBS runs with R/F of 100.
 - b. Eight visual RBS runs with R/F of 85 or better or four to seven visual RBS runs with R/F of 100.
 - c. Four night celestial legs with a R/F of 100.
4. The following minimum record training requirements must be accomplished during the month prior to upgrading. These requirements must have acceptable scores as prescribed on page 28, SAC Manual 170-1A, February 1955:

OPS MEMO 51B-6

- a. Two record radar RBS runs.
 - b. Two record visual RBS runs.
 - c. One night celestial leg.
5. Other requirements since being declared combat ready or during the four months period preceding the nomination.
- a. Crew must have completed four or more long range cruise control missions with acceptable performance index of 98 or more.
 - b. Each pilot will have successfully completed a written examination on gunnery.
 - c. The crew must have successfully completed a Special Weapons Refresher Course within the past two months with a minimum score of 80.
 - d. Each crew member must have successfully completed a proficiency examination within the past six months.
 - e. Each crew member will be required to read and understand the contents of SAC Manual 51-5 (Confidential), SAC Manual 55-8A (Confidential), SAC Manual 55-8G (Unclassified), SAC Manual 55-5A (Top Secret) and SAC Regulations 51-26 and 51-24. Each crew member will be required to complete a written examination on SAC Regulations 51-26 and 51-24. This examination will be prepared and administered under the supervision of the Wing Records Officer.
 - f. Prior to upgrading, the Wing Standboard will accompany each crew concerned to the flight simulator for a check of emergency procedures.
6. Requests to upgrade ready crews will be submitted by the squadron concerned to Wing Operations and Training using the attached format (INCL NR. 1). Correspondence will indicate that requirements as set forth in this policy have been met. Recommendations for upgrading will be made to the Wing Commander through the Director of Operations.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Frank H. Wagner
FRANK H. WAGNER
1STLT., USAF
Adjutant

FRANK H. WAGNER
1STLT., USAF
Adjutant

DISTRIBUTION: "A" plus "G"

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1407

DISPOSITION FORM

FILE NO.

SUBJECT:

Request to Upgrade Crew R-01 to Lead Status

THRU: 31000
TO: 31000

FROM:

DATE:

COMMENT No. 1

1. In accordance with 310th Bombardment Wing Operations Memorandum 51B-6, 29 APR 55, request crew number _____ be upgraded to lead status. The following information is submitted:

a. Total minimum training requirements in B-47 aircraft

- (1) Total radar RBS runs _____
- (2) Total visual RBS runs _____
- (3) Total night celestial legs _____
- (4) Total visual releases _____
- (5) Total grid navigation legs _____

b. Total minimum record training requirements since being declared combat ready or within four months period Preceding nomination:

- (1) Total radar RBS runs _____
- (2) Total visual RBS runs _____
- (3) Total night celestial legs _____

c. Total minimum record training requirements accomplished during month prior to upgrading:

- (1) Record RBS runs _____
- (2) Record Visual runs _____
- (3) Night celestial legs _____

d. Other Requirements:

- (1) Number long range cruise control missions _____
Performance Index _____
- (2) Date and score of Pilot's gunnery EXAM _____
- (3) Date crew has successfully completed Special Weapons
Refresher course with minimum score of 80 _____
- (4) Date each crew member successfully completed proficiency
examination _____.
- (5) Date each crew member completed written examination on SAC
Regulations 51-26 and 51-24 _____.
- (6) Each crew member has read and understands the contents of
SAC Manual 55-5 (Confidential), SAC Manual 55-8A (Confidential),
SAC Manual 55-8G (Unclassified), and SAC Manual 55-5A (Top
Secret).

Squadron Commander's Signature

INCL 1 to
310BOMWG OPR MEMO
51B-6, 29 APR 55

COPY

Emergency Refueling and Starting Procedures

379BS 381BS
380BS 310AFES

310DO

20 APR 55
MAJ Varga/250

1. Following Seventh Air Division TMX is quoted for your information and immediate action:

/UNCLASSIFIED/ODTT 6759. POL SAC MSG VC 28510 BY 13 APR 55 IS QUOTED FYI AND REC ACT. "VC 28150 REF MSG DM835 DT 7 JAN 54 AND DM 6034 DT 25 JAN 55. RECENT REPT INDC THAT ACFT CREWS ARE NOT BEING PROPERLY INDC AND TRAINED IN THE EMERG SERVICING OF THEIR ACFT, INCL STARTING PRO WITH NO GND POWER UNITS AVAIL. ATTN IS AGAIN INVITED TO THIS MAT WHICH HAS BEEN THOROUGHLY COORD WITH THE DIR OF OPERATIONS AND WAS DIR BY THE CINC. MSG THAT ALL SUBOR COMDS INSURE THAT MSG ACT IS TAKEN." FRT STATUS FOUR CREWS IN REATION ABOVE MSG BE FWD THIS HQ 19/1705Z APR

2. Squadron commanders will insure that all crews are thoroughly familiar and proficient on the above subject 7th AFDIV TMX.

/s/t/ ROBERT E. TRACER
Colonel, USAF
Director of Operations

COPY

1410

COPY

COMBOMB 310 UPPER HEYFORD ENG

ROUTINE

COMAINDIV 7 SC HUSLIP ENG

X

X

X

ODTT 6759

UNCLASSIFIED

/UNCLASSIFIED/310DO 4760. REF YOUR MSG ODTT 6759. ALL CREWS HAVE BEEN
INDOC AND TRAINED IN EMERG SERVICING OF THEIR ACFT, INCL STARTING PRO WITH
NO GND POWER UNITS AVAIL. IMMED ACTION IS BEING TAKEN TO INSURE PRPF OF
ALL CREWS ON THESE ITEMS.

ROBERT E. THACKER, COLONEL, USAF

1 1

310DO

15

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O-15 Camera Log Discrepancies

31000

31000

13 APR 55
MAJ Stablarec/275

1. Reference is made to your personal request and to 7 AIN DIV Message CDDT 7-133, 1 April 1955 which concerns discrepancies in Radar Scope Photo Logs submitted by observers of this Wing during the Orientation Mission. Of the 28 RES scored bomb runs made, 25 obtained scorable O-15 film. Three aircraft obtained no pictures because of camera malfunctions. All O-15 Camera logs submitted by observers for this mission were screened and the following discrepancies were found:

a. Number of Bomb Runs (Camera Scoreable)	29
b. IP not indicated on log.	11
c. Bomb away frame number not indicated on log.	19
d. Bomb away time not indicated on log.	14
e. True heading not indicated on log.	8
f. Bombing altitude not indicated on log.	11
g. Type of Photography not indicated on log. (Form X, IBDA, Pre-Strike, etc.)	11
h. Coordinates of Navigation leg termination point not indicated on log.	16

2. Observers were not briefed or required to obtain IBDA photography, which accounts for the large number of logs which did not reflect IBDA information. SAC BEC 50-8 directs that only one IBDA run per crew per quarter is required.

3. Several discrepancies noted by the Reconnaissance Squadron were due to the processing of film from five aircraft which were pre-strike aborts. Seventh Air Division OPOED 104-44 directed that all film be sent to the 3921st Reconnaissance Squadron even though the aircraft did not make the bomb run.

4. Reference is made to SAC Manual 50-36, Section V, page 89 which states that no radar photo procedures will be used which will definitely hinder bombing accuracy. Shifting crosshairs or low gain setting could be a definite assist to the observer in finding his aiming point but a handicap to the photo interpreter in trying to score the film.

COPY

0-15 Camera Log Discrepancies (CONTD)

5. Positive action listed below has been taken to insure that all SAC Form 284's (Radar Scope Photo Logs) will be filled out in accordance with SAC MSG 95-11:

- a. A sufficient number of SAC Form 284's have been prepared in accordance with SAC MSG 95-11 and distributed to each squadron as a "Model Log".
- b. All Squadron Operation Officers and Squadron Observers have been made cognizant of these discrepancies. In addition, the camera log and information required to complete the log were discussed during the observers specialized briefings held for Operation "Belt Buckle".
- c. SAC Form 284 will be given special emphasis in all future specialized briefings for Observers.
- d. IBDA radar photography will be directed in all future Operation Orders published by this Wing.

/s/t/ WESLEY E. THACKER
Colonel, USAF
Director of Operations

COPY

1413

Colonel de Bussy presents A/LC Porter with an award.



WING REGULATION)
NUMBER 205-3)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

6 April 1955

SECURITY

Classified Briefing Security

1. PURPOSE: To prescribe standard security procedures for all classified briefings given to personnel of this command.
2. SCOPE: This regulation is applicable to all personnel of this command.
3. RESPONSIBILITY:
 - a. Wing Security Officer and assistant will:
 - (1) prepare and distribute code sign sheet to all units and sections of this wing as required.
 - (2) monitor all wing briefing security to insure accomplishment of this regulation.
 - b. Unit Security Officers and assistants will:
 - (1) insure all squadron personnel understand and comply with briefing security responsibilities and procedures.
 - (2) distribute briefing code sign as required.
 - (3) monitor all squadron classified briefings.
 - c. Senior Briefing Officer will:
 - (1) indoctrinate and post security guard at each classified briefing as required.
 - (a) Request Air Police guard from local Provost Marshal when required to insure adequate briefing security.
 - (2) designate what code sign will be used in order to gain access to each classified briefing.
 - (a) inform all participants of classified briefings what code sign will be used in order to gain access.

BRIEFING REGULATION 205-3

Page 2

- (3) insure adequate security for all classified briefings by requiring personal recognition check prior to each briefing.
 - (a) The personal recognition check will be conducted by personnel in attendance at the briefing. All personnel will survey individuals in their immediate area for personal recognition. All personnel not positively identified will be required to stand for additional verification.

d. All Personnel Attending Briefings will:

- (1) safeguard classified code sign used for access to briefings.
- (2) assist in personal recognition as directed by senior briefing officer prior to the beginning of each briefing.
- (3) wear the JAC Restricted Area badge in all briefing areas.

4. PROCEDURE:

a. Access to Briefing Code Sign:

- (1) code sign will be obtained in the unit or section of personnel attending the briefing.

b. Access to Briefing Room Area:

- (1) Code sign will be required of each individual requesting access to all classified briefings.
- (2) JAC Restricted Area Badges and any other identification required by the security guard will be examined before access is granted to all briefings.

c. Unauthorized Personnel Attempting Entry:

- (1) Any personnel not authorized entry to a classified briefing demanding admittance will be detained for Air Police interrogation.

d. Personal Recognition:

- (1) Before each briefing the senior briefing officer will require all personnel to be positively identified by personal recognition. Refer to above paragraphs 3c(3) and 3c(3)(a).

ING REGULATION 205-3

Page 3


5. REFERENCE:

- a. AFR 205-1.
- b. SAC Regulation 205-5.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1st Lt, USAF
Adjutant


FRANK H. WAGNER
1st Lt, USAF
Adjutant

DISTRIBUTION:
"A"

WING REGULATION)
NUMBER 66-1)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

7 April 1955

MAINTENANCE - ENGINEERING

Maintenance and Flying Schedule

1. PURPOSE: To establish the "Ten Day Cycle System" for scheduling maintenance and flying activities.

2. SCOPE: The provisions of this regulation are applicable to all personnel assigned to this wing.

3. GENERAL: It is desired that all maintenance and flying personnel understand the system thoroughly and the part each individual will play in the effort. Through this understanding and the subsequent close coordination of maintenance and flying personnel, the reliability of aircraft flying accomplishments should increase immeasurably.

4. EXPLANATION - TEN DAY CYCLE SYSTEM:

a. The "Ten Day Cycle System" is nothing more than a flight on the first day; turn around maintenance on days number two and three; flight on the fourth day; turn around maintenance on the fifth and sixth day; flight on the seventh day; and completion of the ten-day cycle occurs with a three day period for postflight. By staggering each aircraft within the Ten Day Cycle to the adjacent one in line, a production line method of scheduling postflights can be set up similar to the manner in which periodic maintenance is scheduled. By so doing, both the operational and postflight requirements can be stabilized.

b. The three day span for postflights may be longer than necessary in some cases. However, some 50 and 100 hour postflights do require from two to three days for accomplishment. Therefore, the three day period will allow accomplishment of the longest possible postflight and will allow maintenance time for TOC or other routine maintenance if the aircraft is entering the period for a normal 15 hour postflight.

c. Advantages of the "Ten Day Cycle System":

- (1) It will provide better aircraft reliability to schedule and accomplish training missions.
- (2) It can be operated within a 40 hour work week.

WING REGULATION 66-1

Page 3

h. In order to preclude aborts due to DMIF of a crew member when a plane schedule to go is flyable, the procedure of having a "stand by" crew or crews, will be followed.

i. The weekly 60-9 schedule must be adhered to.

6. The Wing Control Room will be utilized in this program as a coordination center between squadron operations, maintenance control and wing operations. Squadron operations will confirm the weekly 60-9 schedule with the Wing Control Room by 1200 the day preceding the scheduled flights. Wing Control will then disseminate this information to maintenance control and wing operations. Squadron operations officers should assure themselves that maintenance control is aware of the following day's schedule and requirements in re-check of the 60-9 schedule, i.e., take off times, confirming name of Aircraft Commander or change, fuel loads, bomb and ammunition requirements. A control board will be maintained in the Wing Control Room which will record scheduled and actual take off and landing times and other information pertinent to the flights.

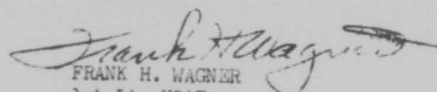
7. Photostatic copies of the Ten Day Cycle schedule will be distributed as soon as they become available.

8. REPORTS: At the close of each working day a written narrative will be submitted to the Wing Commander delineating the reasons for aborts or mission cancellations. Under the provisions of paragraph 7, AFR 174-1, this report is exempt from reports control procedures.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1st Lt, USAF
Adjutant


FRANK H. WAGNER
1st Lt, USAF
Adjutant

DISTRIBUTION:
"A"

WING REGULATION)
NUMBER 66-1A)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

15 April 1955

MAINTENANCE - ENGINEERING

Maintenance and Flying Schedule

310th Bombardment Wing Regulation 66-1, 7 April 1955, is changed as follows:

* * * * *

2. SCOPE: The provisions of this regulation are applicable to all personnel of this wing. In addition to the scheduled sorties of the 310th Air Refueling Squadron, the requirement for strip alert aircraft will be met with stand down aircraft.

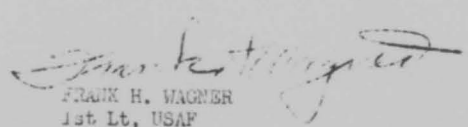
* * * * *

8. REPORTS: At the close of each working day, each Bombardment Squadron Commander will submit a brief written narrative to the Wing Commander delineating the sequence of events causing a mission cancellation or abort. This report will be discontinued 1 June 1955. Under the provisions of paragraph 7, AFR 174-1, this report is exempt from reports control procedures.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1st Lt, USAF
Adjutant


FRANK H. WAGNER
1st Lt, USAF
Adjutant

DISTRIBUTION: "A"

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 14, United States Air Force

1300 hours

5 April 1955

STAFF MEETING

Personnel Present

Wing Commander	Colonel Is Grady
Deputy Commander	Colonel Oyler
Executive Officer	Lt Col Griffin
Director of Material	Colonel Jones
Director of Operations	Colonel Parker
Wing Adjutant	Lt Wagner
Director of Personnel	Major Clark
Director of Comptroller	Major Lavigne
Chaplain	Captain Hickey
11040	Captain Fordy
11075	Lt May
11078	Major Russell
11079	Lt Col Jordan
11080	Major Hart
11081	Captain Nelson
11082	Lt Hughes
11083	Lt Col Hart
11084	Lt Col McClellan
11085	Lt Col Gill

NOTES

11040

Since Operation "Joint Endeavor" will begin sometime between 11 and 15 April, all 310th Bomb Wing personnel will be restricted to the base from 1300 hours, 10 April, until the conclusion of the operation. No doubt there will be attempted penetrations, therefore all security should be tightened.

A Unit Simulated Combat Mission is scheduled for 20-22 April 1955.

The 310th Adjutant is coordinating with the Air Base Group and Army units in regard to the Base Review scheduled for 15 April. Further information will be disseminated as it becomes available.

To clarify some misunderstandings, Saturday is not considered a flying day for the wing, however, as always, Saturday mornings will be utilized for wing formations, squadron functions, etc.

310X

Too many officers are spending too much time in the Officers Club during duty hours.

All briefing charts, etc., should be saved as they may be used in preparing the briefing for General Sutherland subsequent to 25 April.

Discipline up to this point has been good - let's keep it that way.

310003

On 4 April the 310th Bombardment Wing placed into effect the "Ten Day Cycle" system for scheduling maintenance and operational activities. It is important to remember that all aircraft delivered must be flown. Under the new system a crew will fly no more than twice a week, sometimes once a week. Stand-by crews will be available. Your assistance and cooperation is solicited.

310000

As a reminder, it is time to pay BCQ dues.

The Special Services Officer is arranging tours of England. It is suggested that all personnel, officers and airmen, take advantage of these.

Two staff visits will be made this month to the 310th Bomb Wing. On 28 and 29 April, 7th Air Division will be here to determine problem areas which hinder our accomplishments. The 802d Air Division Commander and twelve Air Division staff officers will be here 26 April to 9 May and will want a briefing on our accomplishments. Charts, etc., for the briefing will be required.

Action 310000. Suspense completion by 25 April.

3100M

The C-119 originally assigned this command has been reassigned.

SAC Organizational Supply Refresher Course classes will begin Wednesday 6 April at 1300 hours in Wing Headquarters.

310002

Operational summary from March 1955:

B-47 programmed 1550 hours, accomplished 1318 hours; 12% under.
KC-97 programmed 716 hours, flew 760 hours.

50-8 accomplishments for the first quarter:

177th Bomb Squadron - 71.35
 187th Bomb Squadron - 71.34
 181st Bomb Squadron - 56.78

Grand Total 70.76

Final figures on Air Refueling Squadron are not available.

On April 14th, 1971, a proposed C-47, 578 hours for 10-17a. This is based on the previous estimate on the Order 105-58.

Three-day flights leave every other Thursday. There is room for four officers and three sergeants on the next flight.

210100

C-47 flights to North Africa will depart on 25 April and return on 29 April. The aircraft from each squadron plus one F-4 will make the trip.

Starting 25 April, ten C-47 aircraft will go to the continent for one week to participate in a survival exercise. No Operations Order has been received as yet.

Mission accomplishment is not late, and not complete.

We are losing 50-5 training due to aircraft malfunctions. We should have the observers can operate the equipment properly and efficiently.

There will be a briefing at 1200 hours, 7 April, on "Bolt Action."

210200

During the next 10 days, at least 50%, preferably 50%, of our personnel in the 1st and 2nd squadrons. Crews can have their flying time in the next 10 days when we return to the 1st.

Staff officers are permitted to act as observer pilots.

210300

The new pay schedule will take effect 1 April. Payment under the new schedule will be made on 15 April. The Air Base Group Finance Officer has requested the services of six clerks to assist in the conversion. The services of six clerks were requested.

210400

All Red Cross contributions should be turned in.

210500

No doubt there will be attempted penetrations during the coming exercise, therefore security must be tightened.

The "Security Man of the Week" will be rewarded. If anyone catches a penetrator, he will be rewarded by a \$500 flight.

Adm. 11000

11000

On several occasions it has appeared that pilots are slipping in the code. This should not be done.

11001

All pilots should be advised that slipping is a dangerous practice and must be avoided.

BY ORDER OF THE COMMANDER

Frank H. Wagner
FRANK H. WAGNER
1st Lt, USAF
Adjutant

WING REGULATION)
NUMBER 66-11)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, New York

13 April 1955

MAINTENANCE - ENGINEERING

Aircraft Malfunction and Aborts

1. PURPOSE: To establish internal procedures governing reporting of aircraft malfunctions and aborts in accordance with SAC Regulation 66-11.
2. SCOPE: This regulation is applicable to all operations and maintenance personnel assigned this organization.
3. GENERAL: A vigorous program to cope with the problems of aircraft malfunctions and aborts has been established and an Aircraft Malfunction Abort Board appointed in accordance with SAC Regulation 66-11.
4. PROCEDURES AND RESPONSIBILITIES:
 - a. When a malfunction and/or abort is imminent, air or ground, the Wing Control Room will be notified immediately, either by the aircraft commander calling Granville control or by the Squadron Engineering Officer or his representative, calling the Wing Control Room by telephone.
 - b. Wing Control will, upon receipt of an air or ground malfunction and/or abort, notify Maintenance Control, Wing Operations, the squadron operations concerned, and the Deputy Wing Commander.
 - c. Upon receipt of notification by Wing Control of an aircraft malfunction or abort, Maintenance Control will notify the appropriate maintenance agency who will in turn dispatch specialists to the aircraft immediately to determine the malfunction. The Chief of Maintenance will be responsible for the internal details to place this procedure in effect.
 - d. Every effort will be made to immediately correct malfunctions which occur prior to take-off, where it appears an abort may occur.
 - e. "R" systems mechanic will be present at each airplane scheduled for a "R" mission during the aircraft preflight inspection in accordance with existing directives.
 - f. Particular emphasis is placed on the practice of meeting malfunctioning or aborting aircraft by individuals specified in paragraph 5a(1) and (2), SAC Regulation 66-11.

WING REGULATION 66-11

g. With reference to paragraph 5a(1) and (3), SAC Regulation 66-11, the squadron operations officer will be primarily responsible for the preparation and submission of SAC Forms 190.

h. The Wing Aircraft Malfunction and Abort Board will convene bi-monthly at 1300 hours three working days following the sixth and twentieth calendar days of the month.

5. REPORTS: The Aircraft Malfunction and Abort Board reports will be compiled and submitted by the recorder of the board in accordance with paragraph 6, SAC Regulation 66-11.

OFFICIAL:

FRANK H. WAGNER
1STLT, US F
Adjutant

Frank H. Wagner
FRANK H. WAGNER
1STLT, US F
Adjutant

DISTRIBUTION: "1"

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 154, United States Air Force

1300 Hours

12 April 1955

STAFF MEETING

Personnel Present

Wing Commander	Colonel de Hussey
Deputy Commander	Colonel Bywater
Wing Executive	Lt Col Richlin
Director of Materiel	Colonel Jones
Director of Operations	Colonel Tucker
Director of Personnel	Lt Turner
Director of Comptroller	Major Levagnino
Wing Adjutant	Lt Wagner
310DOP	Capt Ruten
310ASG	Major Hart
310TMS	Major Hamant
310PWS	Lt Col Jordan
310HS	Lt May
379BS	Major Frairle
380BS	Lt Col Call
381BS	Lt Col Fulmer
310ARS	Major Foucher
310SEC	Lt Hughes
310DMS	Lt Col Hart
310 Chaplain	Capt Mignery
Air Base Group Commander	Colonel Dacey

MINUTES

31000

An off-base incident has been reported concerning an 802d Air Base Group airman. He was apprehended on a possible rape charge (later information indicates the charge will be assault).

Re-emphasize the importance of reporting hot starts and compressor stalls. A recent Wing SOI has been disseminated requiring at any time a hot start occurs and the aircraft commander is not sure of the maximum temperature, he will write it up as 1000°. The same procedure will apply in the case of compressor stalls. Both of these occurrences will mean an engine change.

3101M

A good start was made on the Supply School. Ten officers completed the first class. The second class was discontinued prior to completion because of poor attendance.

2100Z

Reviewed the flying schedule and accommodations.

Briefing will be held after this staff meeting concerning the Wing recall procedures during alarms.

2100Z

Request for refueling aircraft be scheduled prior to 1500 hours daily.

2100Z

The handling of classified material in some squadrons has been extremely lax. Material is not being tagged and responsible officers are not obtaining signatures for the material as most must.

IN ORDER OF THE COMMANDER

Frank H. Wicker
FRANK H. WICKER
1st Lt, USAF
Adjutant

SUPPLY REFRESHER COURSE

DAAG 400 (67-30)

DAAG 400 (67-30)

Revised 1 April 1955
Capt. J. M. O. LAM
Min. Supply Officer

1430

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON #1

Time: 1 Hour

Title: Introduction of Organizational Supply

Introduction: The mission of the Air Force is protect our country from possible enemy air attack. The mission of SAC is to deliver an initial and devastating blow to the enemy which will destroy his war potential. Our mission in supply is to provide the right equipment, supplies and parts at the right time to the right place to enable our unit to perform its duty in this Air Force mission.

- I Specific Mission of a Unit Supply is to secure and maintain accountability for all items required for the performance of the mission of a unit.
- II What is Supply
 - a. Chart of Organization
 - b. Balance of Supply and Men
- III Mission of School
 - a. Scope
 - b. Introduction of Instruction
- IV Definitions
- V Summary
- VI Open Discussion
 - a. Supply Problem Areas

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 2

Time: 1 Hour

Reference: AFR 67-1, Vol IV and AFR 67-10

Title: Supply Responsibilities

Introduction: Each airman and Officer in the Air Force has a separate and individual responsibility for supplies in his unit. You, being in Organizational Supply have specific responsibilities in the securing and accounting for Unit Supplies.

I Responsibility for Securing Supplies

- a. Determining Allowances
- b. Overstocking
- c. Prompt Requisitioning
- d. Anticipating Requirements

II Responsibility for Accounting for Supplies

- a. Why accounting
- b. Responsibility toward your Commanders
- c. Proper and prompt inventories
- d. Accurate Records

III Three types of Responsibility of all Personnel

- a. Command
- b. Supervisors
- c. Custodial

IV Summary

- a. Individual Responsibility

V Open Discussion

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 3

Time: 1 Hour

Reference: AFM 67-1, Vol IV

Title: Methods of Relief from Responsibility

Introduction: Yesterday we learned of our responsibilities for all supplies. This next hour we shall instruct on the methods of relief from responsibility for property lost, damaged or destroyed.

I Methods of Relief

- a. Reports of Survey
- b. Statement of Charges
- c. Schedule of Collections
- d. Droppage Certificates
- e. Breakage Allowance

II Reports of Survey

- a. Explanation of a Survey
- b. How submitted
- c. Who may submit a Survey
- d. Information to be on a Survey
- e. Processing a Survey
- f. Board Action
- g. Approvals
- h. Limitations

III Statement of Charges

- a. How they differ from Survey
- b. Who may submit
- c. Limitations

IV Schedule of Collections

- a. For Officers
- b. Case Payment
- c. Completion of Forms
- d. Who may submit
- e. Limitations

V Droppage Allowance

- a. How computed
- b. Preparation of Certificate
- c. Pro-rating allowance

VI Breakage

- a. Units Applicable
- b. Preparation of Certificate
- c. Limitations

VII Summary

- a. Methods of Relief

VIII Discussion

8020 AIR DIVISION UNIT SUPPLY COURSE

LESSON # 4

Time: 1 Hour

Reference: AFM 67-1, Vol IV, SAC REG 400-8 and AFR 67-13

Title: Determining Authorized Allowances

Introduction: The first and most important task of the Unit Supply is to correctly determine all the property that is going to be required and authorized to a unit for the performance of the mission.

I. Balance of Supply

- a. Use chart to explain balance
- b. General Orders
- c. Table of Organization

II. MAIL

- a. INVT-MAT
- b. INVT/A-FCI's

III. Special Authorization

- a. Paragraph 5, AFM 67-1

IV. Method of Requesting Changes

- a. AFR 67-13
- b. SAC REG 400-8

V. Summary

- a. Balance of Supply
- b. General Orders
- c. T/O
- d. Special Authorization

VI. Discussion- Make sample T/O and determine property authorized.

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 5

Time: 1 Hour

Reference: AFM 60-1, Vol IV, Section 4

Title: Securing Supplies Authorized and Required by Units

Introduction: How do we acquire supplies and equipment which is required and authorized to our unit?

- I Supply to a New or Reorganized Unit
 - a. AFR 67-36:
- II Supply to an Active Unit
- III Authorization to Receipt for Supplies
 - a. AF Form 93
 - b. Limitations
 - c. Responsibility of Organization Commander and Unit Supply Officer
- IV Preparation of AF 446
 - a. Use hand Cuts of Form
 - b. Explain each column
 - c. Special Issue of Authorized Equipment
- V Expendable Supplies
 - a. Local Purchase Store Expendables
 - b. Bench Stocks
- VI Summarize
 - a. Active Unit and New Unit
 - b. Issue Slips
 - c. Authorization to Sign
 - d. Expendables

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 6 (PART I)

Time: 30 minutes

Reference: AFM 67-1, Vol IV, Section 5

Title: Turn-in of Organization Property

Introduction: Of equal importance to the securing of supplies is the prompt turn-in or disposition of excesses and unserviceable items.

I Why items should be turned in

- a. Serviceable excess
- b. Return of reparable
 - (1) Reasons for expeditious action
- c. Return of condemned items
 - (1) Replacement

II Preparation of T/I

- a. Use Hand Out of 447

III Responsibility of Supply Officer for cleaning and packing

- a. Organizational maintenance
- b. Packing for protection of items

IV Inspection and Tagging

- a. Serviceable
- b. Reparable
- c. Condemned
- d. T.O.C.

V Summary

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 6 (PART II)

Time: 30 minutes

Reference: AFM 67-1, Vol IV

Title: Issue of Property to Unit Personnel

Introduction: The most common mistake causing responsible people to be held pecuniary liable is the improper issue of supplies from the Unit Supply.

I Use of Custody Receipts

- a. Use Hand Out.
- b. Forms authorized
- c. Supplement I and II items
- d. Distribution and posting to 1120's

II Tool Crib Operation

- a. Authorized types of receipts
- b. Time Limitations
- c. Controls established

III AF 538's

- a. Use of 538
- b. Limitations
- c. Use Hand Outs

IV Summary

- a. Use of Custody Receipts
- b. Tool Crib
- c. AF 538's

V Discussion

- a. Questions
 - (1) Are Supplement I items ever put on Hand Receipt?
 - (2) Who may authorize the loan of equipment for personal use?
 - (3) Name two types of Tool Crib Receipts authorized?
 - (4) Are items issued on AF 538 ever transferred with the individual?
 - (5) Are Hand Receipts ever posted to AF 1120's?

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 7

Time: 1 Hour

Reference: AFM 67-1, Vol IV, Section 7

Title: Maintenance of Property Records.

Introduction: The second most important function of a Unit Supply is the maintenance of accurate records. This is the only means of protection the Unit Commander and the Unit Supply Officer has in the accounting for Squadron Property. Inaccurate records are the same as no records at all.

I Importance of Records

- a. Inventories
- b. Custody Receipts
- c. Document Files

II Responsibilities

- a. Reference paragraph 2 a, Section 7

III Definitions

- a. Use Section 7, Paragraph 3
- b. AFR 67-83

IV Files to be Maintained

- a. Document Files
 - (1) UME
 - (2) USE
- b. Checking of Documents
- c. Custody Receipt File
- d. Building Files

V Summary

- a. Importance of Accurate Files
- b. Definitions
- c. Files Required

VI Discussion

- a. Questions
 - (1) What is a completed Document File?
 - (2) How are custody receipts filed?
 - (3) What is a building file?
 - (4) Why are inventories posted to cards?
 - (5) What is UME?

8029 AIR DIVISION UNIT SUPPLY COURSE

LESSON # 8 (PART I)

Time: 30 Minutes

Reference: AFM 67-1, Vol IV, Section 7

Title: Maintenance of AF Forms 115A and 1120

Introduction: The entire record of accountability for all organizational property is maintained on two forms. These are AF Form 115A, Control Register, and AF Form 1120, Unit Property Record.

I Control Register

- a. Use Hand Outs
 - (1) Go over 1 post or more in class
- b. Transactions to be posted
- c. Relation to files maintained
- d. Accounting for documents

II Unit Property Record

- a. Explanation of what card is used for
- b. Use form Hand Outs
 - (1) Fill in by entire class each posting
 - (2) Cross Checks
- c. How forms are filed
 - (1) USE
 - (2) USE
 - (3) Retired files
 - (4) Numbering

III Summary

- a. AF Form 115A
- b. AF Form 1120

IV Discussion

- a. Questions
 - (1) Explain use of Control Register
 - (2) How are cancelled documents filed
 - (3) Name the parts of a Control Register
 - (4) Are Hand Receipts assigned Control Numbers
 - (5) What is the abbreviation "T/S"?
 - (6) How are AF 1120's for USE filed?
 - (7) Post a Back Order Release to the 1120?
 - (8) Post a Back Order Release to the Control Register
 - (9) Post an inventory to the AF 1120
 - (10) Post a change in Authorization to the AF 1120

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 8 (PART II)

Time: 30 Minutes

Reference: AFM 67-1, Vol IV, Section 7

Title: Inventories

Introduction: What is an inventory? Why do we have them? What purpose do they serve? Have you ever stopped and evaluated these questions? Actually an inventory is merely a **verification of records.**

I Why are inventories necessary

- a. Locate property
- b. Adjust records

II When should they be conducted

- a. Annually
- b. Change of Supply Officers
- c. Know discrepancies exist
- d. As directed by higher headquarters
- e. Spot inventories

III How should inventories be conducted

- a. Hand Receipts
- b. Physical location
- c. Spot Inventories

IV Summary

- a. Why
- b. When
- c. How

V Discussion - Questions

- a. Define Inventories
- b. Is the inventory from Hand Receipts OK? If not why?
- c. How are inventories posted to cards
- d. Should inventories be posted as to location in each section or balance on hand only?

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 9

Time: 1 Hour

Reference: AFM 67-1, Vol I; AFR 5-4; SAC REG 5-4; TO OO-5-1 & 2;
15AFM 5-1

Title: Publications

Introduction: Just as laws govern our civilian life, publications govern all military actions. We have two basic types of publications, Administrative and Technical

I Publications

- a. Administrative
 - (1) Comparable to laws and ordinances
- b. Technical
 - (1) Comparable to Hand Books and Instruction Manuals

II Who is responsible to obtain publications

- a. Administrative
- b. Technical

III How Obtained

- a. AF Form 91
- b. AF PRT's for Technical Publications
- c. ECL's
- d. When

IV Regulations governing files and maintenance of files

- a. Administrative 15 FM 5-1
- b. Technical Publications OO-5-1, OO-5-2, SAC REG 5-4

V Summary

- a. Types of Publications
- b. How obtained
- c. Regulations governing

VI Discussion - Questions

- a. Who is Base Administrative Publications Control Officer?
- b. Who monitors distribution of AMGP Technical Publications
- c. What is difference in two types of publications
- d. What is AF 91?
- e. What is ECL OO-10-1?
- f. How are UMCS's ordered?

802D AIR DIVISION UNIT SUPPLY SOURCE

LESSON # 10

Time: 1 Hour

Reference: SAC REG 400-1A

Title: SAC Mobility Plans

I General

- a. SAC's Mission in Event of Global Conflict
 - (1) Message from JCS to SAC

II Purpose

- a. To explain the SAC Mobility Plan
- b. To indicate Requirements at forward operating and/or Staging Bases
- c. Logistic Support of SAC Units at Forward bases.

III Problem

- a. War Mission
- b. Initial Strikes
- c. Targets
- d. Movement
 - (1) Time and distance factor

IV Mobility Plan

- a. Overcoming the problem
 - (1) Sustained operations
 - (2) Emergency operations
- b. Usage of Prepared Forward Bases
 - (1) Operating use
 - (2) Staging use
 - (3) Transit use
 - (4) Emergency use
- c. Unit Mobility
 - (1) Full deployment
 - (a) Concept
 - (b) Air Echelon
 - (c) Surface Echelon
 - (2) Staging Teams
 - (a) Priority

802D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 11

Time: 1 Hour

Reference: APM 67-1, Vol IV, Section 8

Title: Storage in the Unit Supply

Introduction: The most common concept of the Unit Supply Officer is that he has too few items in his Unit Supply to apply warehousing principles therefore no warehousing principles are practiced.

I What is warehousing

- a. Definitions
 - (1) Warehouse
 - (2) Stock Room
 - (3) Bin Row - Dry
 - (4) Bin
 - (5) Pallet
- b. Definition of a warehouse

II Why do we have warehousing

- a. Standardize procedures
- b. Simplify inventories and accounting
- c. Expedite issue
- d. Protection of articles
- e. Neatness
- f. Separate property

III Typical Squadron Supply Layout

- a. 3 Stock Rooms
 - (1) Gun Room
 - (2) UME Stock Room
 - (3) USE Stock Room

IV Summary

- a. What is warehousing
- b. Why do we have it
- c. How?

V Discussion - Questions

- a. Name at least 3 reasons for warehousing
- b. What is a stock room?
- c. How are location symbols read.
- d. Does Unit warehousing differ from Base Supply warehousing? How?

6020 AIR DEFENSE UNIT SUPPLY CENTER

LESSON # 12

TIME: 1 Hour

Reference: SAC Regulation 67-26

TITLE: Operation of Local Purchase Stores

Introduction: What is the purpose of Local Purchase Stores?

- I. Establishment of Store
 - a. Time & money saving operation
 - b. Initial Stock
 - c. Responsibility of Base Supply Officer
 - d. Divided into sections according to AF Stock Catalogs.
- II. Operation and Issue Procedures
 - a. Criteria for Successful Operations
 - b. Stock Levels
 - c. Issue Procedures
 - (1) No special form required
 - (2) Issues are made on AF Form 610, Cash Sales Slip
 - d. Squadron Com and/or Unit Supply Officer Responsibility
 - (1) Receiving Requirement
 - (2) Control of Expenditures
- III. Summary
 - a. Establishment of Store
 - b. Operation and Issue Procedures
- IV. Discussion

605B AIR DIVISION UNIT SUPPLY COURSE

LESSON # 13

Time 1 hour

Reference: SAC Manual 65-2

Title: Supply Support of Specialized Aircraft Maintenance

Introduction: Procedures established by the reference manual are designed to reduce supply functions of operating maintenance activities to those minimums necessary for stock control and conservation of critical materials.

- I. Three Channel Supply Service
 - a. Dock, shop, and flight line stocks
 - b. Pre-issue items
 - c. Expediting service

- II. Service Unit
 - a. Classes of Supply
 - b. Communications
 - c. Transportation

- III. Supply Discipline
 - a. Non-recoverable property
 - b. Recoverable property
 - (1) Pre-issue
 - (2) One for one exchange
 - c. Debit and credit hand receipts (SAC Form 223)

- IV. Pre-Issue Procedures
 - a. Reason
 - b. Establishment of levels
 - (1) Percentage authorization
 - (2) Ease of repair and build up
 - (3) 5 per week exchange
 - (4) Joint shops
 - c. Publication of Master Lists
 - d. Responsibility of control
 - e. Stock balance reporting
 - f. Pre-issue not delivered to aircraft
 - g. TDY requirements

- V. Dock, Shop and Flight Line Stocks
 - a. Definition
 - (1) Flight line stock
 - (2) Dock stock
 - (3) Shop (bench) stock
 - b. Purpose
 - c. Master lists
 - d. Weekly replenishment
 - e. Revisions
 - f. TDY requirements

402D AIR DIVISION UNIT SUPPLY COURSE

LESSON # 14

Time: 1 Hour

REFERENCE: SAC Manual 65-2

Introduction: Consumption data is the most important factor governing supply of aircraft parts

I. Repairable Processing and Bench Check Procedures

- a. Bench check procedure
 - (1) Repair and return
 - (2) Exchange for pre-issue
 - (3) Return to aircraft
- b. Repair of pre-issue
- c. Repair of property returned to base supply
- d. TOC inspection of material in base stocks

II. Operation of the Expediter Delivery System

- a. Requesting Supplies (SAC Form 224, Parts Request Register)
 - (1) Maintenance Priority
 - 1A Mission scheduled combat aircraft requiring maintenance
 - 1 Flight line aircraft; transient aircraft
 - 2 Dock aircraft; aircraft repairable property require to clear TOCP; administrative aircraft
 - 3 Routine aircraft repairable property
 - 4 Fabrication and repair of items not required for immediate use in aircraft maintenance; and of nonaeronautical items
- b. Supply controller
- c. Research personnel
- d. Issue personnel
- e. Delivery personnel

III. Duties of Maintenance Control Supply Officer

- a. Monitors supply situation pertaining to specialized a/c maintenance
- b. Publishes dock, shop and flight line stock
- c. Monitors pre-issue items
- d. Monitors cannibalization of aircraft
- e. Verifies supply priority of not-in-stock items
 - (1) TOCP, Anti-TOCP
 - (2) ANPP-OPR
 - (3) Routine
 - (4) Work stoppage

IV. Technical Order Compliance Kits

- a. TOC kits for aircraft
- b. TOC kits for motorized and handling equipment
- c. Action of aircraft service unit
- d. accomplishment of TOC

V. SUMMARY

- a. Consumption
- b. Three channel supply service
- c. Service unit
- d. Supply discipline
- e. Pre-issue procedures

- f. Dock, shop, flight line stocks
- g. Repairable processing and bench check procedures
- h. Operation of the expediter delivery system
- i. Duties of Maint Control Supply Of
4. TOC Kits

802D AIR DIVISION SUPPLY REFRESHER COURSE

LESSON # 15

TIME: 30 Minutes

REFERENCE: AFM 67-1 Vol IV, SAC Manual 65-1, SAC Regulation 65-4:

TITLE: Flyaway Kit: Definition and Usage

Introduction: A FAK is a 30 day stock of necessary aircraft parts designed to support ONE SQUADRON of aircraft during combat operations for 30 days.

I. Who is Responsible for FAK?

- a. Base Supply Officer
- b. Wing Materiel Officer is responsible to affect necessary changes to Kit to support assigned aircraft.

II. Basic Authorization Document

- a. SAC Form 65 series for B-47-65H.
- b. Changes made to 65-H are the same as to a Unit WAI, IAW SAC Reg 400-7.

III. Authorized Usage

- a. FAK items can be used only upon approval of SAC Headquarters.
- b. When on Rotational TDY, FAK's are used as basic support of aircraft to determine their capability to support the Wing.

COPY

COMBOMWG 310 UPPER HEYFORD ENG

UNCLASSIFIED

ROUTINE

ROUTINE

COMDRAP 15 MARCH AFB CALIF

X

X

COMDRADIV 802 SMOCKY HILL AFB KANS
COMALHDIV 7 30 HUSILIP ENG

/UNCLASSIFIED/310A&E_____. DURING A SIX WK PD, THERE HAVE BEEN SEVEN HF (188-4) ANTENNA BREAKAGES. UR ACTION HAS BEEN DELAYED BECAUSE THE EXACT CAUSE OF BREAKAGE HAS NOT BEEN DETERMINED. THE BREAKAGE MAY HAVE BEEN DUE TO A MAINT MALFUNCTION OR IMPROPER TENSION, BUT IT MAY ALSO HAVE BEEN DUE TO MAT FAILURE. THIS COND BEARS INVESTIGATION IN OTHER WGS TO DETERMINE THE FOLLOWING: A. CAUSE OF ANTENNA BREAKAGE. B. IF BREAKAGE IS EXCESSIVE. C. IF WS-5U OR US-25U WIRE IS SUP TO WITHSTAND THE VARIOUS FORCES EXERTED BY A B-47 ACFT IN FLT. D. IF ANTENNA INSTALLATION IS ADEQUATE.

UNCLASSIFIED

1 1

ALLEN C. HART, MAJOR, USAF

310A&E - 10 APR 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force

20 April 1955

MEMORANDUM FOR: COL de RUSSY

SUBJECT: Bench Stocks and Flyaway Kit

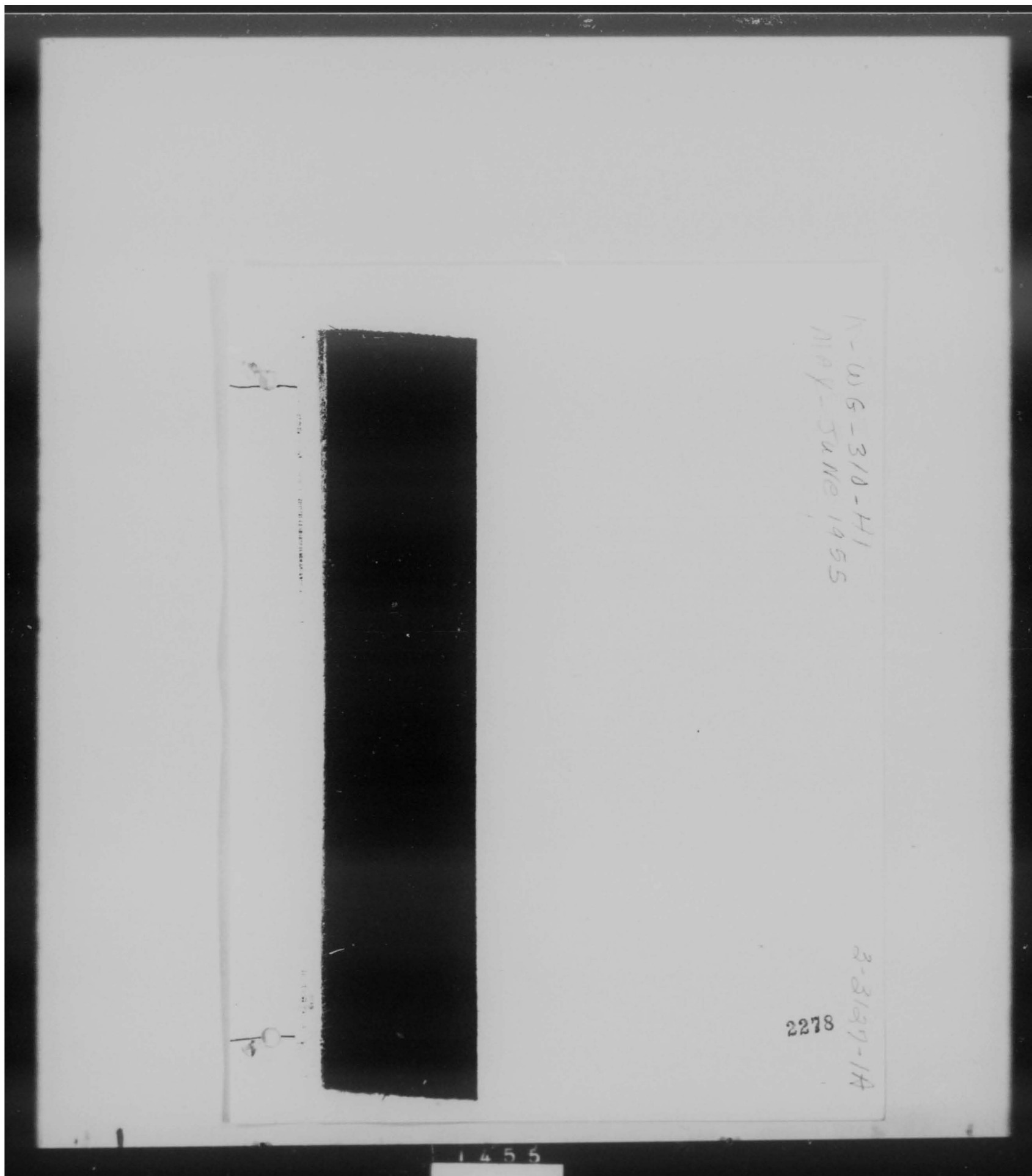
1. A fifteen day level of bench stock items was deployed by all squadrons where-ever base supply levels permitted. One exception to this occurred in the instrument shop of the Field Maintenance Squadron. Since this was a joint shop and items for bench stock were in short supply the limited quantity on hand was left for the wing remaining at home. In numerous cases where only one of an item was authorized for bench stock in a joint shop it was left at the home station in compliance with verbal instructions from 802d Air Division. Certain items such as bar stock for the machine shop, paint and dope, sheet metal and tire shop inflammable items were left behind by choice. Though we deployed with numerous items on back order from Base Supply we have encountered none of the serious supply problems to date.

2. Action has been directed to complete the screening of our flyaway kits for applicability of items. Tho this is a base function and we provided technical assistance at Smoky to the flyaway kit section for this screening it was not entirely accomplished. Since we are the recipient for the items in the kit I feel we must do everything within reason to insure its effectiveness.

/s/t/HARRY H. JONES
Colonel, USAF
Director of Materiel

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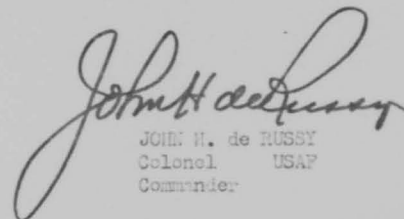
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HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

MAY and JUNE 1955/UNCLASSIFIED/

802D AIR DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND

This document is classified
SECRET in accordance with
AFR 205-1, par 23B(4).


JOHN H. de RUSSY
Colonel USAF
Commander

Monitored by Major William H. Crawford, Wing Inspector.

Prepared by S/Sgt. Donnie L. Kestler, Wing Historian.

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1

CHRONOLOGY

2 May 1955

Brigadier General Thomas G. Musgrave Jr. arrives Upper Heyford in preparation for the visit by General Nathan F. Twining, Air Force Chief-of-Staff. General Musgrave, Seventh Air Division Commander, was greeted by Brigadier General John R. Sutherland, 802d Air Division Commander, on tour of his overseas units.

3 May 1955

General Twining visits Upper Heyford and the 310th Bomb Wing and was briefed by 310th staff personnel on operation "BELT BUCKLE."

4 May 1955

KC-97 and entire crew perish in major aircraft accident approximately 90 miles off the coast of Iceland.

6 May 1955

Combined Wing and Air Base Group parade held in honor of visiting General John R. Sutherland.

9 May 1955

General Sutherland departs Upper Heyford for Smoky Hill Air Force Base.

11 May 1955

Memorial services held for the crew lost in North Atlantic on 4 May.

18 May 1955

General McAuliffe visits Upper Heyford and the 310th Bomb Wing for briefing on operation "BELT BUCKLE."

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19 May 1955	RAF officers visit Upper Heyford for indoctrination on SAC.
21 May 1955	Armed Forces Day celebration and parade.
25 May 1955	ADVON departs UK for return to Smoky Hill.
6 June 1955	First tactical aircraft departs the UK for Smoky Hill. All 15 B-47's and nine KC-97's leave on schedule.
7 June 1955	Second increment of tactical aircraft depart Upper Heyford.
8 June 1955	Last tactical aircraft depart Upper Heyford. The entire move completed without an air or ground abort. All aircraft departed on time, refueled on time and arrive Smoky Hill at designated time.
15 June 1955	Air Force wide test evacuation.
23 June 1955	Colonel de Russy and family departs Smoky Hill for visit to Hawaii.
27 June 1955	Colonel Bellmore Wood announced as Deputy Commander. Colonel Wood assumes command of wing during Colonel de Russy's absence.

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GLOSSARY OF IRREGULAR ABBREVIATIONS

SAC	Strategic Air Command
RAF	Royal Air Force
ZI	Zone of Interior
UK	United Kingdom
OJT	On-the-job-training
TDY	Temporary Duty
IRS	In Required Speciality
RES	Radar Bomb Scoring
EMF	Emergency War Plan
MTD	Mobile Training Detachment
TO	Technical Order
UR	Unsatisfactory Report
AOCF	Aircraft Out of Commission - Parts
NCO	Non-Commissioned Officer

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4

CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing, Medium, remained unchanged during the two month period - May and June 1955 - as set forth in Fifteenth Air Force Regulation 20-14, 30 April 1954.^{1/}

May and June 1955 will long be remembered by members of the 310th Bombardment Wing. During this period the wing completed training on its first overseas mobility and on 6 June initiated redeployment action to bring the 310th back home to Smoky Hill Air Force Base, Salina, Kansas.

The latter operation was one of the most successful redeployment moves ever accomplished by a SAC B-47 wing. During the operation all 45 B-47 type aircraft and 19 KC-97 refuelers departed on schedule,^{2/} were refueled on schedule and landed at Smoky Hill at the exact time prescribed by 310th Operations Order 83-55, "TAXI DRIVER".^{3/}

The efficient and expeditious movement of the wing from RAF stations Upper Heyford and Brize Norton prompted the Commander,

^{1/} Fifteenth Air Force Regulation 20-14, 30 Apr 54.

^{2/} TXX, 45th ADiv, 4658, 8 Jun 55. Exh 1

^{3/} 310th Bomb Wing Ops Order 83-55, "TAXI DRIVER," 26 May 55. Exh 2

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Fifteenth Air Force, Major General Walter C. Sweeney, to dispatch a congratulatory message to Colonel de Russy, the officers and airmen of the 310th Bombardment Wing. ^{4/}

"/Unclassified/ C 82. For de Russy from Sweeney. I have just been briefed by my staff on the redeployment of the 310th Bomb Wing. This mission was executed in a highly professional manner and every flight went according to schedule. This is a mission that you, your staff and your crews can be very proud of. Please accept and forward my congratulations for a job well done."

Upon receipt of this message Colonel de Russy stated that, "On the occasion of our deployment to the United Kingdom, Major Walter C. Sweeney, Jr. sent us a congratulatory message. During our deployment, the Commander, Fifth Air Division, commended us upon the manner in which this command exercised his North African facilities. ^{5/}

These three commendatory messages indicate to me the high quality of professional skill shown by the personnel of this command. I am proud to be your commander and proud of the professional capability we have developed, as one of the youngest combat ready wings in the Strategic Air Command.

Please extend my appreciation to every member of your command for their professional competence as shown during our rotational deployment and as recognized by the Fifteenth Air Force Commander in the foregoing message. It is an honor to be the commander of such

^{4/} Ltr, Hq 310th BW, "Letter of Appreciation," 15 Jun 55. Exh 3

^{5/} TTX, Hq 5th ADiv, CS5-6813-55C, 25 May 55. Exh 4

dedicated men as comprise the 310th Bombardment Wing, Medium."

While training operations were surpassing the fondest dreams of 310th officials, a note of tragedy was recorded on 4 May 1955 when B-97 number 53-110 broke off from a refueling formation approximately 90 miles from Keflevik, Iceland, and plunged into the sea. Last word from the stricken aircraft which included First Lieutenant Billy N. Baker, aircraft commander; Second Lieutenant Hugh L. Crowther, co pilot; Second Lieutenant Harold Everly, navigator; Technical Sergeant Robert C. Merriman, flight engineer; Airman First Class Marvin R. DeVries, boom operator, Airman First Class Joseph Lee Pridegeon, boom operator; Airman Second Class Virgil Bryant, crew chief; Airman Second Class Roger Johann, assistant crew chief and Airman Second Class Courtney R. Taulbee, radio operator was "we're leaving the formation." The loss of this aircraft and crew was a terrible shock to the Air Refueling Squadron and the entire 310th Bombardment Wing.

Immediate search action was initiated in the area where the stricken aircraft was last seen. After many hours of searching by Air Rescue Service aircraft an oil slick and wreckage was spotted at the approximate area where the aircraft was supposed to have crashed.

Memorial services were held at the Brize Norton chapel. In attendance were Colonels John H. de Russey, Murray A. Bywater and Robert E. Thacker. Various other officers and airmen attended the

last rites for this outstanding crew. ^{6/}

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during May and June 1955. There were no numerical changes in the number of assigned or attached squadrons within the wing and none anticipated. On 30 June 1955 the wing had assigned the Command and Adjutant sections and the Directorates of Operations, Materiel, Personnel and Comptroller. Other units assigned included the 379th, 380th and 381st Bombardment Squadrons, 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. During this period 802d Air Base Group personnel were attached to the 310th Wing for various support purposes. Upon return to Smoky Hill all 802d personnel were returned to their respective organizations. Other 310th personnel assigned to the Tactical Hospital returned and were immediately picked up by their unit which remained behind at Smoky Hill during the period of mobility. ^{7/}

Early in June an official announcement was released to the effect that Smoky Hill Air Force Base, its assigned units and personnel, would on 1 July 1955 be assigned to Eighth Air Force after more than three years under the command of Fifteenth Air Force. Rumors had been widely

^{6/} Memorial Service Program. Exh 5

^{7/} 310th Bomb Wing Historical Report, Apr 55.

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circulated on this subject before official announcement had been released.

ADMINISTRATION:

Administrative activity throughout the wing reflected a definite decrease during the last two weeks in May and the first week in June. The wings redeployment was the primary reason for this decrease. However, as soon as the redeployment was effected, the administrative work load once again became very heavy.

During the early part of May an inquiry from the Director of Comptroller was tendered the Wing Adjutant concerning control of correspondence in the 310th Bombardment Wing. In his reply the Adjutant stated that there was a definite commitment for a firm control of correspondence within the wing to insure expeditious handling and the meeting of suspense dates. In order to resolve this need a fan-fold system was inaugurated for control of correspondence within the wing, establishing a seven day suspense for routine correspondence and a three day suspense on messages. Subsequently, a 24 hour suspense was established for messages. In the event that more than 48 hours were required for research, a message would be dispatched to the originating agency advising them of the status of the reply and when the information would be forthcoming. ^{8/}

Just prior to the time when material for redeployment was to be

^{8/} R & R, 310AG, "Control of Correspondence," 4 May 55. Exh 6

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packed the Wing Logistics Office published detailed instructions on the handling and safeguarding of classified material during the redeployment period. Under the provisions of this directive the unit commanders and their appointed couriers and the aircraft commanders were made responsible for all classified matter shipped back to the ZI. Numerous stipulations were made concerning the safeguarding of this material, the most important being that all TOP SECRET would be packaged and handled separately. ^{9/}

A message was received from Fifteenth Air Force concerning minor discrepancies on administrative material being received in that headquarters. The most glaring error being the lack of proper dates on correspondence. Immediately upon receipt of this message the Assistant Wing Adjutant issued instructions to all wing agencies preparing off base correspondence in order to cut down the number of discrepancies. ^{10/}

The major problem in the administrative field continued to be a lack of trained clerical personnel. All sections have been hampered by the low experience level of newly assigned personnel and with numerous clerks being separated within the next six months, the problem is expected to become even more severe. Overall, the administrative phase of the operation during the two month period reflected very little other than normal routine activity.

^{9/} R & R, 310DM, "Handling and Safeguarding Classified Material," 19 May 55. Exh 7

^{10/} Hq. 310th Bomb Wing, Memo For: All Sections, "Off Base Correspondence," 10 Jun 55. Exh 8

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SPECIAL EVENTS:

The special events calendar reflected a bustle of activity during the first few days in May. On 2 May 1955 Brigadier General Thomas C. Musgrave Jr., Seventh Air Division Commander, arrived at Upper Heyford ^{11/} in preparation for the arrival of General Nathan F. Twining, Air Force Chief-of-Staff. On hand to greet the local Division Commander was Brigadier General John R. Sutherland, 802d Air Division Commander on an inspection tour of the 310th Wing, and Colonel John H. de Russy, 310th Commander.

The next day General Twining arrived aboard his personal C-54 amid the flourish and color of an Air Police color guard and an Air Force Band. ^{12/} After a short inspection of the flight line facilities the General and his staff along with General Musgrave, General Sutherland, Colonel de Russy and Colonel Dacey, were briefed by 310th staff officers on the wing's highly successful mission, operation "BELT BUCKLE." Following the briefing a luncheon was held at which time General Twining "got acquainted" with staff personnel of the wing.

On 6 May 1955 a combined Wing and Air Base Group review was held in honor of visiting General John R. Sutherland of the 802d Air Division who was on an inspection tour of his overseas unit. ^{13/} All squadrons of the wing and base, including U. S. Army personnel, participated with music being furnished by the local Army band. Others

^{11/} Photos of General Musgrave's arrival. Exh 9

^{12/} Series of Photos on General Twining's visit to Upper Heyford. Exh 10

^{13/} Series of Photos on Combined Review. Exh 11

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in the reviewing party included Colonel Robert E. Thacker, Director of Operations; Colonel Timothy D. Dacey Jr., 3918th Air Base Group Commander; Colonel Murray A. Bywater, 310th Deputy Commander and Colonel Harry H. Jones, Director of Materiel.

Later in May the Wing and Air Base Group had the extreme pleasure of entertaining a group of Royal Air Force officers from a nearby RAF Staff College. The primary purpose of the visit was to acquaint British personnel with the procedures and practices of Strategic Air Command. Opening address was made by Colonel John H. de Russy on the tactical organization and the mission of the 310th Bombardment Wing. ^{14/} A booklet was furnished each visiting officer explaining the base, its function, facts about B-47 tactical units and other vital information. ^{15/}

During the latter part of May and the first few days in June a flurry of packing activity was noted in preparation for the move to the ZI. At last the big day arrived and on 6 June 1955 the first of three increments of tactical aircraft departed Upper Heyford and Brize Norton Air Force Bases for the ZI and Smoky Hill. Elaborate preparations had been completed for notification of dependents in the Salina area. Each wife living in the Salina area was notified by Dependents Assistance as to when her husband would land at the base. When the first aircraft -commanded by Colonel John H de Russy- touched

^{14/} Schedule of Events for RAF Staff College Officers, 19 May 55.
Exh 12

^{15/} Welcome Booklet for RAF Officers. Exh 13

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down on the Smoky Hill runway numerous wives, children and base officials were on hand to greet the returning warriors. ^{16/}

The move continued with aircraft landing at Smoky Hill almost daily until the final plane had touched down. An interesting sidelight was noted in the Salina area where a big sign in the window of a Laundromat wished the 40th Bomb Wing good luck -it replaced the 310th in England- and welcomed home all of the 310th personnel. ^{17/}

At the Staff Meeting of 21 June the Commander clarified the wing's position on the five day work week. He indicated that the tactical squadrons were on a five day flying schedule and a five day maintenance plan so long as the wing could keep the aircraft flying. It was directed that each office be manned by at least one person each Saturday morning with the remainder of the office free. ^{18/} This was a welcome announcement to the members of the wing especially since they had worked so hard overseas to make the deployment a success.

Information was finally received during June 1955, after more than three years of waiting, on past decorations, honors and histories of the wartime 310th unit. ^{19/} Action was initiated almost immediately after the wing was reactivated in March 1954. Numerous correspondence shuttled between this and higher headquarters with the issue remaining

^{16/} Series of Photos of Wing's return to Smoky Hill. Exh 14

^{17/} Photo of Window Sign. Exh 15

^{18/} 310th Bomb Wing Staff Meeting Minutes, 21 Jul 55.

^{19/} Ltr, Air University, "Transmittal of Information," Jun 55. Exh 16

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in doubt until January of this year when SAC General Order one restored order to the prevailing confusion and gave all awards and decorations, battle stars and battle honors won by the 310th Bombardment Group, light, to the present 310th Bombardment Wing, medium.

A big job was completed by the acting Wing Executive Officer during June when the M-27, Final Mission Report, was completed and dispatched to higher headquarters. Submission of this report officially marked the close of the wings highly successful TDY to the UK.

On 23 June Colonel de Russey, his wife and children, departed Smoky Hill for a 21 day leave during which time he planned to visit his home in Hawaii. During his absence Colonel Delmore Wood, newly assigned Deputy Commander, took over the duties of Wing Commander.

INSPECTOR:

During the period of deployment and the few weeks immediately following, the Inspection Office was not in existence. Major William A. Crawford, 310th Inspector, was assigned as Rear Echelon Commander while the wing was on deployment in the UK. However, by the end of June the Inspection shop was back in operation and ready for business. ^{20/}

COMPTROLLER:

Most activities in the Comptroller section were of a routine nature. During May this section prepared a list for the 802d

20/ Interview by 310th Historian with Major Crawford.

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Comptroller Office on the critical problems affecting the mission of the 310th Bombardment Wing. They included a study on personnel, materiel and operations.

Due to the proposed changeover of Air Force Headquarters, a disposition form was sent to all staff sections and applicable squadrons informing them of the cut-off date for submission of MCS reports to Fifteenth Air Force. 21/

21/ 310th Directorate of Comptroller Historical Report, Jun 55.

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CHAPTER II

PERSONNEL

The greatest problem affecting the field of personnel continued to be shortages of high skill levels and overmanning in the lower skill levels. There continued to be a wide discrepancy between effective and total manning created by the large number of three level airmen assigned against five and seven level authorizations. Projected losses of skilled personnel to discharges and early outs for school was another personnel problem reaching alarming proportions. The 310th Headquarters Squadron Section is a good example of what can be expected in the near future as far as releases from service are concerned. By the end of November 1955 approximately 50 per cent of this squadron will be discharged from service. The total number reenlisting will be problematical since few personnel in the unit have indicated they plan to reenlist here at Smoky Hill. This is just one example of a serious problem that will become more acute with each passing day. ^{1/}

In spite of an extremely aggressive OJT program that was initiated while the wing was on TDY, the continued loss of skilled personnel to discharge or reassignment and the continued input of unskilled people precluded improvement of the serious 310th personnel problem during the months of May and June.

^{1/} 310th Directorate of Personnel Historical Report, Jun 55.

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On the bright side of the personnel picture was the increased efficiency and workability of the OJT training program established by the Wing Commander. While discharges and reassignments have stayed ahead of the newly trained personnel being turned out by the OJT program, on-the-job training continued to fill some of the more serious gaps and establish in some measure a foundation for the future 310th Bombardment Wing personnel structure.

The air abort rate, a problem seemingly far removed from personnel, reflected a sharp increase during the month. This due in part to a split in the Armament and Electronics capability between the UK and North African staging areas, however, the primary reason was the overall shortage of personnel in this highly critical field. With the acquisition of additional personnel to this field an increase in flying efficiency can be expected. ^{2/}

COMMAND:

Several changes were noted in the command section during May and June 1955. Upon return to the ZI Colonel de Russy and his family departed Smoky Hill for a three week leave to his home in Hawaii. During the first few days of Colonel de Russy's leave Colonel Robert E. Thacker, Director of Operations, assumed command of the wing. However, on 27 June 1955 Colonel Delmore P. Wood, ^{3/} newly assigned

^{2/} 310th Bomb Wing M-27 Report, 22 Jun 55.

^{3/} Photo of Colonel Delmore P. Wood, 310th Deputy Commander. Exh 17

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from Mountain Home Air Force Base, was announced as Deputy Commander of the wing ^{4/} and on the same day assumed command of the wing in the absence of Colonel de Russy. ^{5/} Colonel Wood replaced Colonel Murray A. B. water who has since become Wing Commander of the 407th Strategic Fighter Wing at Great Falls Air Force Base, Montana.

STAFF:

Once again the wing was fortunate in retaining all of its staff personnel during the two month period - May and June 1955. However, persistent reports indicate that the holiday may soon be over as three and possibly four staff officers and squadron commanders may be lost to school or some other assignment. These vital areas include the Director of Comptroller, 310th Armament and Electronics Squadron, and 310th Field Maintenance Squadron. Each of these personnel projected for loss are highly trained and capable men and the losses will be keenly felt by the entire 310th Wing.

In addition Major Melvin E. Clark, Director of Personnel, was reassigned to the 381st Bombardment Squadron, Lieutenant Colonel Nicholas J. Rifkin was appointed Commander of the Headquarters Squadron Section and Lieutenant Colonel Samuel R. McDaniel Jr. assumed command of the 380th Bombardment Squadron. The last change resulted in the move of Lieutenant Colonel George W. Call from the 380th to the position of Deputy Operations Officer.

^{4/} 310th Bomb Wing General Order #6, 27 Jun 55. Exh 18

^{5/} 310th Bomb Wing General Order #7, 27 Jun 55. Exh 19

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All other staff positions remained unchanged, however, one officer was redesignated and put in his proper position. Major William A. Crawford, who acted as Rear Echelon Commander during the wing's TDY period, was redesignated as 310th Wing Inspector.

COMBAT AND MAINTENANCE:

The combat crew field experienced an unwarranted period of stability during the wing's TDY and immediately following. A total of 38 combat ready bombardment crews and 18 combat ready tanker crews were assigned as of 30 June 1955. ^{6/} Both areas reflected a decline of one crew from the number recorded at the end of May. Totals at that time were 39 and 19 combat ready crews respectively. ^{7/}

A lack of skilled, high level maintenance personnel continued to hinder the effectiveness of wing operations. Areas in which personnel shortages were felt most keenly included electronics, maintenance, supply and intelligence.

MANNING: Officers

During the two month period -May and June- officer manning remained constant with 429 officers authorized and 367 in their required speciality for an IRS percentage of 85.5 per cent. This was slightly above the percentages recorded by the wing prior to deployment. An energetic training and upgrading program is expected

^{6/} 310th Bomb Wing Management Control System, Jun 55. Exh 20

^{7/} 310th Bomb Wing Management Control System, May 55. Exh 21

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to increase the score recorded by the wing through June. ^{8/}

MANNING: Airmen

At the same time airmen manning was reflecting some minor fluctuations, especially in the indirect support area. Airmen manning in direct support remained constant with 1,070 airmen authorized and 802 in their proper slots for a 74.9 ILS percentage. However, manning in indirect support dropped from 406 in May to just 388 in June. A corresponding drop in percentage was noted during the month. The lack of an authorization for the conversion of AFSC's in certain career fields and the continued loss of personnel were the big factors contributing to the decrease in indirect support manning. These factors also prevented further increases in direct support. Manning was most critical in the maintenance and administrative career fields. ^{9/}

At the end of June 1955 the 310th Bombardment Wing, Medium, stationed at Smoky Hill Air Force Base, Salina, Kansas, had assigned a total of 373 officers and 1,402 airmen. These figures reflected very little change from the totals recorded in April. Upon return to the 21st Air Base Group personnel were returned to their respective organizations.

^{8/} 310th Bomb Wing Management Control System, May and Jun 55. See Exhs 20 and 21.

^{9/} Ibid.

^{10/} 310th Personnel Strength supplied by Wing Personnel Section.

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MORALE, WELFARE AND DISCIPLINE:

Tragedy marked the beginning of May 1955 when on 4 May it was announced that aircraft 53-110 and crew had been lost at sea approximately 90 miles north-east of Keflevik, Iceland. After the announcement was made preparations began for a Memorial Service to be held at Brize Norton. ^{11/} The service took place on 11 May ^{12/} with numerous 310th personnel in attendance. This grievous loss was keenly felt by all personnel of the wing and base.

In late April a team of senior representatives from Seventh Air Division inspected the wing. Several glaring irregularities were noted by the inspectors. They included flying clothing worn in the Officers Club, civilian clothes worn in the Officers Club and the airmen's and officer's quarters were untidy. Immediately upon receipt of this information the wing initiated action to preclude such incidents from occurring in the future. ^{13/}

A big event in the life of the 310th Bombardment Wing took place on 17 May when the long awaited film of the Edward R. Murrow show "See It Now" -depicting the wing's TFW while in England- arrived at Upper Heyford and showings began. All personnel of the wing were given the opportunity to see the movie. Reaction was unanimous as

^{11/} 310th Bomb Wing Staff Meeting Minutes, 10 May 55. Exh 22

^{12/} Memorial Service Program. See Exh 5

^{13/} R & R, 310HS, "Seventh Air Division Inspection," 13 May 55.
Exh 23

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everyone thought the show was tremendous even though Mr. Murrow called the B-47 a B-27 and Salina, Kansas -the 310th Wing's permanent base- "Selina." All in all it was an excellent production and quite a "feather in the cap" of the 310th Bombardment Wing. 14/

The wing received a letter of appreciation from the 3918th Air Base Group Commander for the wing's contribution in the 1955 Armed Forces Day celebration at Upper Heyford. A crowd estimated at 15,000 turned out to view various aircraft and static displays at the overseas mobility stations. Big attraction at Brize Norton was a huge B-36 which was flown in for display. The celebration was extremely successful with local Britishers getting a first hand look at SAC. 15/

14/ R & R, Pers. Serv. "See It Now," 17 May 55. Exh 24

15/ Ltr, Hq. 3918th ABGP, "Letter of Appreciation," 23 May 55. Exh 25

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CHAPTER III OPERATIONS AND TRAINING

FLYING TRAINING:

The two month period -May and June 1955- will long be remembered by the officers and airmen of the 310th Bombardment Wing. During this period the wing was touched by tragedy but recovered to complete the finest redeployment ever chalked up by a SAC B-47 wing. Other accomplishments included completion of operation "SNEAK PLAY" and the effective air refueling support of the 9th Bombardment Wing on its move to the UK. This last mission was originally scheduled from 23 thru 26 May but extended through 1 June due to unfavorable weather conditions in the refueling orbits. Eighteen of 24 KC-97's were effectively utilized, off-loading an average of 40,800 pounds of fuel in an average time of 12 minutes.

The wing's participation in "YUKON JAKE", the good-will mission to Norway, was hampered by weather in the Norwegian base area and by the operational commitments and requirements of the command during the deployment, however, several flights were made with excellent results. During May the wing's training goal was established as 50 per cent completion of quarterly SAC Regulation 50-8 requirements. ^{1/} In addition regularly scheduled flights were made to Sidi Slimane for use of North African training facilities. ^{2/} Primary reason for

^{1/} 310th Bomb Wing M-27 Report, "Final Mission Report," 22 Jun 55./SECRET/

^{2/} R & R, 310DO, "North African Project," 20 May 55. Exh 26

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the establishment of the North African project was to assure the wing and its crews completion of the necessary visual requirements as established by SAC Regulation 50-8. Results of the training at Sidi Slimane were excellent from the standpoint of hours flown and requirements completed.

During May the wing recorded a new high in flying time accomplishments. In this extremely busy month the 379th Bombardment Squadron logged 510:55 hours, the 380th completed 526:50 hours while the 381st chalked up a total of 526:35 hours flying time for a total of 1,564:20 hours in B-47 type aircraft. In addition the Air Refueling Squadron logged 656:15 hours flying time to bring the wing's total accomplishments to 2,220:35 hours, the highest total recorded by the wing since converting to B-47's. ^{2/} During this period the wing was projected to fly 1,455 hours for 50-8 air training accomplishments but it went over the top and actually logged 1,564. Other areas under 50-8 included 225 radar RBS runs projected with 250 completed, 78 visual RBS runs projected and 87 accomplished, 78 visual releases with 46 actually being completed, 75 day celestial legs projected but only 52 completed and 75 wet hook-ups projected but only 27 completed. ^{4/} At the end of May the wing had completed 56.2 per cent of the 50-8 requirements for the second quarter May, June and July. ^{5/}

^{3/} 310th Bomb Wing Production and Statistical Summary, May 55. Exh 27

^{4/} Tab IV of Ops. and Eng., M-27 Report, 22 Jun 55. Exh 28

^{5/} 310th Bomb Wing Operations Order 407-55, "Training for May 1955," Exh 29

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At the end of May the Wing Commander requested permission of 802d Air Division for a nine day stand-down for 310th aircraft upon return to the 21. However, this request was denied with the notation that the 310th was a combat ready wing with an EMP which would have to be carried out to the best ability as soon as the wing returned to the 21. In addition the Division Commander indicated that the 310th would, immediately upon landing at Smoky Hill, assume full maintenance responsibility for all wing and base aircraft. ^{6/}

Redeployment of the 310th Bombardment Wing was directed by Fifteenth Air Force Operations Order 83-55, Operation "TAXI DRIVER." ^{7/} The return flight to home base from RAF stations Upper Heyford and Brize Norton was flown precisely as directed in three increments. The echelons arrived according to plan as follows:

<u>Departed United Kingdom</u>	<u>Arrived Smoky Hill Air Force Base</u>
<u>6 June 1955</u>	<u>6 June 1955</u>
15 B-47 aircraft	15 B-47 aircraft
9 KC-97 aircraft	
<u>7 June 1955</u>	<u>7 June 1955</u>
15 B-47 aircraft	15 B-47 aircraft
9 KC-97 aircraft	9 KC-97 aircraft
<u>8 June 1955</u>	<u>8 June 1955</u>
15 B-47 aircraft	15 B-47 aircraft
	9 KC-97 aircraft ^{8/}

^{6/} TX, 802d ADiv, 6-001M, 1 Jun 55. Exh 30

^{7/} 310th Bomb Wing Ops. Order 83-55, "TAXI DRIVER," 26 May 55. See Exh 2

^{8/} TX, 802d ADiv, 310EX 6-0360, 8 Jun 55. Exh 31

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The B-47 aircraft were refueled in the Newfoundland area by the 26th, 42nd and 97th Air Refueling Squadrons in an excellent manner. By 2230Z, 8 June 1955, the tactical aircraft and personnel of the command were in place at the home base, Smoky Hill Air Force Base. The smooth, professional like manner in which the wing was redeployed prompted higher headquarters to dispatch a congratulatory message to the wing.

Flying training operations in June were lower than anticipated due to the interruption of normal operations resulting from late return of some personnel and materiel from the UK. Training in June, as set forth in 310th Bombardment Wing Operations Order 408-55,^{9/} fell off from the high totals in May and also dropped below the projected totals, however, flying activity still continued at a high level. During this period the 379th logged 359:15 hours, the 380th racked up 366:10 hours while the 381st topped the list with 391:55 hours flying time. This was approximately 450 hours under the total recorded in May. While the tactical squadrons were falling short of their May totals the Air Refueling Squadron was actually increasing their flying time getting 671:30 hours in June as compared to 656:15^{10/} hours in May. The combined total of 1,788:50 hours was far short of the 2,220 hours recorded in May but still high enough to accomplish necessary training requirements.

9/ 310th Bomb Wing Operations Order 408-55, "Training for June 55,"
1 Jun 55. Exh 32

10/ 310th Bomb Wing Production and Statistical Summary, Jun 55. Exh 33

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Training accomplishments were lower than expected due to the interruption of normal operations resulting from the move and delayed return of some personnel and materiel from the UK. Accomplishments for the month of June are as follows:

	<u>B-47</u>	<u>KC-97</u>
Total flying hours projected	1350:00	679:00
Total flying hours accomplished	1117:20	671:30
Total sorties projected	174	103
Total sorties accomplished	168	118
Record Radar RES Runs	94	
Record Visual RES Runs	16	
Radar Camera Attacks	60	
Visual Camera Attacks	28	
Night Celestial Legs	35	
Day Celestial Legs	51	
Grid Legs	18	
Air Refuelings	15	
Radar Rendezvous	32	
Airborne Radar Approaches	66	
Formation Flying	120:00	
Night Cell Missions	40	
Depressurized Flying	34:00	
Fighter Intercept Missions	25	

At the end of June the wing had completed 76 per cent of its SAC

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Regulation 50-8 training minimums. Of the 31 categories under 50-8, only the following seven items were below the desired quantity standards for the second month of the training quarter: air refueling, night celestial legs, visual RES runs, visual camera attacks, visual releases, and pilot proficiency.

Air refueling continued to be a problem. Higher headquarters ordered tanker support for other units thereby hindering 310th flying activities. During May the tankers were not available to the wing at all. In June the return from the UK and routine maintenance committed the tankers for a total of 16 days. The last five days of the month 310th tankers supported Fifteenth Air Force Operations Order 35-55. This left only seven flying days when the tankers were available to the bombers of this wing.

Training accomplishments were further curtailed by runway temperatures restricting take-off weights of B-47 type aircraft and consequently flying time was reduced to five hours and thirty minutes per sortie (without refueling).

In May the wing established a standard procedure for the planning and scheduling of air training requirements. ^{11/} This plan actually implemented the 10 day cycle maintenance and flying schedule established by the wing in April. According to this procedure each aircraft would be flown and maintained according to a set schedule

^{11/} 310th Bomb Wing Reg 51-1, "Standard Procedure for Planning and Scheduling of Air Training Requirements," 6 May 55. Exh 34

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rather than the old system.

379TH BOMBARDMENT SQUADRON:

In June the aircraft of this squadron flew a total of 359:15 hours. This total was somewhat below average, due primarily to the redeployment of the wing from the UK. Aircraft number 2281 flew the most for the month getting a total of 32:45 hours.

The first part of this month was especially welcome since it ended the wings 90 day mission to the UK. All personnel were kept very busy during this period getting equipment and aircraft ready for the long haul back to the states. All squadron aircraft arrived at Smoky Hill in excellent shape, time wise. Average time per flight was only 10 hours and this was backing a strong head wind.

During the latter part of the TDY it was noted that aircraft number 2113 had developed two cracked drag angles. According to TO this required maintenance by depot personnel, so instead of sending the aircraft to Smoky Hill first it was dispatched directly to the Douglas Plant at Tulsa, Oklahoma for manufactures repairs. Time required totaled two full weeks and the loss of the aircraft to the squadrons flying program.

The support emanating from the 802d Supply Squadron and the 802d Motor Vehicle Squadron continued inadequate to support the activities of this squadron. This particular problem was with the wing prior to

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deployment overseas and is not new to the wing, however, support in the UK was "out of this world" and wing personnel seemed to have become a little spoiled. Requests have been made to clear up this discrepancy. 12/

380TH BOMBARDMENT SQUADRON:

From an operational standpoint, the month of May was an excellent one. With the vastly improved maintenance the squadron experienced few ground aborts and nearly all scheduled take-offs were made. The combat crews went to their aircraft for station time with assurance that their aircraft would be in-commission and ready to fly. It was the feeling of squadron officials that the new "10 day" maintenance concept had a great deal to do with the high in-commission rate.

May's efforts saw the 380th producing maximum bombing results from both quantity and quality standpoints. The crews made a total of 157 RBS runs of which 92 were radar record runs. Radar CEA for the month was 2,424 feet with a reliability index of 81.5 per cent. A total of 32 record visual RBS runs were also accomplished with a CEA of 1,284 feet and an index of 84.4 per cent. Improved bombing in the squadron was directly attributed to an intensive target study program initiated by the squadron observer section. Supervision on all "targets to be bombed" really began to produce results in May.

12/ 379th Bomb Squadron Historical Report, May and June 55.

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Increased radar bombing activity began to show dividends during May with the observers becoming more familiar with their equipment and its capabilities. It was also noticed that the practice of crews flying their assigned aircraft was paying off from a bombing standpoint as the individual observer became aware of "his" set, its idiosyncracies and capabilities.

The North African operation, with most of the crews flying a mission down and one back to England, enabled the 380th to obtain a large percentage of the required visual requirements for the month and quarter. Six crews dropped visual bombs at Ksar-es-Souk bomb range on the mission to Sidi. The remaining crews were prevented from carrying bombs due to cracked "A" frames.

Of the squadrons programmed 450 hours and 78 sorties in June only 366:10 hours and 55 sorties were actually completed. Crews continued to show keen interest in their aircraft and equipment under the "fly your own" concept. All crews gave their assigned aircraft a thorough "look see" as they completed the inventory of 263 equipment. With each crew completing its own inventory, the whole operation was smooth, efficient and accurate.

During this period the squadron was hampered somewhat hampered by the shortage of tankers to complete day and night refuelings for 50-8 credit. The refuelings accomplished during the redeployment were not acceptable for 50-8 credit. ^{13/}

13/ 380th Bomb Squadron Historical Report for May and June 55.

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381ST BOMBARDMENT SQUADRON:

The squadron observer section reported that in the month of May 381st crews committed more gross errors than in any other month that the squadron had been in operation. These errors were caused by a number of things, however, the main failure was to get the bomb on the target. (a brilliant observation!)

To preclude the occurrence of such failures in the future the observer section instigated a compulsory target study for all observers in the squadron. In addition, the practice was begun wherein all observers had an instructor observer riding with them.

As May came to a close all personnel of the 381st turned their attention to the problem of redeployment. During the month the squadron was credited with more than 200 RBS runs and an impressive array of other training accomplishments. One very enviable record hung up by the 381st was the fact that this unit had more combat ready crews with targets than the other tactical units.

The only word of any importance in the '81st during June was "redeploy." Feverish activity for the first few days of the month was the order of the day.. All squadron aircraft were deployed and refueled on schedule with the entire wing receiving congratulations on the move. The 381st set a very special record on the redeployment as one B-47 made the 5,000 mile flight in just five hours and 58 minutes. As far as the squadron was concerned the entire TDY was highly

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successful. The retardation mission accomplishment by the 381st will long remain an indelible fixture on the minds of higher headquarters. The fact that the entire wing returned to the 21 in such an amazing way only added "frosting" to the cake. It should be quite evident that the wing has come a long way since the dark days of Fifteenth Air Force and wing directed missions earlier in the year. 14/

310TH AIR REFUELING SQUADRON:

During the month of May the Air Refueling Squadron suffered a grievous loss when crew T-30 was lost in a major aircraft accident approximately 90 nautical miles off the coast of Iceland. This crew was part of a formation participating in operation "SHEAR PLAT." All personnel of the squadron and wing felt the loss very deeply as the lost crew members were friends and buddies who only a few days before joked and talked but then were gone forever.

Squadron aircraft flew over 650 hours during the month of May. Most of this time was accomplished in compliance with missions ordered by higher headquarters. These included Second Air Force Operations Order 29-53, 28 sorties for 134 hours; Seventh Air Division Operations Order 101-54, four sorties and 14 hours; Fifteenth Air Force Operations Order 80-55, 16 sorties for 73 hours; static display of aircraft on Armed Forces Day in compliance with Seventh Air Division message OMTT 9312, 10 sorties for 11 hours and 310th Bombardment

14/ 381st Bombardment Squadron Historical Reports, May and Jun 55.

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15/
 Wing Operations Order 407-55, 12 sorties and 92 hours. B-47 aborts and cancellations resulted in the loss of one sortie for five hours.

From 2 May 1955 through 9 May 1955 this organization flew a total of 387 hours participating in operation "SNEAK PLAN." In the performance of this operation it was necessary to deploy a total of 18 aircraft from the United Kingdom to Keflavik, Iceland and return. A total of 35 sorties and 167 hours flying time were flown in the deployment. A total of 28 sorties for 134 hours were flown in the accomplishment of fighter aerial refueling. Eleven sorties for 86 hours were flown in the sea search for the aircraft lost on the first day of the mission.

Upon arrival back in the UK it was necessary to curtail flying from 10 May through 16 May in an effort to reschedule aircraft for periodic inspections. It was also necessary during this period to resupply parts taken from the flyaway kits. This was a contributing factor to the low in-commission status.

It was necessary to stand down on 20 May to prepare for operation "TAR PAUL" which was scheduled from 24 through 27 May 1955. Weather prevented completion of this operation until 1 June. Air refueling missions were flown on 24, 26 and 28 May and 1 June. Aircraft were on stand down status on 25, 27, 29, 30 and 31 May due to extremely poor weather conditions in the orbit areas.

15/ 310th Bomb Wing Operations Order 407-55, "Training for May,"
 1 May 55. See Exh 29

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Minimum training requirements not accomplished during the month were pilot proficiency, night celestial and long range cruise control. The major factor affecting the accomplishment of these requirements was the excessive number of ordered missions. These missions produced a high sortie rate but there was a very poor utilization of flying time for 50-8 training due to the requirements of the missions. It was not possible to schedule a proportionate share of the available flying time for night celestial, aerial refuelings, pilot proficiency and cruise control missions. The squadron has requested through channels that KC-97 squadrons be given 50-8 credit when ordered by higher headquarters to refuel fighter aircraft. Under the current set up no credit could be given the refueling crews in the operation 29-55, "SNEAK PLAY."

Non-combat ready crews received only limited training during the two month period. Primary reason for the poor showing in this area was the large number of missions ordered by higher headquarters in May and the redeployment of the 310th from the UK in June.

One new crew was formed during the month of June as a result of new personnel being assigned to the squadron. In addition to this entire crew nine navigators were gained. Crew member changes included two aircraft commanders, seven pilots, three navigators, one flight engineer, one radio operator and three boom operators. Crew T01 was downgraded to IM01 because the aircraft commander's primary duty was

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squadron operations officer.

In June squadron aircraft flew a total of 671:30 hours in 134 sorties. Of this time missions ordered by higher headquarters took up only one half of the total instead of the entire amount. On operations order 15-55 the squadron flew 37 sorties which consumed 336 hours flying time. Fifteenth Air Force Operations Order 10-55 consumed two sorties for four hours. The remaining flying time and sorties were consumed by regularly scheduled training flights.

SAC minimum training requirements not accomplished in June were pilot proficiency (day and night), night celestial and night air refueling. These requirements were not complied with because of the number of ordered missions and redeployment to the XI. 16/

GROUND TRAINING:

The following training was scheduled and accomplished by the wing during the month of June:

	<u>Scheduled</u>	<u>Accomplished</u>
C-11 Jet Link Trainer	90:00	44:00
* P-3 (prop) Link Trainer	60:00	22:00
T-2A Ultra-sonic Trainer	90:00	70:00
Formal Target Study		54:00
Physical conditioning		2,984 :00

16/ 310th Air Refueling Squadron Historical Reports, May and Jun 55.

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	<u>Scheduled</u>	<u>ACCOMPLISHED</u>
T-1A Gunnery Trainer	90:00	89:30
Simulator		22:00
UJT Classroom Training		324:00
K-System In-flight Maint.		58:00

*P-3 Trainer was out of commission for eight hours.

Specialized training for 310th personnel included instruction for 13 airmen and officers of the Air Refueling Squadron as they completed the 30 hour IFM course conducted by WTD. Two airmen failed to pass this course. Three officers completed the B-47 modification course of eight hours duration. This course was also conducted by the local WTD unit.

CURRENT PLANS:

The major project of the section was the completion and execution of Fifteenth Air Force Operations Order 83-55, "TAXI DRIVER." Effort during the latter part of the month was directed toward preparation for operation "NEW MOON."

Notification was received from higher headquarters that operations "DEEP ROCK", "LOCK ON", "POST HOLE", "STREET LIGHT" and a 310th Bombardment Wing USOM are all pending completion in the planning stage.

OBSERVER:

On the return from the UK all B-47 observers of the wing utilized

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cell celestial procedures in accordance with instruction from higher headquarters. Training credit was received for celestial navigation legs flown in formation. The results were considered exceptionally good for the approximately four hour overwater leg. Over the continental United States, an increase in the communications workload limited the use of inter-plane radio broadcasts. A report on the use of these procedures was submitted to higher headquarters on 20 June 1955.

A new pre-check of the O-15 camera was established during the month for all wing observers. Purpose of this pre-check was to insure that all scoreable film was properly installed for use on training missions. This pre-check set forth the exact steps to be used in loading the O-15 camera. ^{17/}

MONITIONS AND GUNNERY:

An investigation of the CRM training program indicated that the 310th had sent approximately 25 per cent of all assigned personnel through the school. Plans are underway to start this portion of the block training again on 1 January. Instructors have been designated including three men from Headquarters Squadron.

All efforts in the Gunnery section have been directed toward establishment of a pre-evaluation refresher course and program.

^{17/} 310th Bomb Wing Operations Memorandum 55B-4, "O-15 Camera Pre-Flight," 24 May 55. Exh 35

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B-47 STANDBOARD:

Very little activity was noted in this section during the months of May and June when the wing was overseas, however, once the unit got back to Smoky Hill various checks and rides were completed. In fact one wing and three squadron standardization checks were finalized. A great deal of effort was directed toward preparation of new proficiency and emergency examinations.

KC-97 STANDBOARD:

The KC standardization board administered semi-annual proficiency tests and emergency written examinations to crews T-12, T-19, T-21 and extra navigators Szobski, Powell and Mayovich. The proposed semi-annual standardization flight checks on crews T-04, T-18 and T-26 were not accomplished this period due to missions ordered by higher headquarters and the redeployment to the 21.

On 1 June crew T-08 flew a mission on operation "TAR PAUL." On 2 June this crew accomplished a flight recheck in accordance with SAC Regulation 50-29 with the co-pilots and crews of T-25 and T-28. The engineer of crew T-28 gave instrument checks to various members of the other crews.

Crew T-08 flew two sorties on Fifteenth Air Force Operations Order 35-55, "SINGAPORE SLING" and then stood by on weather alert.

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Crew T-08 also distributed the latest flight supplements to all staff and applicable crew members. Crew T-04, the assistant standardization crew, also flew a mission in operation "TAR PAID" and critiqued crew T-21.

FLYING SAFETY:

The wing Flying Safety meeting was held on 13 June. Subject of the meeting was "B-47 High Speed Flight Indoctrination." The discussion of this subject was conducted by the various on-base representatives of the Boeing Airplane Company, Wichita, Kansas. They included Mr. Arndale, B-47 Project Engineer; Mr. Hensley, Flight Test Pilot; Mr. Holtby, Aerodynamics Section and Mr. Wilson, Field Service Engineering.

Slides and a film were used in connection with the discussion. Title of the film was "Wing Deflections and Aileron Reversals of the B-47." Comments by crew personnel attending the meeting were most favorable. 18/

A regulation was published during May which established a hard and fast rule to be used in case of high winds in the Salina area. The procedure, designed to safeguard the wings aircraft and equipment, was made the responsibility of each and every tactical squadron commander in order to fully implement the program. The regulation also

18/ Directorate of Operations Historical Report, Jun 55.

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established a notification procedure for all major wing officials. ^{19/}

Recent months revealed a large increase in the number of instances wherein aircraft flying above 20,000 feet passed within a 60 mile radius of RBS sites without making their presence known to the site commander. To prevent any 310th aircraft from violating this limitation the wing initiated a program of warnings, briefings, etc., to keep the crews aware of the problem. ^{20/}

GROUND SAFETY:

Lieutenant Francis E. Hughes was announced as assistant Director of Safety for the wing during the month of June. A series of mandatory ground safety lectures were conducted by the Base Safety Office in conjunction with the base wide safety program. One ground accident was investigated during the month. This accident caused revision of engine start procedure for fire guard on B-47 type aircraft.

INTELLIGENCE:

During the first four days of June the section prepared equipment and target materials for redeployment to the ZI, as well as assisting in the conduct of EMP mission study for crews who were assigned alternate target assignments in the current EMP. The final mission report was completed and included in the wing report. ^{21/}

As a result of the experience gained from the TDY, recommendations were made to the Wing Logistics Officer pertinent to changes in the

^{19/} 310th BW Reg 55-6, "High Winds and Storm Warnings," 16 May. Exh 36
^{20/} 310th BW Ops Memo, 55B-7, "Fly 60NM of RBS Sites," 24 May. Exh 37
^{21/} Intelligence, Tab VI, Final Mission Rpt, 22 Jun 55. Exh 38

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mobility plan. These included suggested allocations of weights and phase deployment of all the section equipment and target materials necessary to accompany the wing on deployment.

The target intelligence section began consolidation of target material required by SAC Regulation 200-3 and Eighth Air Force Regulation 200-5. The project will take at least 90 days to complete with the few personnel available. By the end of June approximately 15 per cent of the program had been completed.

This section also began work on inflight and target study material on St. Louis RBS sites. Additional aerial and radar photography will be required before a complete analysis of the target can be completed. It is planned to provide target study at wing level with the available material for all crew observers early in July.

A big project was initiated for the preparation of talks and briefs for Flak, guided missile, aircraft recognition and survival intelligence training.

SECURITY:

In June the Wing Commander announced that the Base would in the near future set up a series of basic security lectures for all members of the 310th Bombardment Wing. Several 310th personnel divulged military information to civilians while in the UK which caused much

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consternation among wing security officials. Security officers were instructed to caution personnel about loose talk even though they were back in the states.

A meeting was held with all squadron security officers regarding opening the flight line gates. At the end of June gates 6, 9, 10, 11, and 13 were open during the day and 6, 11 and 13 during the night.

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CHAPTER IV

MATERIEL AND MAINTENANCE

In May Colonel John Soderstrom from Seventh Air Division inspected the wing and was favorably impressed with the general materiel situation and found only minor discrepancies in regard to safety precautions, fire hazards and the operation of ground power equipment. The main item of concern was the location of C-26 power units. According to the Colonel these units should be placed at full cable length from the aircraft to preclude an explosion and resulting aircraft fire.

Following Colonel Soderstrom's visit the Wing Maintenance Control officer made an inspection of these areas to preclude the possibility of an incident prior to redeployment. No such incidents occurred and the move back to Smoky Hill -materiel wise- was very smooth.

At the request of the Wing Commander, classes were established in Technical Order compliance. Following crash of a 310th KC-97 where a question of TO compliance was raised, the wing desired to make full use of published TO's. ^{1/}

MAINTENANCE:

Primary duty of the maintenance personnel of the wing during deployment was to keep the aircraft flying at all costs, however,

^{1/} 310th Bomb Wing Staff Meeting Minutes, 24 May 55.

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upon returning from TDF location in the UK a more regular routine of operation was established with much less overtime.

During the two month period all the maintenance sections i.e. reports and analysis, job control, aircraft records, quality control, in addition to the maintenance squadrons did a remarkable job, so much so that Colonel Bywater, former Deputy Commander, paid special tribute to the maintenance people in a congratulatory message following the wings deployment from the UK.

Technical Order business really picked up during June as numerous TO's were in place at the home station upon return from the UK. During this same period the inspection sub-unit of quality control completed four periodic inspections on B-47 aircraft and two periodic inspections on KC-97 aircraft. A total of 11 J-47 engine changes and one R-4360-59B engine change were inspected. Twelve J-47 engines were inspected on the line for damage caused mostly by foreign material in the rotor blades.

The Unsatisfactory Report control section received a total of 14 UR replies from various air materiel areas with the information immediately forwarded to the originating organization. This same section processed and submitted 63 UR's through channels to higher headquarters.

The old problem of AOCF once again showed itself following the

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wings return to Smoky Hill. During June three B-47's were out of commission for parts for a total of 108 hours.

Bench stocks have been revised for the Base Flight section, 310th Periodic Maintenance, 310th Armament and Electronics Squadron and for the majority of the shops of the 310th Field Maintenance Squadron. The revisions were based on consumption data obtained from the stock record cards of the aircraft service unit.

A weekly meeting was started between the wing and squadron tech supply representatives, base supply representatives and the maintenance control supply officer. It is expected that a better understanding of the problems between base and wing will be revealed.

LOGISTICS:

In May Logistical support was supplied for all wing missions. During this period logistical plans for the movement of the wing to the ZI were drawn up and portions put into effect immediately. With the coming of June activity in this section reached fever pitch. Personnel priority lists were submitted by the squadrons for use in preparing the master personnel loading list. Changes^{2/} were made to this list where necessary as the move progressed.

Two members of this section returned to the ZI with the first portion of the deployment to help settle returning personnel and

^{2/} R & R, 310DEL, "Upper Heyford Personnel Redeploying from Brize Norton," 2 Jun 55. Exh 39

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begin revision of the new mobility plan so as to meet the 6 July suspense date. A request was sent to Eighth Air Force for extension of suspense date to 25 July.

SUPPLY:

Wing supply made follow-up inspections of the unit supply sections. The section administratively assisted the supply units in preparation for redeployment to the ZI. All accounts were cleared out with little difficulty.

Upon return to the ZI the section immediately began to schedule various staff visits for the remainder of June and the next few months. A meeting of all supply officers and NCO's was held to coordinate new supply procedures implemented on the base during the wings absence.

ENGINEERING:

The squadron engineering sections in conjunction with the wing Materiel and Operation sections combined to establish an internal procedure governing reporting of aircraft malfunctions and aborts in accordance with SAC Regulation 66-11.^{2/}

^{2/} 310th Bomb Wing Reg. 66-11, "Aircraft Malfunction and Aborts,"
9 May 55. Exh 40

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310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 30 June 1955)

Colonel John W. de Russy	Commander
Colonel Delmar D. Hood	Deputy Commander
Colonel Robert E. Thacker	Director of Operations
Colonel Harry H. Jones	Director of Materiel
Colonel Robert F. Corwin	310th Tactical Hospital
Major Melvin E. Clark	Director of Personnel
Major William L. Lavagnino	Director of Comptroller
Lieutenant Frank H. Wagner	Adjutant
Major William H. Crawford	Inspector *
Lt. Col. Howard L. McClatchy	379th Bomb Sq. Commander
Lt. Col. Samuel R. McDaniel	380th Bomb Sq. Commander
Lt. Col. Harold G. Fulmer	381st Bomb Sq. Commander
Major Jack H. Fancher	310th Air Refueling Sq. Commander
Major Carroll Hamant	310th Per. Maint. Sq. Commander
Lt. Col. James E. Jordan Jr.	310th Field Maint. Sq. Commander
Lt. Col. Allan C. Hart	310th Arm. & Elect. Sq. Commander
Captain Donald J. Rutan	310th Flying Safety Officer
Lieutenant Francis J. Hughes	310th Security Officer

*Upon the return of the 310th Wing to Smoky Hill Air Force Base
Major Crawford assumed his old duties of Wing Inspector.

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310th Air Refueling.

Armament & Electronics.

Periodic Maintenance.

Field Maintenance.

310th Headquarters Section.

310th Tactical Hospital.

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HISTORY
OF
310TH BOMBARDMENT WING, MEDIUM
SMOKY HILL AFB, FORCE BASE
SALINA, KANSAS

APPENDIX

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LIST OF EXHIBITS

Exhibit No.

1. TMX, 45th ADiv, 4658, 8 Jun 55.
2. 310th Bomb Wing Ops. Order 83-55, "TAXI DRIVER," 26 May 55.
3. Ltr, Hq. 310th Bomb Wing, "Letter of Appreciation," 15 Jun 55.
4. TMX, Hq. 5th ADiv, CS5-6813-55C, 25 May 55.
5. Memorial Service Program.
6. R & R, 310AG, "Control of Correspondence," 4 May 55.
7. R & R, 310AM, "Handling and Safeguarding Classified Material," 19 May 55.
8. Hq. 310th Bomb Wing, Memo For: All Sections, "Off Base Correspondence," 10 Jun 55.
9. Photos of General Musgrave's arrival.
10. Series of Photos on General Twining's visit to Upper Heyford.
11. Series of Photos on Combined Review.
12. Schedule of Events for RAF Staff College Officers, 19 May 55.
13. Welcome Booklet for RAF Officers.
14. Series of Photos of Wing's return to Smoky Hill.
15. Photo of Window Sign.
16. Ltr, Air University, "Transmittal of Information," Jun 55.
17. Photo of Colonel Delmore P. Wood, 310th Deputy Commander.
18. 310th Bomb Wing General Order #6, 27 Jun 55.
19. 310th Bomb Wing General Order #7, 27 Jun 55.
20. 310th Bomb Wing Management Control System, Jun 55.

21. 310th Bomb Wing Management Control System, May 55.
22. 310th Bomb Wing Staff Meeting Minutes, 10 May 55.
23. R & R, 310BS, "Seventh Air Division Inspection," 13 May 55.
24. R & R, Pers. Serv., "See It Now," 17 May 55.
25. Ltr, Hq. 3918th ABGP, "Letter of Appreciation," 23 May 55.
26. R & R, 31000, "North African Project," 20 May 55.
27. 310th Bomb Wing Production and Statistical Summary, May 55.
28. Tab IV of Ops. and Tng., M-27 Report, 22 Jun 55.
29. 310th Bomb Wing Operations Order 407-55, "Training for May 1955," 1 May 55.
30. TMX, 802d ADiv, 6-0011, 1 Jun 55.
31. TMX, 802d ADiv, 310EX, 6-0360, 8 Jun 55.
32. 310th Bomb Wing Operations Order 408-55, "Training for June 1955," 1 Jun 55.
33. 310th Bomb Wing Production and Statistical Summary, Jun 55.
34. 310th Bomb Wing Reg 51-1, "Standard Procedure for Planning and Scheduling of Air Training Requirements," 6 May 55.
35. 310th Bomb Wing Operations Memorandum 55B-4, "O-15 Camera Pre-Flight," 24 May 55.
36. 310th Bomb Wing Reg. 55-6, "High Winds and Storm Warnings," 16 May 55.
37. 310th Bomb Wing Operations Memorandum 55B-7, "Flying 60W of RBS Sites," 24 May 55.
38. Tab VI of Ops. and Tng., "Intelligence," M-27 Report, 22 Jun 55.
39. R & R, 310DML, "Upper Heyford Personnel Redeploying from Brize Norton," 2 Jun 55.
40. 310th Bomb Wing Reg. 60-11, "Aircraft Malfunction and Aborts," 9 May 55.

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FM COMAIRDIV 45 LORING AFB ME

TO RJFLGO/COMBOMG 310 UPPER MEYFORD UK

INFO R JWPZY/COMBOM G 310 SHOOK HILL AFB KANS

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SUCCESSFULLY ON ALL FLTS. CONGRATULATION TO ALL FOR AN EXCEPTIONALLY
SUCCESSFUL MSN AND ESPECIALLY TO MAINT FOR NO ABORTS.

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08/2029Z JUN R JEPIM

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
26 MAY 1955, 0001Z

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR 83-55

NICKNAME ("TAXI DRIVER")

HQ 310BOMWG
OPORD 83-55
26 MAY 55

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DO- 239

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
26 MAY 1955, 0001Z

OPERATIONS ORDER 83-55

TASK ORGANIZATIONS:

379BOMRON	LTCOL Howard L McClatchy
380BOMRON	LTCOL Samuel R McDaniel
381BOMRON	LTCOL Harold G Fulmer
310AREFS	MAJ Jack N Fancher
310 FLD MAINT SQ	MAJ Carroll Hament
310 PERIODIC MAINT SQ	LTCOL James E Jordan, JR
310A&E SQ	LTCOL Allen C Hart
310HEDRON	1STLT Raymond A May
310MEDGRU	CAPT Charles C Tandy

1. GENERAL SITUATION: Requirement exists for return of the 310th Bomb Wing/Air Refueling Squadron to Smoky Hill AFB, Kansas, from present TDY stations.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) Military Air Transport Service (MATS) will provide:

(a) Airlift as outlined in PARA 4.

(b) Search and rescue facilities within applicable areas of aircraft movement.

(c) Normal communications support by AACS facilities.

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OPORD 83-55
26 MAY 55

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- (2) Northeast Air Command (NEAC) will provide:
 - (a) Necessary base facilities at Goose AFB in support of this operation.
 - (b) Search and rescue facilities within applicable areas of aircraft movement.
- (3) USAF in Europe (USAFE) and Commander in Chief Atlantic (CINCLANT) will provide necessary search and rescue facilities within applicable areas of aircraft movement.
- (4) Air Rescue Service (ARS) will provide search and rescue service within applicable areas of aircraft movement and will coordinate the overall search and rescue requirements and operations.
- (5) 1ST Weather Group will provide necessary weather information required to support this mission.
- (6) Air Defense Command (ADC) will provide fighter interception as coordinated by Commander 310th Bomb Wing thru Commander, 802d Air Division.
- (7) Eighth Air Force (8AF) will:
 - (a) Relinquish operational control of 42ND and 26TH AREFS for required period to 15AF Task Force Commander in support of air refueling operations for this operation in the "Victor" air refueling area.

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26 MAY 55

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- (b) Provide class "C" control team to be in place at Loring AFB for this operation.
- (8) 7TH Air Division will:
 - (a) Maintain operational control of all aircraft east of 35-00 degrees west longitude and relinquish operational control to 15AF when aircraft pass this point west bound.
 - (b) Provide control teams as follows:
 - 1. Class "A" team at Upper Heyford from resources of 3918TH ABGRP to be in place during departure of 310TH Bomb Wing.
 - 2. Class "D" team at Brize Norton from resources of 3920TH ABGRP to be in place during departure of 310CAREFS aircraft.
 - (c) Contact appropriate ARTC agencies to obtain block altitude reservations for aircraft under this OPORD IAW information furnished by Commander, 310TH Bomb Wing.
 - (d) Issue execution order to Commander, 310TH Bomb Wing for deployment of 310TH Bomb Wing/Air Refueling Squadron aircraft upon receipt of 15AF execution orders.
- (9) 802d Air Division will:

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26 MAY 55

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- (a) Coordinate with ADC to insure maximum fighter interception on this mission. Information relative to routes, altitudes and times will be forwarded to Commander, 802d Air Division by separate message.
- (b) Provide or arrange for KC-97 aircraft on strip alert in the Smoky Hill AFB - Lincoln AFB area for emergency air refueling of 310TH Bomb Wing B-47 aircraft upon arrival thereat.
- (c) Provide for necessary personnel and equipment to receive aircraft as they land at Smoky Hill AFB.
- (d) Provide one highly qualified officer to be in place at Loring AFB to aid Loring Fask Force Commander in discharge of his duties especially in regard to 40TH Bomb Wing aircraft which will deploy from Smoky Hill AFB to UK bases.
- (e) Provide class "C" or further reduced control team to be in place at Smoky Hill AFB during period of arrival of 310TH Bomb Wing B-47 and KC-97 aircraft to handle required M-15 and M-36 reports.
- (10) 42ND and 26TH AREFS will provide for necessary air refueling support required by 310TH Bomb Wing B-47 aircraft.
- (11) 68TH and 97TH AREFS will provide for strip alert

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26 MAY 55

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emergency refueling of 310TH Bomb Wing B-47 aircraft so requiring it as coordinated by Loring Task Force Commander.

2. MISSION: Redeploy 310TH Bomb Wing/AREFS to Smoky Hill AFB from present United Kingdom TDY bases IAW instructions contained herein. Unclassified nickname for this operation is "Taxi Driver". X Day is 3 June 1955 (GCT).

3. TASKS FOR SUBORDINATE UNITS:

a. 379TH, 380TH, 381ST BOMRONS will:

- (1) Provide 15 B-47 aircraft and 15 aircrews for accomplishment of this mission IAW schedule outlined in Annex B.
- (2) Provide personnel, equipment and services as required in PARA 4 and Annex D, this OPORD.

b. 310AREFS will:

- (1) Provide one KC-97 aircraft and aircrew to transport the 310TH Bomb Wing Advance Party to Smoky Hill AFB, KANS, with enroute stops at Goose Bay AFB, Labrador and Loring AFB, Maine. Aircraft will depart Brize Norton RAF Station on 27 May 55.
- (2) Provide 18 KC-97 aircraft and aircrews for accomplishment of this mission IAW schedule outlined in Annex B.
- (3) Provide officers to act as control tower officers and/or liaison officers during departure and/or arrival of

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OPORD 83-55
26 MAY 55

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310AREFS KC-97 aircraft at following bases: Brize Norton, Goose Bay, Smoky Hill.

(4) Provide two officer personnel to act as liaison officers at Goose Bay, Labrador.

(5) Provide personnel, equipment and services as required by PARA 4 and Annex D, this OPORD.

c. 310A&E.SQ, 310 FLD MAINT SQ, 310 PERIODIC MAINT SQ, 310HEDRON, 310MEDGRU: All will provide personnel, equipment and services as required by PARA 4 and Annex D, this OPORD.

3. X. GENERAL INSTRUCTIONS:

(1) X Day is 3 June 55. Orders of execution will be dispatched by Commander, 15AF for all B-47 and KC-97 aircraft movements under this OPORD. Exception: KC-97 aircraft transporting the Advance Party.

(2) Unclassified nickname for this operation is "Taxi Driver".

(3) Schedule of timing:

(a) B-47 aircraft depart Upper Heyford:

(1) First increment (15 B-47 ~~X~~3)

Cell NR 1 4 B-47 06/0800Z

Cell NR 2 4 B-47 06/0900Z

Cell NR 3 4 B-47 06/1000Z

Cell NR 4 3 B-47 06/1100Z

(2) Second increment (15 B-47 ~~X~~4)

Cell NR 1 4 B-47 07/0800Z

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Cell NR 2 4 B-47 07/0900Z

Cell NR 3 4 B-47 07/1000Z

Cell NR 4 3 B-47 07/1100Z

(3) Third increment (15 B-47 X~~4~~5)

Cell NR 1 4 B-47 08/0800Z

Cell NR 2 4 B-47 08/0900Z

Cell NR 3 4 B-47 08/1000Z

Cell NR 4 3 B-47 08/1100Z

(b) KC-97 aircraft depart Brize Norton:

(a) ADVON 1 KC-97 27/0300Z X-8

(b) First increment 9 KC-97 6/0300Z X~~4~~3

(c) Second increment 9 KC-97 7/0300Z X~~4~~4

(4) Routes:

(a) B-47 aircraft:

Depart Upper Heyford:

TO: Prestwick

56-00N 35-00W

Belle Isle 52-00N 55-15W

50-10N 61-50W Orbit Point Victor

48-00N 69-00W

Sault Ste Marie

Clay Center

Smoky Hill Land

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(b) Depart Brize Norton: (KC-97)

TO: Burtonwood Radio

Prestwick

59-00N 19-00W OSV India

59-48N 43-45W

Cape Harrison

Goose Bay (RON)

51-30N 78-30W

50-28N 80-10W

Houghton Radio

Clay Center

Smoky Hill Land

(5) Operational Control:

- (a) Commander 15AF will maintain operational control of all aircraft west of 35 degrees west longitude. In addition Commander, 15AF will dispatch orders of execution for movement of aircraft from TDY bases.
- (b) Command 7 ADIV will maintain operational control of all aircraft east of 35 degrees east longitude.
- (c) The Loring Task Force Commander will maintain operational control of the 42ND and 26TH AREFS during the period of air refueling of 310TH Bomb Wing B-47 aircraft.
- (d) Control Tower Officers will be provided for as follows:

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1. 310HEDRON will provide a qualified control tower officer to be in place during take-off of 310TH Bomb Wing B-47 aircraft from Upper Heyford.
2. 310TH Bomb Wing Rear Echelon will provide a qualified control tower officer to be in place during landing of 310TH Bomb Wing B-47 and KC-97 aircraft at Smoky Hill AFB.

(c) Liaison officers will be provided for as follows:

1. 310HEDRON will provide a qualified officer in grade of Colonel to be in place at Loring AFB during period of this operation to assume operational control of 26/42ND AREFS. Officer will brief personnel of 26/42ND AREFS on all matters pertaining to air refueling operations.

(6) Tactics: See Annex "B", this OPORD.

(7) Weather Minima: See Annex "B", this OPORD.

(8) Fuel Minima: See Annex "B", this OPORD.

(9) Air Traffic Control:

(a) Commander 7ADIV will be responsible for necessary CAA, FIR, DOT and ICAO coordination for this exercise from information furnished by commander 310TH Bomb Wing. Use of term "Military Necessity", is not authorized without prior approval of HQ SAC. AFR 60-16, SAC REG 55-18 (Secret), and Foreign Clearance Info Guide apply.

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- (b) For clearance purposes, the essential element of aircraft movement may be handled as unclassified information. However, such will be held to an absolute minimum.
- (c) Commander, 310TH Bomb Wing will provide Headquarters, 7ADIV 8 copies of detailed B-47 performance/navigation plans NLT X-10 for forwarding as required by 15AF OPORD 83-55.
- (d) No airspace restricted or prohibited areas will be over flown during conduct of this mission.
- (10) Flying Safety and Survival: See Annex "E", this OPORD.
- (11) Instructions regarding public information will be forwarded to Commander 802d Air Division by Chief of Information, Headquarters, 15AF. Pending receipt of pertinent instructions by this unit, personnel will divulge no information regarding this exercise to unauthorized personnel. If queried, personnel will say only that they are participating in a normal SAC rotational movement. Dates, times, places and other operational information will not be released.
- (12) Security:
 - (a) Aircraft Security procedures, including anti-sabotage inspection of aircraft prior to flight will be accomplished.

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- (b) In the event of emergency landings, aircraft commanders are responsible for security of aircraft.
- (13) Credit may be given for completion of record celestial legs flown by all aircraft in formation IAW 15AF Letter DOTO, 3 May 55, Subject: Cell Celestial Procedures.
- (14) Reports:
 - (a) All messages and reports pertaining to this OPORD will contain the nickname "Taxi Driver" at beginning of test.
 - (b) All reporting for this exercise will be accomplished IAW procedures outlined in SAC Manual 55-8 pertaining to Task Force, Tactical Call Signs, Target Task Force Identifier and unit tactical call sign (Reference SACCEI).
 - (c) Following reports will be submitted for B-47 aircraft as outlined in SAC Manuals 55-8 and 55-8G, SEP 54.
 - 1. Distribution "A" - M-2, M-10, M-15, M-16, M-17, and M-36.
 - 2. Distribution "B" - M-27 will be forwarded in 8 copies to Headquarters, 15AF NLT 5 days after completion of redeployment mission to ZI. M-19 (See aircrew communications flimsy for submission instructions). One aircraft from each cell will be

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designated to report for entire cell.

- (d) Following reports will be submitted for KC-97 aircraft as outlined in SAC Manuals 55-8 and 55-8G, SEP 54.
 - 1. Distribution "A" - M-2, M-10, M-15, M-16, M-17, and M-36.
 - 2. Distribution "B" - M-27 will be forwarded in 8 copies to Headquarters, 15AF NLT 5 days after completion of redeployment mission to ZI. M-19 (See Aircrew communications flimsy for submission instructions).
- (e) All applicable reports will contain flag word ZIPPO and nickname "Taxi Driver" at beginning of text.
- (f) All reports will contain tactical call sign of aircraft being reported.
- (g) Teletype report will be submitted to Headquarters, 15AF, ATTN: DOTF, NLT 7 calendar days after completion of mission giving the following info: Creditable 50-8 training scheduled (by type and quantity); (2) creditable 50-8 training accomplished; (3) Remarks, to include reasons scheduled training was not accomplished and commander's estimate of per cent of flying hours that was not effective for 50-8 accomplishments.

4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS: See Annex "D", this

OPORD.

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5. COMMAND AND COMMUNICATIONS:

- a. Command: Normal.
- b. Communications: See Annex "C", this OPORD.

JOHN H. de RUSSY
Colonel, USAF
Commander

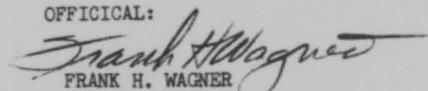
ANNEXES:

- "A". Intelligence
- "B". Operations
- "C". Communications
- "D". Logistics
- "E". Flying Safety

DISTRIBUTION:

COMAF 15, 2 CYS
COMAIRDIV 802, 2 CYS
COMAIRDIV 7 SAC, 2 CYS
COMAF 8, 2 CYS
COMAIRDIV 7, HIGH WYCOMBE, 2 CYS
310DO, 5 CYS
310DM, 5 CYS
310DP, 1 CY
310AG, 4 CYS
310DOI, 2 CYS
379BOMRON, 3 CYS
380BOMRON, 3 CYS
381BOMRON, 3 CYS
310AREFS, 6 CYS
310HEDRON, 2 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310MEDGRU, 2 CYS
COMBOMWG 310, (Rear Echelon), 3 CYS
310 HIST, 4 CYS

OFFICIAL:


FRANK H. WAGNER
1STLT, USAF
Adjutant

HQ 310BOMWG
OPORD 83-55
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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
26 May 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 83-55

INTELLIGENCE

HQ 310BOMWG
ANNEX "A"
OPORD 83-55
26 May 55

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ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 83-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
26 May 1955, 0001Z

1. Intelligence Summary: Reference Section I, Volume I, Basic Intelligence Planning Guide, Headquarters Strategic Air Command, 1 February 1954, as amended.

2. Intelligence Requirements:

a. Essential Elements of Information:

(1) General: As contained in the following publications:

(a) PARA 2, Section VIII, VOL I, SAC BIPG, 1 FEB 54, as amended.

(b) Basic Air Intelligence Requirements, USAF, JAN 53.

(c) Intelligence Collection Instructions, USAF, 1 June 1954.

(2) Specific: As contained in PARA 3 Section VIII, VOL I, SAC BIPG, 1 FEB 54, as amended.

b. Means of Obtaining Information: Sources and methods used will be in accordance with instructions contained in USAF Intelligence Collection Instructions, 1 June 1954.

3. Intelligence Activities:

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ANNEX "A"

TO

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INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
26 May 1955, 0001Z

1. Intelligence Summary: Reference Section I, Volume I, Basic Intelligence Planning Guide, Headquarters Strategic Air Command, 1 February 1954, as amended.

2. Intelligence Requirements:

a. Essential Elements of Information:

(1) General: As contained in the following publications:

(a) PARA 2, Section VIII, VOL I, SAC BIPG, 1 FEB 54, as amended.

(b) Basic Air Intelligence Requirements, USAF, JAN 53.

(c) Intelligence Collection Instructions, USAF, 1 June 1954.

(2) Specific: As contained in PARA 3 Section VIII, VOL I, SAC BIPG, 1 FEB 54, as amended.

b. Means of Obtaining Information: Sources and methods used will be in accordance with instructions contained in USAF Intelligence Collection Instructions, 1 June 1954.

3. Intelligence Activities:

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a. Navigation Materials: Sufficient maps and charts to cover entire route from TDY base to home station.

b. Targets Materials: The following materials will be transferred to the 40th Wing (ADVON):

- (1) Supplemental target materials, including radar prediction plates, tactical target illustrations, 16mm radar motion pictures, O-15 film strips and annotated radar scope photos.
- (2) Combat mission folders (CMF) on each assigned DGZ for SACEUR rotational targets will be transferred upon assumption of assignment.
- (3) Where overlap of the 310th Bomb Wing and 40th Bomb Wing is not accomplished as scheduled, this Headquarters will request 7th ADIV to monitor transfer of materials as outlined in this annex.

c. Evasion and Escape:

- (1) Section V, VOL I, SAC BIPG, 1 FEB 54, and HEPP, HQ SAC, 15 AUG 54 apply.
- (2) Insure that crew members are familiar with provisions of SAC REG 200-8, Forced Landing Procedures in Foreign Countries and Instructions for Conduct of Aircrew Personnel.

d. Measures for Handling Captured Documents, Equipment, Material and Prisoners: REF Section VII, VOL I, SAC BIPG, 1 FEB 54.

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e. Intelligence Reports: IAW PARA 5c, SAC Manual 55-8G,
SEPT 1954.

4. Means of Reporting Information: In all cases where collect-
ed items of information are not transmitted by instructions contained
in SAC Manual 55-8 and existing regulations, information should be
forwarded on AF Form 112 as directed in USAF Intelligence Collection
Instructions, 1 June 54, and PARA 4b, VOL I, Section IX, SAC BIPG.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

OFFICIAL:

Walter B Wade

WALTER B WADE
CAPT, USAF
Wing Intelligence Officer

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ANNEX "A"
OFORD 83-55
26 May 55

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ANNEX B

TO

OPERATIONS ORDER

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
26 May 1955, 0001Z

SECTION I. B-47 Aircraft

1. Schedule: (All times and dates are ZULU).

a. First increment - 6 June 1955.

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>ACFT NR.</u>	<u>SQDN</u>	<u>TAKE OFF</u>
Green	1	Hart-de Russey	301	380	0800
Green	2	Eversole-McDaniell	282	380	0801
Green	3	Garbade	283	380	0802
Green	4	McDonough	279	380	0803
Blue	1	Colladay	105	381	0900
Blue	2	Porter	111	381	0901
Blue	3	Rowley	104	381	0902
Blue	4	Mays	295	381	0903
Red	1	Blake	118	379	1000
Red	2	Nieman	277	379	1001
Red	3	Smith, S.R.	302	379	1002
Red	4	King, W.	113	379	1003

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<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>ACFT NR</u>	<u>SQDN</u>	<u>TAKE OFF</u>
Orange	1	Kantor	106	380	1100
Orange	2	Wilke	114	381	1101
Orange	3	Thomas	306	379	1102
GRD Spare - As RQR		Wayman	109	380	As RQR
GRD Spare - As RQR		Simmons	287	381	As RQR
GRD Spare - As RQR		Renfro	297	379	As RQR

b. Second increment - 7 June 1955.

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>ACFT NR</u>	<u>SQDN</u>	<u>TAKE OFF</u>
Green	1	Wise - Fulmer	307	381	0800
Green	2	Austin	304	381	0801
Green	3	Mann	271	381	0802
Green	4	Simmons	287	381	0803
Blue	1	Bruce	102	379	0900
Blue	2	Bennett	300	379	0901
Blue	3	Wolfe	115	379	0902
Blue	4	Johnson	107	379	0903
Red	1	Preston	116	380	1000
Red	2	Smith, N.	101	380	1001
Red	3	Siglin	117	380	1002
Red	4	Kruse	110	380	1003
Orange	1	Holder	292	381	1100

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<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>ACFT NR.</u>	<u>SQDN</u>	<u>TAKE OFF</u>
Orange	2	Renfro	297	379	1101
Orange	3	Wayman	109	380	1102
GRD Spare - As RQR		Hubbes	261	381	As RQR
GRD Spare - As RQR		Craven	281	379	As RQR
GRD Spare - As RQR		Anderson	286	380	As RQR

c. Third increment - 8 June 1955.

<u>FLIGHT</u>	<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>ACFT NR.</u>	<u>SQDN</u>	<u>TAKE OFF</u>
Green	1	McClatchy	289	379	0800
Green	2	Fory	276	379	0801
Green	3	Hopkins	293	379	0802
Green	4	Swenson	284	379	0803
Blue	1	Stevens	299	380	0900
Blue	2	Stewart	290	380	0901
Blue	3	Littlejohn	120	380	0902
Blue	4	Pirino	147	380	0903
Red	1	Maronde	112	381	1000
Red	2	Foss	305	381	1001
Red	3	Hubbes	261	381	1002
Red	4	Evans	096	381	1003
Orange	1	Craven	281	379	1100
Orange	2	Anderson	286	380	1101
Orange	3	VanLeeuwen	146	381	1102

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2. Route:

Upper Heyford		
Prestwick	55-34N	04-32W
Coordinates	56-00N	35-00W
Belle Isle	52-00N	55-15W
Orbit Point Victor	50-10N	61-50W
Turning Point	48-00N	69-00W
Sault Ste. Marie	46-27N	84-20W
Clay Center	39-22N	97-07W
Smoky Hill (Land)	38-47N	97-39W

3. Tactics:

a. B-47 aircraft will take off and fly in cell formation IAW SAC Manuals 55-5 (Confidential) and 55-5A (Top Secret) and as briefed.

b. Mass air refueling tactics will be conducted in accordance with 15AF messages DOOP 250 (Confidential) and DOOP 808 (Confidential) both of which prescribe in-trail tactics.

4. Scheduled accomplishments:

- a. One day celestial or one day celestial with PLOP.
- b. Two day celestials.
- c. One radar rendezvous (Leaders only).
- d. One mass air refueling. (Not creditable under 50-8 unless approval received from 15AF).

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- e. One long range cruise control mission.
- f. One instrument let down and GCA (monitored by the observer).
- g. One hour cell tactics.
- h. Two hours formation tactics (weather permitting).
- i. Other 50-8 requirements such as depressurized flying, emergency procedures, etc, at Squadron Commander's discretion.

5. Aircraft loading:

a. Fuel: Maximum internal load dependent upon the individual aircraft loading commensurate with a computed critical field length of 8600 feet but in no case less than 86,000 pounds. (Fuel load NR. 7). Fuel load requirements must be presented to the Chief of Maintenance by the squadron concerned not less than three days prior to scheduled departure.

b. Bombs: None.

c. Ammunition: None. Hot guns will not be carried over Canadian Territory.

d. Cameras: O-15 and O-23.

e. Radar capability:

(1) Navigation.

(2) Rendezvous.

(3) Bombing (Altitude measurement)

(4) Gun laying.

f. Survival equipment: Standard equipment plus those listed

below:

- (1) One A-1 kit per crew.

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- (2) One B-5 Vest assembly per crew member.
- (3) One C-2A raft per crew member.
- (4) One E-2B raft per aircraft.
- (5) One Mark 4 exposure suit per crew member.
- (6) One URC-4 radio per crew member.
- (7) One RS-6 survival radio per aircraft.
- (8) Flying clothing for survival under freezing temperatures.

g. Other equipment and personnel: As required by 310BOMWG Mobility Plan.

6. Time schedules and control point data: Pertinent information will be distributed to aircrew in the form of flimsies not later than 1 June 1955.

7. Altitude and airspeed schedules: Pertinent information will be distributed to aircrews in the form of flimsies not later than 1 June 1955.

8. Flight Clearances: Flight leaders will prepare and process clearance packages for each flight. Specific instructions relative this subject will be issued not later than 1 June 1955.

9. Weather minima for ZI destinations and alternates will be as established by local regulations or AFR 60-16 whichever is higher. Alternates for missed air refueling will have minimums prescribed by AFR 60-16.

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10. Fuel minima for destination and alternates will be 12,000 pound reserve over air refueling alternates in event of missed air refueling. Crews will be briefed to proceed to alternates in event destination can not be reached upon completion of air refueling with fuel reserves specified by this OPOD. Pilots will make decision to continue to destination or land at alternate taking into consideration available fuel, existing weather and winds aloft, terminal forecasts and required fuel reserves at destination and/or alternates.

11. Alternate airfields:

a. Missed air refueling:

- (1) Primary - Loring AFB
- (2) Secondary - Goose Bay
- (3) Emergency - Harmon

b. From missed approach at Smoky Hill AFB.

- (1) Roswell
- (2) Carswell
- (3) Tinker
- (4) Forbes
- (5) Sedalia
- (6) Wichita
- (7) Lincoln

12. Air Refueling Matters: See Appendix 3, this Annex.

13. Flight planning and briefing schedule: See Appendix 1, this Annex.

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SECTION II. KC-97 Aircraft.

1. Schedule: (All times and dates are ZULU).

a. Advance Party Transport - 27 May 1955.

<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>ACFT NR.</u>	<u>TAKE OFF</u>
1	Darlington	111	0300

b. First increment of main party - 6 June 1955.

1	Fancher	114	0300
2	Rose	346	0315
3	Porritt	115	0330
4	Swafford	342	0345
5	Lovell	108	0400
6	Scholz	348	0415
7	Hauck	109	0430
8	Chapman	349	0445
9	Miller	113	0500

c. Second increment of main party - 7 June 1955.

1	Dunstan	352	0300
2	Willis	112	0315
3	Deam	354	0330
4	Cannon	107	0345
5	Newman	355	0400
6	George	116	0415
7	Giles	343	0430

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<u>POSITION</u>	<u>AIRCRAFT COMMANDER</u>	<u>ACFT NR.</u>	<u>TAKE OFF</u>
8	McHale	106	0445
9	Grimmett	344	0500

c. All aircraft will remain at Goose Bay for approximately 22 hours for refueling and crew rest. Aircraft will then depart Goose Bay in the same order as listed for departure from Brize Norton. Take off times from Harmon are listed below:

<u>POSITION</u>	<u>TAKE OFF</u>
1	1200
2	1215
3	1230
4	1245
5	1300
6	1315
7	1330
8	1345
9	1400

2. Tactics:

a. KC-97 aircraft will fly "Bomber Stream" type mission with 15 minutes between aircraft at departure and with separation of 1000 feet and 30 minutes between aircraft at the same altitude. This applies to both legs of the mission.

3. Route:

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a. Brize Norton to Goose Bay:

Brize Norton	51-45N	01-37W
Burtonwood	53-25N	02-30W
Prestwick	55-34N	04-32W
OSV India	59-00N	19-00W
Turning Point	59-48N	43-45W
Cape Harrison Radio	54-45N	58-32W
Goose Bay	53-20N	60-34W

b. Goose Bay to Smoky Hill:

Goose Bay	53-20N	60-24W
Turning Point	51-30N	78-30W
Turning Point	50-28N	80-10W
Houghton Radio	47-12N	88-28W
Clay Center	39-22N	97-07W
Smoky Hill	38-47N	97-39W

4. Scheduled accomplishments:

a. Brize Norton to Goose Bay:

- (1) Three day celestial legs or one day celestial leg and one grid leg at squadron commander's discretion.
- (2) One long range cruise control mission.
- (3) One instrument let down and GCA (monitored by observer).
- (4) Other 50-8 training such as emergency procedures, etc., at squadron commander's discretion.

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b. Goose Bay to Smoky Hill:

- (1) One grid leg.
- (2) One day celestial leg.
- (3) One long range cruise control mission.
- (4) One instrument let down and GCA (monitored by observer).
- (5) Other 50-8 training such as emergency procedures, etc,
at squadron commander's discretion.

5. Aircraft loading:

a. Brize Norton to Goose Bay:

- | | | |
|-----------------|------------------|------------------|
| (1) Fuel | <u>"G" MODEL</u> | <u>"F" MODEL</u> |
| 115/145 gallons | 9,230 | 7,790 |
- (2) Survival Equipment: Standard equipment plus that
listed below:
 - (a) E-1 type emergency kit (seven per aircraft)
 - (b) Survival Radio Kits:
 - 1 URC-4 (one per crew member)
 - 2 CRT-3 (two per aircraft)
 - (c) B-5 vest assembly (one per crew member and
passenger)
 - (d) C-2A raft (one per crew member and passenger)
 - (e) F-2A raft (one per each 15 passengers or fraction
thereof)
 - (f) R-1 anti exposure suit (one per crew member and
passenger)

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(3) Radar capability: Navigation.

(4) Other equipment and personnel: As required by 310th Bombardment Wing Mobility Plan.

b. Goose Bay to Smoky Hill:

(1) Same as PARA 5 (1) above except that fuel load will be as follows:

Fuel	<u>"G" MODEL</u>	<u>"F" MODEL</u>
115/145 gallons	7790	7790

6. Time schedules and control point data: Pertinent information will be distributed to aircrews in the form of flimsies not later than 1 June 1955.

7. Altitude and airspeed schedules: Pertinent information will be distributed in the form of flimsies not later than 1 June 1955.

8. Flight clearance packages: Flight leaders will prepare and process clearance packages for each flight. Specific instructions will be issued on this subject to all concerned not later than 1 June 1955.

9. Weather Minima: Weather minima will be in accordance with AFR 60-16.

10. Fuel Minima: Fuel reserves will be in accordance with AFR 60-16.

11. Alternate airfields:

a. Goose Bay:

(1) Primary - Harmon

(2) Secondary - Limestone

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(3) Tertiary - Narsarssuak

NOTE: "F" series aircraft will utilize Limestone and Narsarssuak in emergency only since neither comply with AFR 60-16 fuel requirements as alternates.

b. Smoky Hill:

- (1) Lincoln
- (2) Forbes
- (3) Wichita
- (4) Ellsworth
- (5) Sedalia

12. Flight planning and briefing schedule: See appendix 1 this ANNEX.

SECTION III. General:

1. Procedures for aborting aircraft will be covered in detail at aircrew briefings.
2. Recall plan for this mission will be covered in detail at aircrew briefings. Recall word is "Barber Shop".
3. B-47 aircraft missing refueling or for other reasons landing at Loring AFB or other enroute stations will be formed into flights of not more than 5 aircraft for flight to Smoky Hill. The senior aircraft commander will be flight commander and be responsible for coordinating the flight to Smoky Hill with proper authorities. It must be remembered that operational control of all aircraft is the responsibility of the Commander 15AF. Proper coordination can be effected through the Loring Task Force Commander.

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4. Aircraft aborting take-off or for other reasons returning to Upper Heyford or Brize Norton will be added to a subsequent days increment or formed into flights for flight from the UK.

5. Customs (departing the UK)

a. B-47 and KC-97 aircrews will process through the British Customs Officer at Base Operations immediately following the pre-take-off briefing.

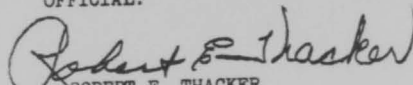
b. KC-97 passengers will process through British Customs in normal processing line.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES:

- "1". Briefing and Mission Planning Schedule
- "2". General Time Schedule
- "3". Air Refueling Matters

OFFICIAL:


ROBERT E. THACKER
Colonel, USAF
Director of Operations

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APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 83-55

BRIEFING & MISSION PLANNING SCHEDULE

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CONFIDENTIALAPPENDIX ITOANNEX "B"TOOPERATIONS ORDERSERIAL NR 83-55BRIEFING & MISSION PLANNING SCHEDULE

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
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ALL TIMES ARE LOCAL

<u>WHAT</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Flight Planning	All KC-97 Crews	310AREFS	03/1330
Briefing	" " "	"	03/0930
Pre-take off briefing	KC-97 Crews 1-9	"	06/0030
Pre-take off briefing	KC-97 Crews 10-18	"	07/0030
Briefing Goose Bay	KC-97 Crews 1-9	"	As Rqr.
Briefing Goose Bay	KC-97 Crews 10-18	"	As Rqr.
Flight Planning	All B-47 Crews	Mn Brfng Rm	03/0930
General Briefing	All B-47 Crews	" " "	03/1330
Specialized Briefing	B-47 AC & CP	" " "	03/1430
Specialized Briefing	B-47 Obsr	" " "	03/1530
Pre-take off Briefing	B-47 Crews 1-4	" " "	06/0500
" " " "	" " 5-8	" " "	06/0600

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<u>WHAT</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Pre-take off briefing	B-47 Crews 9-12	Mn Brfng Rm	06/0700
" " " "	" " 13-15	" " "	06/0800
" " " "	" " 16-19	" " "	07/0500
" " " "	" " 20-23	" " "	07/0600
" " " "	" " 24-27	" " "	07/0700
" " " "	" " 28-30	" " "	07/0800
" " " "	" " 31-34	" " "	08/0500
" " " "	" " 35-38	" " "	08/0600
" " " "	" " 39-42	" " "	08/0700
" " " "	" " 43-45	" " "	08/0800

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GENERAL TIMING

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GENERAL TIMING

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SECTION I B-47 AIRCRAFT

1. Time schedules are based on climatological winds aloft of 35 K headwind component overwater and 55 K over land mass. Times used are GCT (Zulu).

2. Times are the same for each day's increment.

a. Depart Upper Heyford:

1st Flight	0800
2nd Flight	0900
3rd Flight	1000
4th Flight	1100

b. Arrive Belle Isle

1st Flight	1313
2nd Flight	1413
3rd Flight	1513
4th Flight	1613

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c. Arrive Air Refueling Point No. 1 (Primary)

1st Flight 1353

2nd Flight 1453

3rd Flight 1553

4th Flight 1653

d. Arrive over Smoky Hill:

1st Flight 1834

2nd Flight 1934

3rd Flight 2034

4th Flight 2134

SECTION II KC-97 AIRCRAFT

1. Time schedules are based on climatological winds aloft of 20 K headwind component overwater and 35 K over land mass. Times used are GCT (Zulu).

2. Times are the same for each day's increment:

a. Depart Brize Norton:

1st Aircraft - 0300

9th Aircraft - 0500

b. Arrive Goose Bay:

1st Aircraft - 1408

9th Aircraft - 1608

c. RON Goose Bay - 22 Hours

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d. Depart Goose Bay

1st Aircraft - 1200Z

9th Aircraft - 1400Z

e. Arrive Smoky Hill

1st Aircraft - 2150Z

9th Aircraft - 2350Z

3. KC-97 aircraft will fly "Bomber Stream" type mission with individual aircraft spaced at 15 minute intervals.

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AIR REFUELING MATTERS

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AIR REFUELING MATTERS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
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1. Air refueling will be conducted IAW 15AF messages DOOP 250 (Confidential) and DOOP 808 (Confidential).
2. Air refueling operations will be conducted in the Loring area. Air refueling squadrons participating are the 42ND and 26TH which will be operating from Loring AFB.
3. Tanker orbit points are as follows:
 - a. Victor (Loring area)
 - Primary - 50-10N 61-50W Refueling Track 245°
 - Secondary - 49-30N 63-30W Refueling Track 245°
 - Tertiary - To be designated by Loring Task Force Commander at time of execution, if required.
4. Departure time of receiver and tanker aircraft will be adjusted, if necessary, according to latest forecast winds in order to meet pre-

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determined ETA to initial air refueling orbit point.

5. Airborne spare tankers will not be utilized on this operation unless they are definitely planned to off-load fuel on a wet contact. Ground spares will be on standby status.

6. Harmon Task Force Commander is responsible for providing KC-97 aircraft on call basis at Harmon AFB for possible emergency air refueling of B-47 aircraft.

7. Commander 802d Air Division will be responsible for providing KC-97 aircraft on call basis in Smoky Hill - Lincoln area for possible emergency air refueling of B-47 aircraft.

8. B-47 aircrews will be specifically briefed concerning decision points and minimum fuel available on board to continue mission.

9. For communications instructions relative to air refueling see Annex "C", this OPOD.

10. B-47 aircraft will on-load 45,000 pounds of fuel regardless of refueling point. This on-load should provide fuel reserve over Smoky Hill AFB of 22,000 pounds based on climatological wind components.

11. In the event of missed refueling, aircraft will utilize Loring AFB as the primary alternate landing field. In the event that weather at Loring is below minimums, Goose Bay will be utilized as a secondary alternate. Climatological wind flight plans allow for descent to refueling altitude, cruise at refueling altitude for time indicated below and climb back to optimum altitude enroute to alternates with 12,000 fuel reserve:

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- a. Loring - 20 minutes.
- b. Goose Bay - 20 minutes.
- c. Harmon - 22 minutes.

12. Squadron Commanders will be responsible for insuring that air-crews are thoroughly briefed on mass air refueling tactics prior to participation in this mission.

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OPERATIONS ORDER

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COMMUNICATIONS

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ANNEX "C"

TO

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COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
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1. GENERAL: Enroute Communications and general procedures will be governed by and in accordance with current ACP's, JANAP's, AFSAL 5104 (), SAC Manuals, SACCEI, 7th Air Division CEI, Radio Facility Charts, and as directed by this Headquarters.
2. CALL SIGNS:
 - a. All reports and calls (except for inter-plane and air refueling) will be made utilizing current Aircraft Tactical Call Signs, suffixed by the mission Nickname.
 - (1) B-47: GRANVILLE plus assigned numerical suffix and Mission Nickname.
 - (2) KC-97: BRACER plus assigned suffix and Mission Nickname.
3. IFF: In accordance with SAC Regulation 55-23 (Secret).
4. EMERGENCY PROCEDURES: In accordance with ACP 130, 135, JANAP 300, and Radio Facility Charts.
5. RECOGNITION AND IDENTIFICATION: As outlined in Paragraph 2407.3 of SACCEI.
6. AUTHENTICATION: AFSAL 5104 () will be utilized as required.

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CONFIDENTIAL7. UHF/VHF/HF CHANNELIZATION (WEST OF 35° 00' WEST LONGITUDE):

a. United Kingdom Channelization will prevail until passing 35th Meridian.

b. West of 35th Meridian: Standard UHF Channelization as prescribed in SACCEI and Radio Facility Charts, except as modified herein.

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
7	See Flimsy	Air Refueling
8	" "	" "
9	" "	" "
10	" "	Inter-plane
11	" "	Air Refueling
12	" "	" "

NOTE: Channel 12 will be utilized for any additional frequency required.

c. VHF and HF Channelization will be standard except as modified in Communications Flimsy.

8. REPORTING:

a. UHF: Standard CAA Position Reporting.

b. HF: Hourly Position Reports and Half Hourly Operations Normal Reports as required. One aircraft of each flight and the last aircraft each day must have HF capability.

c. VHF: Standard CAA Position Reporting.

NOTE: See Communication Flimsy for detailed procedures on Position Reports.

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9. ADIZ REPORTING: Procedures outlined in Radio Facility Charts and North American Supplementary Flight Information Document.

10. HF CONTROL STATIONS:

a. Prior to 30th Meridian:

Primary - Croughton

Secondary - Keflavik

Alternate - Harmon

b. Departing 30th Meridian:

Primary - Harmon

Secondary - Pepperrell

Alternate - Goose

c. Departing Presque Isle:

Primary - Offutt

Secondary - Andrews

Alternate - Carswell

11. HF FREQUENCIES: As directed in Communications Flimsy and as listed in current Radio Facility Charts.

12. AIR REFUELING:

a. Call Sign: B-47

First Flight - Granville Green (Leader through 5).

Second Flight - Granville Blue (Leader through 5).

Third Flight - Granville Red (Leader through 5).

Fourth Flight - Granville Orange (Leader through 5).

b. KC-97 (Refueling Aircraft):

First Flight - Mudhen Green (Leader through 5).

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Second Flight - Mudhen Blue (Leader through 5).

Third Flight - Mudhen Red (Leader through 5).

Fourth Flight - Mudhen Orange (Leader through 5).

c. APN 12/76 and APN-11 Settings:

First Flight - KC-97's Transmit 8, Receive 6.

B-47's Transmit 6, Receive 8.

APN-11: 1-1-2

Second Flight - KC-97's Transmit 7, Receive 5.

B-47's Transmit 5, Receive 7.

APN-11: 1-2

Third Flight - KC-97's Transmit 8, Receive 6

B-47's Transmit 6, Receive 8.

APN-11: 1-1-2

Fourth Flight - KC-97's Transmit 7, Receive 5.

B-47's Transmit 5, Receive 7.

APN-11: 1-2

d. Frequencies:

First and Third Cells:

Lead Aircraft - 266.2 mcs.

Second Aircraft - 279.8 mcs.

Third Aircraft - 291.9 mcs.

Fourth Aircraft - 303.2 mcs.

Fifth Aircraft - 308.8 mcs.

Second and Fourth Cells:

Lead Aircraft - 324.2 mcs.

Second Aircraft - 318.0 mcs.

Third Aircraft - 256.0 mcs.

Fourth Aircraft - 352.6 mcs.

Fifth Aircraft - 308.8 mcs.

NOTE: 341.4 mcs. Alternate Frequency. 4270 kcs. HF back-

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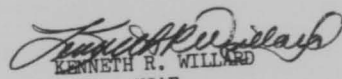
up. Initial contact will be made on Lead Aircraft Refueling Frequency. Only the Cell Leader will operate rendezvous equipment. All other aircraft will standby and operate equipment only when directed by the Cell Leader.

13. ZI REPORTING POINTS: As required by ARTC after making Coast in to Canada and the United States and/or as directed in the Communications Flimsy.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted

OFFICIAL:


KENNETH R. WILLARD
CAPT, USAF
Wing Communications Officer

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HEADQUARTERS
310TH BOMBARDMENT WING (MEDIUM)
APO 194, United States Air Force
26 May 1955, 0001Z

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 83-55

ADMINISTRATIVE AND LOGISTICS

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ANNEX "D"

TO

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ADMINISTRATIVE AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
26 May 1955, 0000 Z

SECTION I - GENERAL

1. PURPOSE: To disseminate administrative and logistical instructions that will apply to the redeployment of the 310th Bombardment Wing to Smoky Hill Air Force Base.

2. APPLICABILITY: These instructions are applicable to all personnel of the 310th Bombardment Wing and the 310th Air Refueling Squadron.

SECTION II - SUPPLY

1. 7th Air Division will be responsible for logistical support of the 310th Bombardment Wing at Upper Heyford, U.K. and for the 310th Air Refueling Squadron at Brize-Norton, U.K.

2. Flyaway Kit and UME indicated in the unit mobility plan, plus ten (10) conventional bomb configuration kits of the 1000 lb capacity will be deployed.

3. Supply support enroute will be from the flyaway kit.

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4. The 310th Bombardment Wing will deploy twenty-seven (27) J-47 FAK engines to Smoky Hill AFB and the 310th Air Refueling Squadron will deploy five (5) R-4360 FAK engines to Smoky Hill AFB.

5. Consumption data of all issues from either the FAKs or base stocks will be recorded, reviewed and forwarded to SAC Headquarters within ten days after return of this unit to Smoky Hill AFB in accordance with SAC Manual 65-2.

6. The Commander of the 310th Air Refueling Squadron is responsible for the expeditious movement of reparable power pack-ups generated enroute as follows:

a. When FAK power pack-ups are used to accomplish change, reparable power pack-ups will be carried to destination.

7. Reparable items generated enroute will be evacuated to Smoky Hill AFB

8. All personnel will redeploy with clothing and equipment deployed to the U.K. Flight lunches will consist of 1 each box lunch and IF 4 lunches as required.

9. Basic load for individual weapons will be carried by the unit concerned and will not be issued to individuals except in an emergency.

10. FAK items required for A&E maintenance will be serviceable and compatible with aircraft involved in this movement.

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SECTION III - MAINTENANCE

1. Civilian Technical Representatives will accompany the wing and will be administered in accordance with SAC REG 66-4, as amended. All civilian Technical Representatives will deploy as indicated on master redeployment roster.

2. Maintenance support required enroute will be provided at Goose Bay, Labrador for KC-97 aircraft by personnel and equipment being deployed on MATS aircraft designated for Enroute Maintenance Support of KC-97 aircraft. Emergency maintenance support enroute for B-47 type aircraft will be provided by personnel and equipment being deployed on MATS aircraft designated for Enroute Maintenance Support of B-47 aircraft. MATS Enroute Support aircraft will be designated upon receipt of MATS OPORD.

3. Maintenance support required, which is beyond the combined capability of the wing and local base forces at any point, will be reported to SAC Headquarters in accordance with SAC REG 65-15.

4. SAC aircraft commanders, or designated representatives, will perform a security check at all enroute and/or operating stations to insure that fuel, oil and ADI fluid for servicing aircraft are clear of contamination and that fuel and oil are of the grade specified by applicable TOs. A clean glass, paper, or metal container will be used to obtain a sample from each servicing unit, for a thorough visual inspection for contamination prior to servicing each aircraft. Minor time element is required to perform this check.

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5. Necessary action will be taken to assure that prepositioned equipment at enroute and forward operating stations receives proper care and maintenance during each period of use. Equipment determined to be in an unserviceable condition will be immediately brought to the attention of appropriate responsible personnel at the enroute or forward operating stations.

6. All B-47 aircraft will deploy with the Mark six (6) capabilities except aircraft deploying with J-47 engines which will have the U-2 hook in the AFT position.

7. Upon landing at destination all B-47 aircraft deploying with the U-2 hook in the AFT position will require repositioning of the U-2 hook to the forward position immediately. This will be accomplished by A&E personnel designated by the A&E Squadron Commander.

8. Each B-47 aircraft capable of utilizing internal JATO bottles will deploy with the following:

- a. ATO cowlings installed.
- b. ATO racks will be installed or carried in the bomb bay, tied by rope to the cargo.
- c. ATO exhaust cowlings will be carried in the bomb bay, tied by rope to the cargo.
- d. If any of the above items can not be carried by the individual aircraft, they will be carried in the one 263 box being deployed by each squadron.

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9. Reference 310 BOMWG mobility plan, Part III, Section D-2, PARA D-1, B-47 tow bars. Each Bombardment Squadron will deploy with three tow bars, one with each increment of five (5) aircraft deployed. Above item will be broken down into three (3) parts and secured beneath the engine dolly. Provisions should be made for securing all special bolts, nuts, including shear pins, as these are critical items.

SECTION IV - TRANSPORTATION

1. 201 personnel will be transported from Upper Heyford to Brize Norton for airlift by KC-97.
2. Commander, 310th Air Refueling Squadron will, in accord with the Wing Logistics Officer determine the aircraft loading at Brize Norton.
3. Personnel at Upper Heyford will redeploy in accordance with master sequence roster.
4. Troop commanders will insure that personnel and their personal baggage transported in support aircraft are not separated enroute.
5. Part V, Section B of the Wing Mobility Plan applies.
6. Personnel assigned to Upper Heyford and transported to Brize Norton by surface transportation will be deployed by KC-97 aircraft to Smoky Hill AFB.
7. Cargo of approximately 36,000 pounds, arriving at Brize Norton via surface transportation will be redeployed in the same manner as Item 6 (6) above.

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SECTION V - MEDICAL

1. The 310th Bombardment Wing will deploy 1 x Part II AE, T/O 1-9022 equipment, personnel and equipment, with the exception of equipment and personnel remaining with 40th Bombardment Wing.
2. The 310th Air Refueling Squadron will deploy 1 x Part II AD, T/O 1-9022 equipment, personnel and equipment, same as above.
3. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and at destination. In an emergency and if determined necessary by the wing surgeon, evacuation, utilizing available aircraft, may be effected if a qualified attendant is furnished to accompany the patient(s).

SECTION VI - PERSONNEL

1. Personnel procedures in Part V, Section G of the Wing Mobility Plan will be adhered to.
2. Uniform:
 - a. Personnel being deployed on KC-97 aircraft will be in Class "A" Blues.
 - b. Personnel being deployed on MATS aircraft will be in Class "A" Khakis.

SECTION VII - ADJUTANT

1. MAIL: Applicable parts of AFR 182-4 will apply.

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SECTION VIII - COMPTROLLER

1. Military pay records of all passengers will be placed in the care of the troop commander assigned each aircraft.
2. Reports will be submitted in accordance with applicable instructions contained in SAC Manuals 171-1, 171-2 and 171-4.
3. Expense summary reports for the units concerned will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1, JUL 51, as amended and AFL 177-4.
4. Per Diem is payable in the same manner as for ordinary TDY.
5. SAC Funding NR RO-53 applies.

SECTION IX - JUDGE ADVOCATE

Omitted.

SECTION X - SECURITY

1. The SAC Security Intelligence Digest, Volume I, Number 25 JAN 54, and all subsequent issues will be used as a guide in determining the subversive situation at enroute bases.
2. Security inspections of aircraft will be conducted in accordance with the provisions of SAC REG 205-8, as amended.
3. Unit security officers will monitor unit security procedures during the movement to the home station in accordance with SAC REG 205-11 and will insure that personnel have been cleared in accordance with AFR 205-6, as amended.

HQ 310BOMWG
ANNEX D
OPORD 83-55
26 MAY 55

7

310-251-C
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4. SAC restricted area badges will be used by all personnel concerned.

5. The security of aircraft and equipment staging through Goose Bay, Labrador will be the responsibility of that base. Additional air police will not be provided by the 310th Air Refueling Squadron.

6. The safeguarding and destruction of classified matter will be as directed in AFR 205-1, SAC REG 205-15 and the Wing Mobility Plan.

SECTION XI - MISCELLANEOUS

1. Burial and grave registration will be in accordance with existing directives of the 7th Air Division. In the absence of such directives, the provisions of AFRs 30-11, as amended, 35-21, as amended, 143-6, as amended and AFM 131-1, 1 NOV 53, will be followed.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

OFFICIAL:

Robert W. Kerstetter
ROBERT W. KERSTETTER
Major, USAF
Wing Logistics Officer

HQ 310BOMWG
ANNEX D
OPORD 83-55
26 MAY 55

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HEADQUARTERS
310TH BOMBARDMENT WING (MEDIUM)
APO 194, United States Air Force
26 May 1955, 0001Z

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR 83-55

FLYING SAFETY

HQ 310BOMWG
ANNEX "E"
OPORD 83-55
26 May 55

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ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR 15-55

FLYING SAFETY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
26 May 1955, 0001Z

1. Flying Safety is paramount and will be strongly emphasized in the conduct of all phases of this operation.
2. In the event of an emergency, flying safety has precedence over mission accomplishment.
3. All crew members and passengers will be required to have minimum survival equipment, emergency equipment and personal clothing as required by SAC Reg. 55-17 as amended and other applicable directives. (Note: MATS will furnish minimum survival and emergency equipment for passengers being airlifted by MATS aircraft).
4. All available Navigation aids will be utilized throughout all phases of this operation to insure safety of flight.
5. Commanders, staff personnel, and operations officers will monitor all phases of this mission to insure adequate crew rest prior to each deployment phase of the mission.
6. All pilots will familiarize themselves on all approach and let down procedures at enroute, destination and alternate airfields, prior to departure from TDY station.

HQ 310BOMWG
ANNEX "E"
OPORD 83-55
26 May 55

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7. Radar operators will be prepared to monitor all letdowns and approaches.

8. Aircraft will not fly lower than 2000' over the United Kingdom, except during take-off and landings.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted

OFFICIAL:


DONALD J. RUTAN
CAPT, USAF
Wing Director of Safety

HQ 310BOMWG
ANNEX "E"
OPORD 83-55
26 May 55

2

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

31000

15 June 1955

SUBJECT: Letter of Appreciation

TO: TO EACH SQUADRON COMMANDER AND STAFF OFFICER

1. The following message was received from the Commander, Fifteenth Air Force:

"Unclassified/C 82. For de Russy from Sweeney. I have just been briefed by my staff on the redeployment of the 310th Bomb Wing. This mission was executed in a highly professional manner and every flight went according to schedule. This is a mission that you, your staff and your crews can be very proud of. Please accept and forward my congratulations for a job well done."

2. On the occasion of our deployment to the United Kingdom, Major General Walter C. Sweeney, Jr. sent us a congratulatory message. During our deployment, the Commander, Fifth Air Division, commended us upon the manner in which this command exercised his North African facilities.

3. These three commendatory messages indicate to me the high quality of professional skill shown by the personnel of this command. I am proud to be your commander and proud of the professional capability we have developed, as one of the youngest combat ready wings in the Strategic Air Command.

4. Please extend my appreciation to every member of your command for their professional competence as shown during our rotational deployment and as recognized by the Fifteenth Air Force Commander in the foregoing message. It is an honor to be the commander of such dedicated men as comprise the 310th Bombardment Wing, Medium.

/s/t/JOHN H. de RUSSY
Colonel, USAF
Commander

COPY

COPY

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

FM COMDR ADIV 5 SIDI SLIMANE FR MOR
TO JFLGO/COMDR BW 310 UPPER HEYFORD ENG
INFO JDLGD/COMDR ADIV 7 SO RUISLIP ENG
/CONFIDENTIAL/CA 5-6813-55C. FROM DOUGHER TO DE RUSSY. I
WOULD LIKE TO EXPRESS MY APPRECIATION FOR THE MANNER IN WHICH YOUR UNIT
HAS EXERCISED THE FACILITIES IN NORTH AFRICA. I BELIEVE THIS CAN BE
ATTRIBUTED TO YOUR EXCELLENT PLANNING AND ADHERING TO THE PLAN AS
PUBLISHED. OPERATION OF YOUR UNIT FROM SIDI SLIMANE WAS THE SMOOTHTEST
RUNNING OPERATION WE HAVE YET HAD OF ALL THE UNITS COMING DOWN FROM THE
U.K. YOUR DETACHMENT COMMANDERS SHOULD BE COMPLIMENTED ON THE FINE JOB
THAT THEY ACCOMPLISHED HERE. THEY WERE VERY RESOURCEFUL IN UTILIZING
EVERY OP ORTUNITY TO GIVE YOUR CREAS THE MAXIMUM TRAINING AVAILABLE.
BT

25/1733Z MAY JFRHD

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

COPY

Memorial Service

for
The Crew of Air Craft 53-110
at
Royal Air Force Station
Brize Norton, Oxon., England
11 May 1955

IN MEMORIAM

First Lieutenant Billy N. Baker Air Craft Commander
Second Lieutenant Hugh L. Crowther Co Pilot
Second Lieutenant Harold Everly Navigator
Technical Sergeant Robert C. Merriman Flight Engineer
Airman First Class Marvin R. DeVries Boom Operator
Airman First Class Joseph Lee Pridegeon Boom Operator
Airman Second Class Virgil Bryant Crew Chief
Airman Second Class Roger Johann Assistant Crew Chief
Airman Second Class Courtney R. Taulbee Radio Operator

The 310th Air Refueling Squadron of the 310th Bombardment Wing suffered a grievous loss of nine fellow officers and airmen in the North Atlantic on 4 May 1955 at 63° 12' north, 25° 20' west.

There is a wound in the heart of each of us as we remember them with us no more. Yet, as we remember we hear cheerful voices, recall happy smiles and mark again their devotion to the art of flying and its exacting duties. Such remembrance may for a while, renew the hurt of our loss, but it can also strengthen our faith and comfort the widows and the fatherless.

Their last words to us, "We are leaving the formation," have a sound of tragedy. But to those who fly, who can say that they fly alone? As man reaches into the sky he is "in formation" with all who have gone before him.

They never fly alone who cherish the memory of good men who were neither afraid to fly or afraid to die.

We have known such men and are proud to call them friends, therefore we give thanks to God even as we remember them, their widows and fatherless children, and grieving parents.

May God keep us all make us worthy of their memory and sacrifice.

COPY

TO: 3102C

FROM: 310AG

4 May 1955 COMMENT NO. 2

In compliance with Comment 1, above, the following information is submitted:

1. A requirement existed for a firm control of correspondence to insure expeditious handling and meeting of suspense dates. A fanfold system was inaugurated for control of correspondence within the wing, establishing a seven day suspense for routine correspondence and a three day suspense for messages. Subsequently, a twenty-four hour suspense was established for messages. In the event more than forty-eight hours is required for research, a message must be dispatched to the originating agency advising them of the status of the reply and when the complete information will be forthcoming.

2. Upon arrival in the United Kingdom for a 90 day SAC rotational movement, a requirement existed for the consolidation of off-base transportation requirements. All requests were submitted to the Wing Adjutant who in turn established a time and place of departure and coordinated with the Base Motor Pool for the transportation. This resulted in a considerable saving of time, vehicles and fuel. Subsequently, off-base transportation requirements for maintenance purposes were coordinated through Wing Maintenance Control. The Wing Adjutant continues to coordinate staff section and individual requirements not of a maintenance nature.

3. Continued screening resulted in the elimination of a considerable number of wing publications. A true count cannot be obtained since records were not brought on mobility.

4. The selection of officers to perform miscellaneous details such as Air-drome Officer, Officer of the Day, Inventory Officer, etc., caused a considerable amount of record keeping, numerous telephone calls and a large expenditure of time. This problem was solved by assigning a pro-rata share of these extra expenditures of extra duties to organizations within the wing who in turn were responsible for scheduling the officers concerned. This resulted in more efficiency and eliminated considerable officers concerned. This also familiarized organization with the required activities of the personnel assigned.

/s/t/FRANK H. WAGNER
1STLT, USAF
Adjutant

COPY

1578

COPY

SUBJECT: Handling and Safeguarding Classified Material

310AG

310DM

19 May 1955

COMMENTS NR. 1

Maj Kerstetter/193/rep

1. During the period of redeployment special emphasis will be placed on the handling and safeguarding of all classified material in the 310th Bombardment Wing.
2. Special emphasis will be placed on the control of TOP SECRET material. All such material will be packaged and handled separately with a TOP SECRET courier assigned for all movement of such material from the UK to Smoky Hill.
3. All other classified material will be handled in accordance with the provisions of AFR 205-1.

/s/t/ROBERT KERSTETTER
Major, USAF
Wing Logistics Officer

COPY

1579

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

10 June 1955

MEMORANDUM FOR: EACH STAFF SECTION and EACH SQUADRON COMMANDER

SUBJECT: Off Base Correspondence

1. Following message received from Fifteenth Air Force is quoted for your information, guidance and necessary action:

"UNCLASSIFIED/DPRS 30562, 8 JUN 55. This Headquarters receives considerable undated correspondence, particularly indorsements. Aside from the obvious requirement of dating correspondence for reference purposes, there are legal implications in many cases. All correspondence relative to board proceedings involving determination of fitness for retention of officers and airmen must be especially reviewed for completeness. Caution all personnel and administrative officers on this matter."

2. Procedures for forwarding off base correspondence in effect prior to the deployment of the Wing remain unchanged, i.e., all off base correspondence will be prepared with 802D AIR DIVISION heading using the appropriate command line and all will be undated. The Base Adjutant will date stamp correspondence and be responsible for the signature.

BY ORDER OF THE COMMANDER:

/s/t/ WILLIAM A. CRA FORD
Major, USAF
Asst Adjutant

COPY

1580

Arrival of Brigadier General Thomas G. Musgrave Jr., Seventh Air Division Commander, at Upper Heyford.



1582



1583

General Nathan F. Twining, Air Force Chief-of-Staff, visits Upper
Keyford and the 310th Bombardment Wing.



1585



1586



1587





1589



1590



1591



1592

Combined Wing and Air Base Group Review in honor of visiting
General John R. Sutherland.

1593





1595





1597



159A



1599



1600



SCHEDULE
ROYAL AIR FORCE STAFF COLLEGE OFFICERS
AT
RAF STATION UPPER HEYFORD

19 May 1955

1. In order to facilitate the tour of the station, visiting officers are requested to remain with their assigned groups throughout the day.

2. The following USAF officers will be in charge of the different sections: SECTION A: Major Frarie; SECTION B: Major Field; SECTION C: Major Holder; SECTION D: Major Wolpers; SECTION E: Major White.

3. The schedule for the day is as follows:

1015. Arrive at Upper Heyford (Officers' Mess)
1015-1045 . . . Coffee
1045-1130 . . . Briefing on tactical organization and mission by Colonel John de Russy, Commander 310th Bomb Wing. Introduced by Colonel T. J. Dacey, Jr., Commander, 3918th Air Base Group.
1130-1230 . . . The party will be divided into 5 sections for the tour of the base. (See schedule below)
1230-1400 . . . Lunch for all sections at Officers' Mess.

Section	Airmen's Barracks, Commissary, & Mess	Flight Line & Tactical Sq Site 1	Operations Control & Airdrome Defense	Periodic Maintenance	Supply Expediter and Flyaway Kit Section
"A"	1130-1200	1200-1230	1400-1430	1430-1500	1500-1530
"B"	1500-1530	1130-1200	1200-1230	1400-1430	1430-1500
"C"	1430-1500	1500-1530	1130-1200	1200-1230	1400-1430
"D"	1400-1430	1430-1500	1500-1530	1130-1200	1200-1230
"E"	1200-1230	1400-1430	1430-1500	1500-1530	1130-1200

1530-1600 . . . Visit aircraft display, Firefighting Display, and observe take-off and landing of B-47 aircraft. Smoke exercise by 98th Chemical Smoke Company.

1600-1630 . . . Tea and discussion with Commander, 310th Bomb Wing (Officers' Mess).

"See Base Map on next page"

**WELCOME
TO**



**RAF STATION
UPPER HEYFORD**

1603

HEADQUARTERS
3918TH AIR BASE GROUP (SAC)
RAF STATION UPPER HEYFORD

19 May 1955

TO: RAF Staff College Staff and Students
Bracknell, Berks.

I am very proud to welcome you to RAF Station Upper Heyford. We are pleased to have you with us and hope your visit today will be both interesting and beneficial.

This station's primary mission is to support the SAC's rotational wings which deploy from the United States periodically for training purposes.

Presently, the 310th Bomb Wing, Commanded by Colonel John T. DeRussy, equipped with B-47 aircraft, are undergoing operational training at this station.

Again, may your tour of this station be a memorable one.

T. J. DACEY, JR.
Colonel, USAF
Commander

UNIT COMMANDERS

Commander, 310th Bombardment Wing	- Colonel John H. de Russy
Deputy Commander, 310th Bomb Wing	- Colonel Murray A. Bywater
Commander, 379th Bomb Squadron	- Lt Col H. L. McClatchy
Commander, 380th Bomb Squadron	- Lt Col Samuel McDaniel
Commander, 381st Bomb Squadron	- Lt Col H. G. Fulmer
Commander, 3918th Air Base Group	- Colonel T. J. Dacey, Jr.
Deputy Commander, 3918th ABGp	- Lt Col R. G. Dupont
RAF Commander,	- Wing Comdr John H. Newberry, D.F.C.
RAF Liaison Officer	- Sqdn Leader Charles S. Clarke

SCHEDULE
ROYAL AIR FORCE STAFF COLLEGE OFFICERS
AT
RAF STATION UPPER HEYFORD

19 May 1955

1. In order to facilitate the tour of the station, visiting officers are requested to remain with their assigned groups throughout the day.

2. The following USAF officers will be in charge of the different sections: SECTION A: Major Frarie; SECTION B: Major Field; SECTION C: Major Holder; SECTION D: Major Wolpers; SECTION E: Major White.

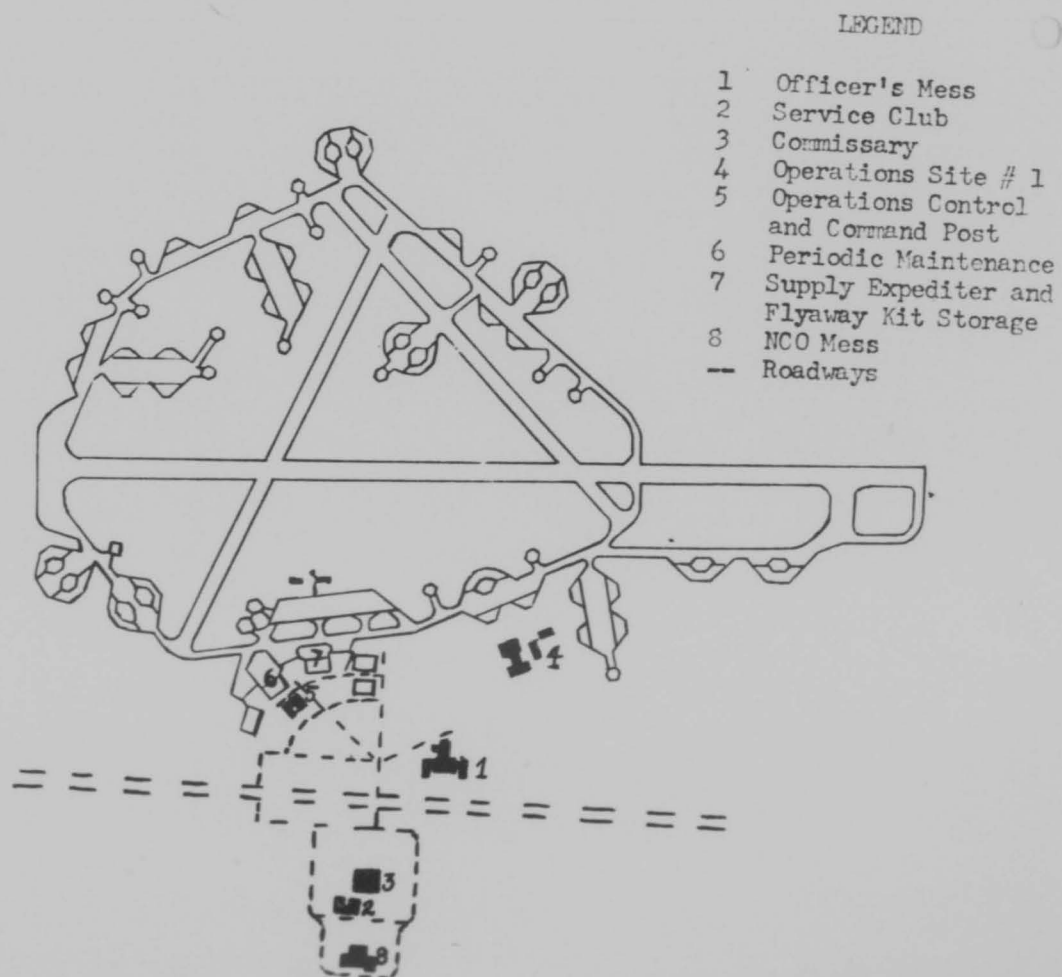
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"B"	1500-1530	1130-1200	1200-1230	1400-1430	1430-1500
"C"	1430-1500	1500-1530	1130-1200	1200-1230	1400-1430
"D"	1400-1430	1430-1500	1500-1530	1130-1200	1200-1230
"E"	1200-1230	1400-1430	1430-1500	1500-1530	1130-1200

1530-1600 . . . Visit aircraft display, Firefighting Display, and observe take-off and landing of B-47 aircraft. Smoke exercise by 98th Chemical Smoke Company.
1600-1630 . . . Tea and discussion with Commander, 310th Bomb Wing (Officers' Mess).

"See Base Map on next page"



1607

The 310th Bombardment Wing Returns to Smoky Hill after 90 days
Temporary Duty in the United Kingdom.

1608



1609







Window Sign Welcoming Back 310th.



COPY

UNITED STATES AIR FORCE
AIR UNIVERSITY
RESEARCH STUDIES INSTITUTE
Maxwell Air Force Base, Alabama

HS

SUBJECT: Transmittal of Information

TO: Commander
802d Air Division
Smoky Hill Air Force Base, Kansas

1. Reference is made to a letter from your headquarters, subject: 310th Bombardment Wing, Medium, Unit History, file 31000, dated 14 January 1955, and to the 1st Indorsement by this office, dated 21 January 1955.

2. Attached information is forwarded in response to your request for background material pertaining to the 310th Bombardment Group, light, and its antecedents..

FOR THE DIRECTOR:

1 Incl
Hist. data,
310th Bomb Gp, L

/s/t/ALDRICH K. F. LIU
LSTLT, USAF
Asst. Chief, Pers & Admin

COPY

COLONEL DELMORE P. WOOD, 310TH DEPUTY COMMANDER.



HEADQUARTERS
310th BOMBARDMENT WING, MEDIUM (SAC)
Smoky Hill Air Force Base
Salina, Kansas

GENERAL ORDERS)
NUMBER 6)

27 June 1955

STAFF ASSIGNMENTS-----I

I. STAFF ASSIGNMENTS-1. COLONEL DELMORE P WOOD, 4835A, USAF,
is announced as Deputy Commander, 310th Bombardment Wing, Medium,
Smoky Hill Air Force Base, Salina, Kansas, effective 27 June 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant

William L Lavagnino
WILLIAM L LAVAGNINO
Major, USAF
Assistant Adjutant

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM (SAC)
Smoky Hill Air Force Base
Salina, Kansas

GENERAL ORDERS)
NUMBER 7)

27 June 1955

1. ASSUMPTION OF COMMAND.--Under the provisions of Air Force Regulation 24-1, as amended, the undersigned assumes command of the 310th Bombardment Wing, Medium, SAC, Smoky Hill Air Force Base, Salina, Kansas, during the temporary absence of Colonel John H de Russy, 1882A, VICE: COLONEL ROBERT E THACKER, 4462A, Relieved.

Delmore P. Wood
DELMORE P WOOD
Colonel, USAF
Commander

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310TH BOMB WING M

RCS: 15-U2



MONTH OF JUN 1955

MANAGEMENT CONTROL

SYSTEM

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1620

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SECTION I - Forecast of Official Management Control System Scores.

Projected scores for June - SAC Management Control System Summary.

	MAX POINTS	% MAX LAST MTH	% MAX THIS MTH	POINTS RECEIVED
A. PERSONNEL				
1. Manning in Required SPECL	30	50	50	15.0
a. Officers				
b. Airmen	150	10	20	30.0
(1) Direct Support	25	10	10	2.5
(2) Indirect Support	30	100	100	30.0
2. AWOL Rate	25	80	100	25.0
3. Ground Safety	40	---	20	8.0
4. Reenlistment Rate	NA	---	---	---
5. Mobile TNG Det Utilization	300	31.7	36.8	110.5
Personnel Sub Total				
B. MATERIEL				
1. Flying Hours as % of Required	60	91	89.0	53.4
2. Reports of Survey	20	60	60.0	12.0
Materiel Sub Total	80	83	82.0	65.4
C. GENERAL ITEMS				
1. Flying Safety	50	50	50	25.0
2. USCM Effect	NA	---	---	---
General Items Sub Total	50	50	50	25.0
D. OPERATIONS				
1. Training Minimums	150	55.9	74.7	112.1
a. Bombardment	50	52.2	64.2	25.7
b. Tanker	100	71	73.0	73.0
2. Flying HR Utilization				
3. Wing Proficiency	40	70	70	28.0
a. RBS Radar Bomb	25	60	70	17.5
b. RBS Visual Bomb	20	100	100	20.0
c. Night Celestial NAV	15	40	50	7.5
d. Flight Engineering	20	70	80	16.0
e. Gunnery				
f. Air Refueling	20	100	100	20.0
(1) Wet Hookups	20	100	100	20.0
(2) Radar RDVU	50	10	20	4.0
4. Probation Status - S/L Crews				
5. EWP Mission Examination	40	100	100	40.0
a. B-47 Crews	NA	---	---	---
b. Tanker Crews				
6. Combat Ready Crews	40	50	50	20.0
a. Bombardment	10	85	70	7.0
b. Tanker	20	100	100	20.0
7. Physical Conditioning	620	63.8	69.5	430.8
Operations Sub Total				
	1050	56.3	60.2	631.7

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SECTION II - Computation of scores and discussion of influencing factors.

A. PERSONNEL

1. Manning in Required Specialties

	<u>AUTH</u>	<u>IRS</u>	<u>% IRS</u>	<u>% MAX</u>	<u>POINTS</u>
a. Officers	429	367	85.5	50	15.0
b. Airmen					
(1) Direct Support	1070	802	74.9	20	30.0
(2) Indirect Support	548	388	70.8	10	2.5

The percentage of airmen in direct support increased .1% over May and influenced a gain of 10% in the maximum score. Airmen manning in indirect support decreased 3.3% in required specialties. The lack of an authorization for the conversion of AFSC's in certain career fields and the continued loss of personnel are the factors contributing to the decrease in indirect support manning and prevent further increase in direct support. Manning is most critical in the maintenance and administrative career fields.

2. AWOL Rate

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of AWOLs	2		
Number of Personnel	6846	100	30
AWOL Rate/1000	.29		

<u>NR AWOLs</u>		<u>AVG Present/Duty</u>
1	MAR	1782
0	APR	1705
0	MAY	1709
1	JUN	1650
2		6846

3. Ground Safety

	<u>Moving Average</u>			<u>% MAX</u>	<u>POINTS</u>
	<u>Exposures</u>	<u>Accidents</u>	<u>Rate</u>		
Military Injury	219,968	3	1.36		
Civilian Injury	12,048	-	-		
	<u>Miles Driven</u>				
Motor Vehicle	106,803	1	.93	100	25
Ground Safety Index			2.29		
	<u>Strength</u>	<u>Cost</u>	<u>Rate</u>		
Cost Index	7387	\$3,802	.515		

One lost time accident and four (4) first aids were reported during the month of June. Total cost per accident and first aids was \$2728.00. The total strength for the month was 1891 military personnel and thirty-five (35) civilian personnel.

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4. <u>Reenlistment Rate</u>		(June)	% MAX	POINTS
Number of Discharges		50		
Number of Reenlistments		8	20	8.0
Reenlistment Rate		16%		

The above rate was computed for the month of June as a rating was not computed during the period the Wing was in a TDY status. The reenlistment rate for the month of June was influenced by the personnel who extended their enlistments for the period of the TDY and were due discharge following re-deployment to the ZI.

5. MTD Utilization

(No utilization during the month of June).

B. MATERIEL

1. <u>Flying Hours as % of Required</u>		(May-June)	% MAX	POINTS
Flying Hours Required:	B-47	3059		
	KC-97	1199		
	Total	4258		
Flying Hours Delivered:	B-47	2598	89	53.4
	KC-97	*1222		
	Total	3777		
Weighted Percentage:		89.2%		

(*) Indicates twenty-three (23) hours were delivered for May-June in excess of the hours required for KC-97 aircraft. The 89% of max score obtained was distributed 85% for B-47's and 100% for KC-97's. The percent max score decreased 2% from the previous report.

2. <u>Reports of Survey</u>		Moving Average	% MAX	POINTS
Number Reports		6		
Total Strength		7432		
Average \$ Per Report		\$189.38	60	12.0
Report of Survey Per/1000		.81		

There were not reports of survey recorded for the month of June.

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C. GENERAL ITEMS

1. Flying Safety

		<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of Hours Flown:	B-47	5461		
	KC-97	2710		
	Total	8171		
Number of Accidents:	B-47	1	50	20.0
	KC-97	1		
	Total	2		
Accident Rate:		24.5%		

No major or minor accidents occurred during the month of June. Rate is affected by the loss of a KC-97 aircraft during May and one (1) minor B-47 accident during March.

2. USCM Effectiveness

(USCM mission flown during the month of April creditable to the training quarter May-July. Officially scored by Headquarters SAC).

D. OPERATION

1. Training Minimumsa. Bombardment Crews

	<u>Item</u>	<u>QTR</u>	<u>ACCOMP</u>		<u>POINTS</u>
	<u>Weight</u>	<u>RQR</u>	<u>to Date</u>	<u>% ACCOMP</u>	<u>SCORED</u>
(1)	Bombing	33	324	98.5	25.5
(2)	Navigation	25	363	274	75.5
(3)	Course Control	10	99	79	79.8
(4)	Air Refueling and Radar RDVU	25	423	216	51.1
(5)	Gunnery	10	108	92	85.2
(6)	Atomic Weapons	10	396	185	46.7
(7)	MISC Items	15	465	435	93.5
(8)	Flying Time	20	405	398	98.3
	TOTAL	150		74.7%	112.1

Score computed on thirty (30) combat ready crews, three (3) lead and three (3) standby crews. Training accomplished during USCM flown in April is credited to the training quarter May-July. Participation of the 310th Air Refueling Squadron in operation "Singapore Sling" deprived the tactical squadrons of the air refueling support needed for the completion of air refueling and rendezvous training. Training priorities established for July will place emphasis on air refueling and atomic weapons training.

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b. Tanker Crews

	Item	QTR	ACCOMP		POINTS	
	Weight	RQR	to Date	% ACCOMP	SCORED	
(1)	Wet Hookups and Radar RDVU	15	272	122	44.8	6.7
(2)	Navigation	10	176	124	70.5	7.1
(3)	Cruise Control	5	48	34	70.8	3.5
(4)	MISC Items	10	288	243	84.4	8.4
(5)	Flying Time	*NA	NA			
	TOTAL	40			64.2	25.7

(*) Indicates score computed on sixteen (16) combat ready crews. The seven (7) non-combat ready crews reported in the SAC-T12 as "IM" crews were not considered in a non-combat ready status for SO-8 requirements scoreable under the management control system.

2. Flying Hour Utilization

a. Equivalent Hours

	B-47	EC-97	TOTAL
(1) Total Hours	1894	190	1811
(2) Repetitive Factor	300	49	252
(3) Take-offs & Landings	403	246	655
Total Equivalent	1986	785	2751

b. Actual Hours

2419	1155	3774
------	------	------

% MAX Score	75%
POINTS	73

The percentage of utilization for B-47 crews was 75.1% and the percentage of utilization for tankers was 69.9%. The main factors which prevented the scoring of a higher percentage of flying hour utilization were ordered missions and re-deployment to the ZI. Required fuel off-loads and duration of ordered missions precluded effective utilization of flying hours.

3. Wing Proficiency

	Item			% of		
	Weight	Activity	Proficiency	MAX Score	POINTS	
a.	RBS Radar Bomb	40	213/287	74%	70	28.0
b.	RBS Visual Bomb	25	52/74	70%	70	17.5
c.	Night Cel NAV	20	92/97	95%	100	20.0
d.	Flight Engineering	15	72/121	60%	50	7.5
e.	Gunnery	20	47/62	76%	80	16.0
f.	Air Refueling					
	(1) Wet Hookups	20	94/97	100%	100	20.0
	(2) Radar RDVU	20	109/109	100%	100	20.0

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CONFIDENTIALWing Proficiency (cont'd)

Wing proficiency has shown a steady increase. Only four (4) gross errors were recorded during June as compared to thirty (30) reported in May. A consolidated target study will be formed in July which will continue to improve bombing proficiency.

4. Probation Status S/L Crews

	Item	Weight	Activity	Proficiency	% of MAX Score	POINTS
a. Crews S/L		20	10/15	83.3%	20	4.0

NR S/L CrewsNR Not On Probation
For Proficiency

3	-	MAR	-	3
2	-	APR	-	0
3	-	MAY	-	1
2	-	JUN	-	6
10				10

(SAC Regulation 170-4 states that this item will be computed by Headquarters SAC).

5. EWP Mission Examination

a. B-47 Crews	40	40/40	100%	100	40.0
b. Tanker Crews	NA	NA	-	-	-

(Tanker crew EWP examination will be given during July.)

6. Combat Ready Crews

a. Bombardment Crews	40	38/45	84.4%	50	20.0
b. Tanker Crews	10	18/20	90	70	7.0

Thirty-eight (38) combat ready bombardment crews and eighteen (18) combat ready tanker crews were assigned as of 1 July 1955.

7. Physical Conditioning

a. Crew Personnel	20	154/277	91.7	100	20
-------------------	----	---------	------	-----	----

The bombardment crews attained 100% proficiency in participation in the physical conditioning program. The tanker crews attained 83% proficiency.

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- SECTION III -

- Areas of Difficulty -

A. Personnel

1. The lack of personnel and low skill level of those assigned continues to be a primary problem of the Wing.
2. There is a wide discrepancy between effective and total manning created by the large number of three (3) level airmen assigned against five (5) and seven (7) level authorizations.
3. In spite of an aggressive OJT program the continued loss of upgraded personnel to discharge or reassignment and the input of unskilled personnel precludes improvement of the personnel problem.

B. Materiel

There were no major problem areas reported during the month of June which adversely affected training accomplishments.

C. Operations

1. Visual requirements necessary for the completion of 50-8 training were not accomplished due to cloud coverage and haze in the United Kingdom. Since returning to the ZI, cloud coverage has been a major problem.
2. Air refueling requirements were low due to the fact that the Wing was unable to receive support from the 310th Air Refueling Squadron during the first two (2) months of the quarter. The Air Refueling Squadron was required to support other units for the entire month of May. During June re-deployment and operation "Singapore Sling" consumed the major portion of allocated KC-97 flying time.
3. Air refueling credit could not be scored on re-deployment ("Operation Taxi-Driver") as receivers were unable to reach a final gross weight of 165,000 pounds.
4. The air refueling squadron consumed 412 hours of flying time on operation "Sneak Play" with practically no 50-8 training accomplished since the operation was with fighter type aircraft and under existing regulations, KC-97 units cannot take credit for fighter refueling missions.

- SECTION IV -

Special Analysis or Studies.....NEGATIVE

William L. Lavagnino
WILLIAM L. LAVAGNINO
Major, USAF
Director of Comptroller

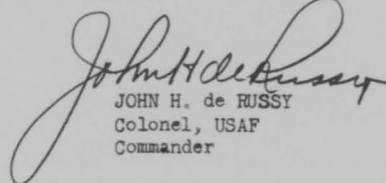
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- SECTION V -

- Wing Commander's Comments -

1. Concur with Comptroller's comments in Section III.


JOHN H. de RUSSY
Colonel, USAF
Commander

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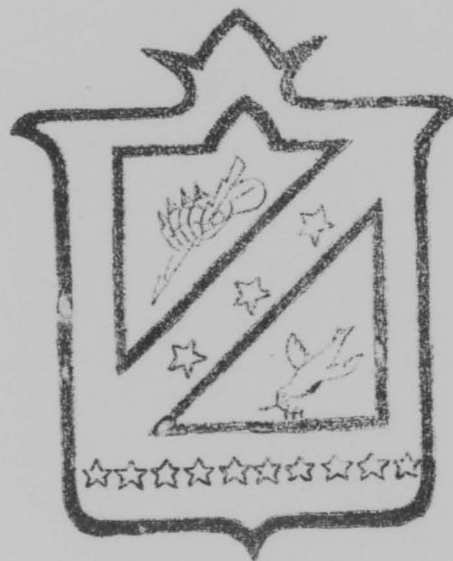
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310TH BOMB WING M [REDACTED]

RCS: 15-U2



MONTH OF MAY 1955

MANAGEMENT CONTROL
SYSTEM
CONFIDENTIAL

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1650

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SECTION I - Forecast of Official Management Control System Scores.

Projected scores for May -- SAC Management Control System Summary.

A. PERSONNEL	MAX POINTS	% MAX LAST MTH	% MAX THIS MTH	POINTS RECEIVED
1. Manning in Required SPECL				
a. Officers	30	50	50	15.0
b. Airmen				
(1) Direct Support	150	10	10	15.0
(2) Indirect Support	25	20	10	2.5
2. AWOL Rate	30	100	100	30.0
3. Ground Safety	25	80	80	20.0
4. Reenlistment Rate	NA	30	--	--
5. Mobile TNG Det Utilization	NA	--	--	--
Personnel Sub Total	260	32	31.7	82.5
B. MATERIEL				
1. Flying Hours as % of Required	60	88	91	54.6
2. Reports of Survey	20	60	60	12.0
Materiel Sub Total	80	81	85	66.6
C. GENERAL ITEMS				
1. Flying Safety	50	90	50	25.0
2. USCM Effect	NA	90.6	--	--
General Items Sub Total	50	84	50	25.0
D. OPERATIONS				
1. Training Minimums				
a. Bombardment	150	NA	55.9	83.9
b. Tanker	50	NA	52.2	20.9
2. Flying HR Utilization	100	81	71	71.0
3. Wing Proficiency				
a. RBS Radar Bomb	40	60	70	28.0
b. RBS Visual Bomb	25	100	60	15.0
c. Night Celestial NAV	20	100	100	20.0
d. Flight Engineering	15	10	40	6.0
e. Gunnery	20	40	70	14.0
f. Air Refueling				
(1) Wet Hookups	20	100	100	20.0
(2) Radar RDVU	20	100	100	20.0
4. Probation Status - S/L Crews	50	50	10	2.0
5. EWP Mission Examination				
a. B-47 Crews	40	NA	100	40.0
b. Tanker Crews	NA	NA	--	--
6. Combat Ready Crews				
a. Bombardment	40	60	50	20.0
b. Tanker	10	100	85	8.5
7. Physical Conditioning	20	50	100	20.0
Operations Sub Total	620	70.7	63.8	389.3
TOTAL	1010	61.2	56.3	563.4

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SECTION - Computation of scores and discussion of influencing factors.

A. PERSONNEL

1. Manning in Required Specialties

	<u>AUTH</u>	<u>IRS</u>	<u>% IRS</u>	<u>% MAX</u>	<u>POINTS</u>
a. Officers	429	367	85.5	50	15.0
b. Airmen					
(1) Direct Support	1070	800	74.8	10	15.0
(2) Indirect Support	548	406	74.1	10	2.5

The percentage of officers in required specialties increased .2% over April. The percentage of airmen in direct support increased 6.7% over April due to the aggressive OJT program and upgrading of personnel. Airmen manning in indirect support decreased .9% in required specialties and influencing a decrease of 10% in max score. The factors contributing to this decrease were conversion of AFSCs in certain career fields and the loss of personnel.

2. AWOL Rate

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of AWOLs	3		
Number of Personnel	6985	100	30
AWOL Rate/1000	.43		

<u>NR AWOLs</u>		<u>AVG Present/Duty</u>
2	- FEB	1789
1	- MAR	1782
0	- APR	1705
0	- MAY	1705
3		6985

With no AWOLs reported during May the Wing continued to score 100% in this item.

3. Ground Safety

	<u>Moving Average</u>			<u>% MAX</u>	<u>POINTS</u>
	<u>Exposures</u>	<u>Accidents</u>	<u>Rate</u>		
Military Injury	218,342	11	5.03		
Civilian Injury	-	-	-		
	<u>Miles Driven</u>				
Motor Vehicle	122,930	1	.81	80%	20
Ground Safety Index			5.84		
	<u>Strength</u>	<u>Cost</u>	<u>Rate</u>		
Cost Index	7322	\$2,092	.286		

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CONFIDENTIALGround Safety (cont'd)

One (1) lost time accident and five (5) first aids were reported during the month of May. Total cost per accident and first aids was \$965.00. Total days lost due to accidents was thirty-one (31). Total mean strength for the month was 1766 military personnel.

4. Reenlistment Rate

(No rating computed while the Wing is in a TDY status).

5. MTD Utilization

(MTD not available at TDY station)

B. MATERIEL1. Flying Hours as % of Required

		<u>MAY</u>	<u>% MAX</u>	<u>POINTS</u>
Flying Hours Required:	B-47	1709		
	KC-97	520		
	Total	2229		
Flying Hours Delivered:	B-47	1505	91%	54.6
	KC-97	520		
	Total	2027		
Weighted Percentage:		90.9		

The 91% of max score obtained was distributed 88.1% for B-47's and 100% for KC-97's. The percent max score increased 3% over the previous report. This is the second month of operation for this wing under the "10 day cycle" system. Better scheduling and increased maintenance capability influenced the increased score in this item.

2. Reports of Survey

	<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number Reports	26		
Total Strength	7464		
Average \$ Per Report	\$163.45	60	12
Report of Survey Per/1000	2.68		

There were no reports of survey recorded for the month of May. The moving rate continues to be affected by the number of reports recorded during the month of February.

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C. GENERAL ITEMS

1. Flying Safety

		<u>Moving Average</u>	<u>% MAX</u>	<u>POINTS</u>
Number of Hours Flown:	B-47	5492		
	KC-97	2533		
	Total	<u>8025</u>		
Number of Accidents:	B-47	1	50%	25
	KC-97	<u>1</u>		
	Total	<u>2</u>		
Accident Rate		24.9		

One (1) major accident occurred during the month of May due the loss of KC-97 Number 53-110. Rate still further affected by the one (1) minor B-47 accident during March.

2. USCM Effectiveness

(USCM mission flown during the month of April creditable to the training quarter May-July. Officially scored by Headquarters SAC).

D. OPERATIONS

1. Training Minimums

a. Bombardment Crews	Item	QTR	ACCOMP	POINTS
	Weight	RQR	to Date	SCORED
(1) Bombing	32	1004	581	57.9 20.3
(2) Navigation	25	393	230	58.5 15.0
(3) Cruise Control	10	107	78	72.9 7.3
(4) Air Refueling and Radar RDVU	25	447	162	36.2 9.0
(5) Gunnery	10	114	72	63.2 6.3
(6) Atomic Weapons	10	418	192	45.9 5.0
(7) MISC Items	15	493	381	77.3 12.0
(8) Flying Time	20	285	128	44.9 9.0
TOTAL	150			55.9 83.9

Score computed on a thirty-four (34) combat ready crews, one (1) lead crew and three (3) standboard crews. Training accomplished during USCM flown in April is credited to the training quarter May-July.

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b. Tanker Crews		Item	QTR	ACCOMP	% ACCOMP	POINTS SCORED
		Weight	RQR	to Date		
(1)	Wet Hookups and Radar RDVU	15	306	67	21.9	3.3
(2)	Navigation	10	198	96	48.9	5.0
(3)	Cruise Control	5	54	6	11.1	5.5
(4)	MISC Items	10	324	231	71.5	7.1
(5)	Flying time	*NA	NA	NA	NA	NA
TOTAL		40			52.2	20.9

Score computed on eighteen (18) combat ready crews. (*) The five (5) Non-combat ready crews reported in the SAC-T12 as "IM" crews were not considered in a non-combat ready status for 50-8 requirements scorable under the management control system.

2. Flying Hour Utilization

a. Equivalent Hours

	B-47	KC-77	TOTAL
(1) Total Hours	808	215	1023
(2) Repetitive Factor	121	22	143
(3) Take-offs & Landings	241	127	368
Total Equivalent	1170	364	1534

b. Actual Hours	1512	543	2153
% MAX Score			71%
POINTS			11

The percentage score for the B-47 crews was 77.4% and the percentage of utilization for tankers was 56.8%. The main factor affecting a higher percentage in flying hour utilization for Tankers was excessive ordered missions which did not produce training creditable towards 50-8 requirements.

3. Wing Proficiency

	Item	Weight	Activity	Proficiency	% of MAX SCORE	POINTS
a.	RBS Radar Bomb	40	143/199	72	70	28.0
b.	RBS Visual Bomb	25	45/65	69	60	15.0
c.	Night Cel NAV	20	49/51	96	100	20.0
d.	Flight Engineering	15	42/73	57	40	6.0
e.	Gunnery	20	42/57	74	70	14.0
f.	Air Refueling					
(1)	Wet Hookups	20	37/40	92	100	20.0
(2)	Radar RDVU	20	51/51	100	100	20.0

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CONFIDENTIALWing Proficiency (cont'd)

Thirty-five (35) gross errors seriously effected radar and visual bombing proficiency. Thirty (30) of these errors were on radar attacks and five (5) on visual attacks.

4. Probation Status S/L Crews

	Item	Weight	Activity	Proficiency	% of MAX SCORE	POINTS
a. Crews S/L		20	7/12	58.3	10	2.0

NR S/L Crews

3
3
3
3
3
<u>12</u>

NR Not On Probation
For Proficiency

3
3
0
1
<u>7</u>

(SAC Regulation 170-4 states that this item will be computed by Headquarters SAC).

5. EWP Mission Examination

a. B-47 Crews	40	37/37	100	100	40.0
b. Tanker Crews	NA	NA	-	-	-

Tanker crew EWP examination will be given during July.

6. Combat Ready Crews

a. Bombardment Crews	40	39/45	86.7	50	20.0
b. Tanker Crews	10	19/20	95	85	8.5

Thirty-nine (39) combat ready bombardment crews and nineteen (19) combat ready crews were assigned as of 1 June 1955.

7. Physical Conditioning

a. Crew Personnel	20	248/277	90	100	20
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The bombardment crews attained 100% proficiency in participation of physical conditioning program. The tanker crews attained 78% proficiency.

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- SECTION III -

- Areas of Difficulty -

A. Personnel

1. The lack of personnel and low skill level of those assigned continues to be a primary problem of the Wing.
2. In spite of an aggressive OJT program the continuing losses of upgraded personnel to discharges and transfers and input of unskilled personnel prevents improvement of the above situation.

B. Materiel

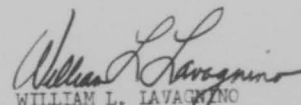
1. There were no major problem areas during the month of May which adversely affected training accomplishments.

C. Operations

1. Due to Seventh Air Division operations orders requiring the Air Refueling Squadron to support other units the Bombardment Squadrons were not given the support required to complete the refueling training requirements.
2. Seventh Air Division Regulations prohibited fighter intercept missions in the United Kingdom. Fighter intercept missions will be accomplished during all redeployment flights and during bomber stream missions planned for July.
3. The abort rate increased due to a split in the A & B capability between the United Kingdom and North Africa. With the radar maintenance capability located at one station a decline in abort rate will result.

- SECTION IV -

Special Analysis or StudiesNEGATIVE


WILLIAM L. LAVAGNINO
Major, USAF
Director of Comptroller

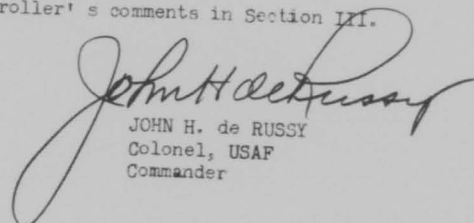
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-- SECTION V --

- Wing Commanders Comments -

1. Concur with Comptroller's comments in Section III.


JOHN H. de RUSSY
Colonel, USAF
Commander

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7th Air Division Inspection

All Sections

310HS

13 May 55.

1. The following memorandum has been received from the 310th Bomb Wing Executive Officer:

a. A staff visit of senior representatives of the 7th Air Division to this command, 28-29 April, resulted in the following irregularities being reported for both Upper Heyford Air Force Base and Brize Norton Air Force Base.

- (1) Flying clothing worn in the Officers Club, Snack Bar, and Field Station Mess.
- (2) Civilian clothes worn in the bar of the Officers Club.
- (3) Airmen's quarters and Officers quarters untidy, disorderly, and dirty.

b. It is the desire of the Commander, 310th Bombardment Wing, that these three items be made special subjects of action for correction.

c. In coordination with the Commander, 3918th Air Base Group, flying clothing is not to be worn in the Officers Club area after 0800 hours in the morning (unless the individual lives in the club and is in direct movement to or from the flight line).

d. In coordination with the Commander, 3918th Air Base Group, civilian clothing will not be worn at any time in the Officers Club. The foyer may be used as a rendezvous for those awaiting transportation off the station. Individuals living in the club, or in the other buildings, while in civilian clothing will not, repeat not, use the lounge, bar, or snack bar. Personnel living in the club building will go directly from their quarters to the foyer and leave.

2. Request OIC's of each section bring the above information to the attention of all personnel assigned.

/s/t/RAYMOND J. MAY
1STLT, USAF
Commander

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"See It Now"

Commander

Personnel Services

17 May 1955

310th Bomb Wing
ATTN: Commander

1. The film "See It Now" based on the operation of the 310th Bomb Wing while stationed in England will be shown at the base theatre on Wednesday 18 May 1955, for Bomb Wing personnel.

2. It is requested that Squadron Commanders release as many personnel as possible during the period their squadron is scheduled as indicated below:

a. 310th Hq Sq	0900 hours
b. 379th Bm Sq	1000 hours
c. 380th Bm Sq	1100 hours
d. 381st Bm Sq	1300 hours
e. 310th F M Sq	1400 hours
f. 310th F M Sq	1500 hours
g. 310th A & E Sq	1600 hours

/s/JOHN B. CANTRELL
1STLT, USAF
Personnel Services Officer

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HEADQUARTERS
3918TH AIR BASE GROUP (SAC)
APO 194, US AIR FORCE

COMMR

23 MAY 1955

SUBJECT: Letter of Appreciation

TO: See Distribution

1. I wish to extend my sincere appreciation to you and your personnel for contributing to the overwhelming success of our Armed Forces Day on 21 May 1955. It was quite obvious that the occasion was extremely well organized and administered, and that much effort and ingenuity had been expended in preparations. Although the base was "saturated" with visitors, it was gratifying to note that personalized attention was given to the British people and that complete control was maintained throughout the day.

2. You may all feel proud of the valuable part you played in bettering our relations with these many visitors who represent our surrounding communities. By familiarizing them with our organization and our contribution to the peace and security of the free world, I am certain that they will carry with them a lasting impression of the desirability for maintaining American Forces in the U.K.

3. Again, I say thanks to you and your people for ensuring the success of our Armed Forces Day.

/s/t/T. J. DACEY, JR.
Colonel, USAF
Commander

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North African Project

31000

31000

20 May 1955

1. An analysis of the North African Project was made covering the period 1 May thru 13 May 1955. Overall results of these flights indicated that 64% of major items scheduled have been accomplished.
2. Our largest loss on these flights have been " " Radar Inoperative, which amounted to 19% of the total accomplishments lost. Losses due to weather amounted to 3%, Operations - Crew Error - 2% and approximately 12% to aircraft general malfunctions and tanker losses.
3. The Wing Operations Staff does not consider that Visual Releases are easy to accomplish either here or in the ZI. The Staff feels that since two per quarter are required, it would be beneficial to accomplish this requirement on the North African flights due to the SAC policy of requiring the crew to visually clear the bomb bay prior to entering an RBS Site after visual releases have been made. If weather precludes visual releases, the ocean is near enough to salvo all bombs with minimum loss of time. A safe salvo area is not readily available operating out of Smoky Hill.
4. The 50-8 requirements for Visual RBS Runs for a combat ready crew are 4 per quarter. A crew could without any difficulty accomplish this requirement on one flight to North Africa. However, SAC policy states that a crew should not accomplish more than 50% of each training item during one calendar month. The purpose of this policy is to insure even distribution of training requirements over a training quarter period.

/s/t/ROBERT E. THACKER, COL, USAF
Wing Director of Operations

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PRODUCTION AND STATISTICAL SUMMARY
310TH BOMBARDMENT WING, MEDIUM

Date Month of May 1955

a. Flying Time for Squadrons and Wing:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average Flying Time per Possessed A/c)
379BS	<u>510:55</u>	<u>15</u>	<u>34:04</u>
380BS	<u>526:20</u>	<u>15</u>	<u>35:07</u>
381BS	<u>526:35</u>	<u>15</u>	<u>35:06</u>
310th BOMWG Total	<u>1564:30</u>	<u>45</u>	<u>34:32</u>
310th AREFS Total	<u>676:15</u>	<u>19</u>	<u>35:32</u>
Combined Total	<u>2240:45</u>	<u>64</u>	<u>34:42</u>

b. Number of Aircraft Assigned:

B-47	<u>40</u>	KC-97	<u>21</u>
------	-----------	-------	-----------

c. Average number of Aircraft possessed:

B-47	<u>45</u>	KC-97	<u>19</u>
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d. Number of Periodic Inspections Scheduled:

B-47	<u>1</u>	KC-97	<u>1</u>
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Number of Periodic Inspections Completed:

B-47	<u>1</u>	KC-97	<u>2</u>
------	----------	-------	----------

e. Number of Engine Changes:

B-47	<u>10</u>	KC-97	<u>2</u>
------	-----------	-------	----------

Average Time at Engine Change:

B-47	<u>279:01</u>	KC-97	<u>413:00</u>
------	---------------	-------	---------------

f. Number of Cylinder Changes:

		KC-97	<u>2</u>
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g. Number of Turbo Changes:

		KC-97	<u>2</u>
--	--	-------	----------

h. In Commission - Rates and Figures:

(1) Wing Percentage In Commission:	B-47	<u>80.35</u>	KC-97	<u>84.25</u>
(2) Number Hours Aircraft In Commission:	B-47	<u>26087</u>	KC-97	<u>11969</u>
(3) Average Hours In Commission per Possessed Aircraft:	B-47	<u>577</u>	KC-97	<u>630</u>

i. AOCH - Rates and Figures:

(1) Wing Percentage AOCH:	B-47	<u>19.75</u>	KC-97	<u>15.85</u>
(2) Number Hours Aircraft AOCH:	B-47	<u>6973</u>	KC-97	<u>2251</u>
(3) Average Hours AOCH per Possessed Aircraft:	B-47	<u>146</u>	KC-97	<u>118</u>

Production and Statistical Summary - Continued

j. F Rates and Figures:

(1) Wing Percentage AOCPI:	B-47	<u>0</u>	KC-97	<u>0</u>
(2) Number Hours Aircraft AOCPI:	B-47	<u>0</u>	KC-97	<u>0</u>
(3) Average Hours AOCPI per Possessed Acft:	B-47	<u>0</u>	KC-97	<u>0</u>
(4) Items AOCPI at present:	B-47	<u>0</u>	KC-97	<u>0</u>
(5) Number items AOCPI this month:	B-47	<u>0</u>	KC-97	<u>0</u>
(6) Number items received this month:	B-47	<u>0</u>	KC-97	<u>0</u>

k. ANPE Rates and Figures:

(1) Total items ANPE requisitioned this month:	B-47	<u>43</u>	KC-97	<u>Not Available</u>
(2) Number items ANPE received this month:	B-47	<u>42</u>	KC-97	<u> </u>
(3) Total items ANPE at present:	B-47	<u>1</u>	KC-97	<u> </u>
(4) Number Aircraft ANPE on this date:	B-47	<u>1</u>	KC-97	<u> </u>
l. Number Aircraft items Cannibalized this month:	B-47	<u>1</u>	KC-97	<u> </u>

m. Technical Order Compliance Status Data:

(1) TOC Percentage Rate:	B-47	<u>3.64</u>	KC-97	<u>3.64</u>
(2) TOC Total Man-hours Backlog:	B-47	<u>1163</u>	KC-97	<u>162</u>

n. Number of Field Maintenance Work-Orders Requested: 948

o. Number of Armament & Electronics Work-Orders Requested: 1090

BRUCE E. HART
1st COL, USAF
Chief of Maintenance

TAB IV

OPERATIONS AND TRAINING

Wing deployment to the United Kingdom occurred during March, the final month of the Wing's first SAC Regulation 50-8 training quarter in compliance with Fifteenth Air Force Operations Order 15-55. The Wing bombing results during March were not satisfactory due to the incidence of Radar and "K" aborts and a number of gross errors. These difficulties are attributed to late arrival of key specialists and required test equipment; in some measure to the observers not being sufficiently familiar with targets in the Heston Bomb Plot Complex, particularly in view of their requirements for Mach .81 maximum altitude runs.

Seventh Air Division Operations Order 104-55 directed the Wing Orientation and Evaluation Mission against the newly sited Heston RBS targets during the period 14-18 March 1955. While Seventh Air Division orders called for a total of 46 sorties the 310th Bombardment Wing, Medium committed 70 B-47's of which 54 were airborne: 26 B-47 aircraft were air aborts and 16 B-47 aircraft were ground aborts for a total of 42 ineffective aircraft. Forty-six radar runs were required and 28 were accomplished for a CEA of 7907 feet and a CEP of 3660 feet, with a resultant Reliability Factor of 73 per cent (based on 7th Air Division criteria of 5000 foot CE). Some aircrews experienced difficulty with the Mach .81 requirement of the mission. The Wing scored 59 of a required 46 Day Celestial legs for a CEA of 21.3 NM and 14 of a required 46 Grid Navigation legs for a CEA of 8.2 NM.

Of the total aborts, "K" system malfunctions are responsible for 18, although our "K" incommision rate averaged 75.2 per cent for the month; the high was 92.2 per cent and the low was 55.2 per cent, concurrent with the Orientation and Evaluation Mission. Two of the aborts were charged to site communication difficulties, four others to site malfunctions due to their new location, two to crews being DNIF and the remainder to miscellaneous reasons (see Annex 3).

Projected training for April, our first Special Training Month, was based largely on completion of first quarter SAC Regulation 50-8 requirements for all crews. During April, the Wing flew a Dispersal and Orbit and Retardation type mission directed by 7th Air Division Operations Order 109-55 (BELT BUCKLE) and a Unit Simulated Combat Mission (CLOVER LEAF). Considerable improvement in "K" reliability was noted and a favorable trend in all areas of operations was apparent. Details of these missions are appended at Annex 4 and 5.

The 310th Bombardment Wing accomplished Operation BELT BUCKLE, the Retardation and Dispersal exercise of 7th Air Division, which directed retardation strikes in accordance with SAC ZEBRA OPLAN 65-55 and aircraft orbit and dispersal in accordance with 7th Air Division OPLAN 48-55. The operation was also designed to test the post-strike capabilities of other SAC United Kingdom bases and to exercise the ADS capabilities. The

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mission was launched at 0155 hours, 14 April 1955, with two task forces of B-47 aircraft and two task forces of KC-97 aircraft on orbit and dispersal, one task force of B-47 aircraft for "On Call" retardation strikes and three KC-97 aircraft held at Brize Norton Air Force Base for strip alert. At 0750 hours, the Wing was given the order to execute the B-47 portion of OPLAN 48-55 with the Air Refueling Squadron portion directed three minutes later at 0753 hours. At 0810 hours the first of twenty B-47 aircraft was airborne with the twentieth following 26 minutes later. At 0806 hours the first of seventeen KC-97 aircraft was airborne followed at 51 second intervals by the remaining tankers. For OPLAN 65-55 the Wing was required to provide eight B-47 aircraft "as soon as possible." The interval between receipt of a target assignment and aircraft airborne was three hours, fifty minutes. Full statistics on this operation are shown in Annex 4 of this report. The Wing's operational averages for this mission have received favorable comment from the Commander, 7th Air Division and pertinent theatre personnel. It is of interest to point out that the Wing's CEA for the retardation targets was 970 feet and the CEP was 650 feet.

The week following BELT BUCKLE, the Wing flew Operation CLOVER LEAF, a 7th Air Division planned Unit Simulated Combat Mission, conducted 20, 21 and 22 April, under Operations Order 110-55. The complete statistical report of this operation is shown in Annex 5 to this report. Again, it is of interest to point out that our CEA continued to show a decrease while the Wing's Reliability Factor for this operation increased to 96 per cent. The total score for this Unit Simulated Combat Mission of the 310th Bombardment Wing was 90.6 per cent.

In Operation SPRING CORN, ten crews simulated "crews downed in enemy territory," with rescue to be effected through use of the RS-6 radio. Crews were pre-positioned in Germany and established communication, identification and were eventually "rescued" from alien territory. The URC-4 radio was used for close-in work as the Air Rescue Service aircraft approached the rendezvous area. Nine of the ten crews accomplished the exercise as planned. The tenth crew established communications too late in the exercise to effect their rescue. Supervisory personnel directing the exercise were well pleased with the results, rating eight crews as outstanding, one very good and the tenth marginal. Air Rescue officers, at the critique, stated that this was the best of three similar exercises conducted in the theatre.

The 310th Air Refueling Squadron provided support for the Second Air Force's 27th Strategic Fighter Wing, operating from KEFLAVIK, ICELAND. Eighteen KC-97 aircraft were deployed to the mid-Atlantic base, accomplishing the requirements of the Operation Order (see Annex 6). Sixty-nine fighters were refueled with an average of 8510 pounds of fuel each in an average elapsed time of 330 seconds. Eight fighters aborted at KEFLAVIK and were not refueled. During the conduct of Operation SNEAK PLAY, one KC-97G aircraft crashed at sea due to engine fire, with the crew being lost.

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In the latter part of May, the 310th Air Refueling Squadron provided inflight refueling support to the 9th Bombardment Wing, Medium in their deployment to the United Kingdom. The mission was originally scheduled from 23 May to 26 May, but extended through 1 June due to weather. Eighteen of 24 KC-97 aircraft were effectively utilized, off-loading an average of 40,800 pounds in an average elapsed time of 12 minutes. Only 45 per cent of the 114:15 hours flown were effective SAC Regulation 50-8 training time which hampered the squadron's May accomplishments.

The Wing's participation in YUKON JAKE, the good-will mission to Norway, was hampered by weather in the Norwegian base area and by the operational commitments and requirements of the command during the deployment.

The Wing's training goal for May was established as 50 per cent completion of quarterly SAC Regulation 50-8 requirements.

Accomplishments for the three months in major areas of SAC Regulation 50-8 training are as shown below:

MARCH50-8 Air Training Accomplishments

	<u>PROJECTED</u>	<u>FLOWN</u>	<u>WING CEA</u>
Hours	1550	1326	
Radar RBS	115	115	8090
Visual RBS	53	13	1313
Nite Celestial	52	24	15.5 NM
Day Celestial	51	98	20.0 NM
Grid Legs	39	39	13.0 NM
Wet Hook-ups	53	54	
Gunnery	56	49	

72.7 per cent completion 50-8 requirements for first quarter January, February and March.

APRILSpecial Training Month Accomplishments

	<u>PROJECTED</u>	<u>FLOWN</u>	<u>WING CEA</u>
Hours	1474	1446	
Radar RBS	160	237	4171
Visual RBS	0	16	1043
Nite Celestial	67	28	10.9 NM
Day Celestial	0	82	14.0 NM
Grid Legs	96	65	12.0 NM
Wet Hook-ups	63	41	
Gunnery	0	29	

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MAY50-8 Air Training Accomplishments

	<u>PROJECTED</u>	<u>FLOWN</u>	<u>WING CEA</u>
Hours	1455	1564	
Radar RBS	225	250	3410
Visual RBS	78	87	1565
Visual Releases	78	46	1978
Nite Celestial	75	52	12.0 NM
Day Celestial	75	103	17.3 NM
Grid Legs	39	79	12.6 NM
Wet Hook-ups	75	27	
Gunnery	75	58	

56.2 per cent completion 50-8 requirements for second quarter May, June and July.

Fifteenth Air Force Operation Order 83-55, nicknamed TAXI-DRIVER, directed the redeployment of the 310th Bombardment Wing. The echelons arrived according to plan, as follows:

Departed United KingdomArrived Smoky Hill Air Force Base6 June 19556 June 1955

15 B-47 aircraft

15 B-47 aircraft

9 KC-97 aircraft

7 June 19557 June 1955

15 B-47 aircraft

15 B-47 aircraft

9 KC-97 aircraft

9 KC-97 aircraft

8 June 19558 June 1955

15 B-47 aircraft

15 B-47 aircraft

9 KC-97 aircraft

The B-47 aircraft were refueled in the Newfoundland area by the 26th, 42nd, 68th and 97th Air Refueling Squadrons in an excellent manner. By 2230Z, 8 June 1955, the tactical aircraft and personnel of the command were in place at their home base, Smoky Hill Air Force Base.

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Major problems encountered during the period of TDY are:

1. Shortage of personnel in critical areas (see Personnel Annex).
2. Lack of visual bomb range and visual bomb range and visual RBS facilities nearer than North Africa. Visibility prohibits the use of London bomb plot for visual RBS with any degree of reliability.
3. Large number of hours flown on ordered missions which could not be profitably utilized for 50-8 training. (ADS loadings, static display, YUKON JAKE flights, etc.)
4. Inability to secure needed SAC Regulation 50-8 training on deployment and redployment due to requirements for flying cell tactics.
5. Lack of adequate tanker support for the B-47 aircraft due to the 310th Air Refueling Squadron commitments on ordered missions. (SNEAK PLAY, T&R PAIL, Static Display, YUKON JAKE, North African flights, etc.) These commitments also caused a considerable loss to the 310th Air Refueling Squadron in SAC Regulation 50-8 training.
6. Comparative analysis of the Air Refueling support is shown at Inclosure 1 to this Tab.

SECRET

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

TO: SAC, ORDER

FROM: HQ 310BOMB

THAT THE 310B MAY 1955

HQ 310BOMB
OFORD 407-55
1 May 55

1653

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

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HQ 310BOMBW
OPORD 407-55
1 May 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

OPERATIONS ORDER NR 407-55

CHART AND MAP REFERENCE: As required.

TASK ORGANIZATION:

379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL Samuel R. McDaniel Jr.
381BOMRON	LTCOL Harold G. Fulmer
310AREFS	MAJ Jack N. Fancher
310ARE	MAJ Allen C. Hart
310FMS	MAJ Carroll Hament
310PMS	LTCOL James E. Jordan Jr.

1. GENERAL SITUATION: May is the beginning month of a new training quarter under the provisions of SAC REG 50-8. Training during the month of May will generally consist of the following:

- a. Accomplishment of the flying time requirement of AF REG 60-2.
- b. Emphasis on training and up-grading of non-combat ready crews.
- c. Accomplishment of the requirements of SAC REG 51-26 for Lead Crews.
- d. Accomplishment of at least 40% of the quarterly requirements of SAC REG 50-8 for lead and combat ready crews.

HQ 310BOMWG
OPORD 407-55
1 May 55

2. MISSION: Emphasis be placed on necessary training and upgrading of non-combat ready crews. Sufficient flying time must be allocated to accomplish this requirement. A minimum of five sorties and a total of 33 hours will be considered as minimum to accomplish non-ready training. Additional training is required in other weak items such as pressure pattern, grid navigation legs, and high speed runs.

3. TASKS FOR SUBORDINATE UNITS:

- a. 379BOMBRO: Reference Annexs "B" and "D" this OPORD.
- b. 380BOMBRO: Reference Annexs "B" and "D" this OPORD.
- c. 381BOMBRO: Reference Annexs "B" and "D" this OPORD.
- d. 310REFS: Reference Annexs "B" and "D" this OPORD.
- e. 310&E, FMS, F. D: Reference Annex "D" this OPORD.

3. X. GENERAL INSTRUCTIONS:

- (1) This OPORD becomes effective 1 May 55.
- (2) Order of Execution will be upon receipt of this OPORD.
- (3) Aircraft Sortie Schedule is contained in APP 1, Annex "A".
- (4) Air Training Requirements are contained in APP 2, Annex "B".
- (5) Ground Training Requirements are contained in APP 3, Annex "B".
- (6) Unit Training will be scheduled and conducted (or arranged for) by each organization according to

HQ 310BOMBRO
OPORD 407-55
1 May 55.

the needs of the unit.

- (7) Organizations possessing the following crews will insure that standardization checks are completed prior to 1 JUN 55: L-18, R-29, R-12, R-33, R-35, R-42, R-50, R-06, R-28, R-39, R-36, R-43, R-09, R-47, R-31, R-11 T-30, T-19, T-18, T-12, T-04.

- (8) Up-grading for the following listed crews non-ready to a ready status will be completed prior to the projection dates listed:

R-57	30 JUN 55
R-45	30 JUN 55
R-46	31 MAY 55
R-55	15 JUN 55

- (9) All rated personnel must attend the monthly flying safety meeting to be held in the Wing Briefing Room (Building 272, in Wing Operations) at 1000 hours, 21 May 55.
- (10) Squadron Commanders and the Director of Maintenance will take action to provide highly reliable aircraft and "K" system.
- (11) Each tactical and refueling squadron will accomplish a minimum of 90 GCA runs during the month of May. This requirement is necessary to maintain a peak proficiency of GCA operators in the UK.

HQ 310BOMWG
OFORD 407-55
1 May 55

4. ADMINISTRATION AND LOGISTICS: Normal:

5. COMMAND AND COMMUNICATIONS: Normal.

JOHN H. de RUSSY
Colonel, USAF
Commander

ANNEXES:

"A" - Intelligence (Omitted)

"B" - Operations and Training

"C" - Administration and Logistics

DISTRIBUTION:

COMAIRDIV 7 S.C, 1 CY
DO 7 S.C, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1 CY

OFFICIAL:

Robert E. Thacker
ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
OPORD 407-55
1 May 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORD

SERIAL NR 407-55

INTELLIGENCE

HQ 310BOMWG
ANNEX "A"
OPORD 407-55
1 May 55

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ANNEX "A"

TO

OPERATIONS ORDER

S. H. L. NR 497-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMAIRDIV 7, SAC, 1 CY
DO 7 SAC, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1 CY

OFFICIAL:

Robert E. Thacker
ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
ANNEX "A"
OPORD 407-55
1 May 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
AFO 194, United States Air Force
1 May 1955, 0001Z

TO:

TO:

ATTENTION:

SERIAL NR 407-55

OPERATIONS AND TRAINING

HQ 310BOMB
ANNEX B
OPORD 407-55
1 May 55

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ANNEX "B"

TO

OPERATIONS ORDER

Serial NR 407-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

1. GENERAL: May is the beginning month of a new training quarter under the provisions of SAC REG 50-8. Details of training requirements and aircraft sortie schedules are covered in appropriate appendices this annex.

2. STRIKE BASE: Respective TDY Stations for B-47 and KC-97 aircraft will be the pre and post-strike bases for all operations unless directed on special operations or exercises covered in this annex or as directed in the future.

3. "YUKON JUMP" OPERATION: A requirement exists to provide two B-47's and one KC-97 every other Thursday for this operation. The B-47's will depart on Thursday and return on Friday. The KC-97 will depart on Wednesday with necessary support personnel for the B-47's and return after the last B-47 is airborne. Details of this operation is published in OPORD 405-55 dated 1 April 1955. Schedule of aircraft and crews is as follows:

11 May 55	310 ATEPS - 1 KC-97
12 May 55	381 BOMBOW - 2 B-47's

HQ 310BOMWG
ANNEX B
OPORD 407-55
1 May 55

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25 May 55

310 REFS - 1 KC-97

26 May 55

379 BOMRON - B-47's

4. A requirement exists to provide the following listed bases with B-47's for ADS loadings. Dates and times are in place times. Where an aircraft must be ferried to a base other than Upper Heyford a 50-8 type mission will be scheduled for both the ferry flight to the base the day prior to the date indicated and the return flight the day after the ADS loading are completed.

a. Fairford:

- (1) 350 BOMRON 3/0800 to 5/2400 1 B-47.
- (2) 379 BOMRON 17/0800 to 19/2400 1 B-47.

b. Lakenheath:

- (1) 327 BOMRON 10/0800 to 12/2400 1 B-47.
- (2) 327 BOMRON 24/0800 to 26/2400 1 B-47.

c. Sidi Slimane:

- (1) 350 BOMRON 3/0800 to 6/2400 1 B-47.
- (2) 379 BOMRON 10/0800 to 13/2400 1 B-47?
- (3) 327 BOMRON 17/0800 to 20/2400 1 B-47.

d. Upper Heyford: Schedule of B-47's for ADS at Upper Heyford is covered in ANNEX "D" this OPORD.

HQ 310BOMWG
ANNEX B
OPORD 407-55
1 May 55

5. Static Displays: Armed Forces Day.

a. B-47 - Seven aircraft to be in place not later than 1500, 20 May 1955.

- (1) 379BOMRON - One B-47 and crew to each of the following bases: Bentwaters and Upper Heyford.
- (2) 380BOMRON - One B-47 and crew to each of the following bases: Sculthorpe and Lakenheath.
- (3) 381BOMRON - One B-47 and crew to each of the following bases: Brize Norton and Fairford.

b. KC-97 - Eight aircraft to be in place not later than 1500, 20 May 1955.

- (1) 310AMERS - One KC-97 and crew to each of the following bases: Prestwick, Bentwaters, Sculthorpe, Lakenheath, Fairford, Upper Heyford and Brize Norton.

HQ 310BOMWG
ANNEX B
OFORD 407-55
1 May 55

DISTRIBUTION:

COMAIRDIV 7 SAC, 1 CY
DO 7 SAC, 2 CYS
COMBOMWG 310, 2 CYS
310DD, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1 CY

OFFICIAL:

ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
ANNEX B
OPORD 407-55
1 May 55

4

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 407-55

AIRCRAFT SORTIE SCHEDULE

HQ 310BOMWG
APP L, ANNEX B
OPORD 407-55
1 May 55

310TH BOMBARDMENT WING MONTHLY FLYING PROJECTION - MAY 1955 ATT A, APP 1. ANNEX B

	MON 2	TUE 3	WED 4	THU 5	FRI 6	MON 9	TUE 10	WED 11	THU 12	FRI 13	MON 16	REMARKS
DAILY												
SORT PROJ 11	11	11	12	9	11	11	9	12	9	10	11	
DAILY												
SORT FLN												
ACCUM												
SORT PROJ 11	22	34	43	54	65	74	86	95	105	116		
ACCUM												
SORT FLN												
AVG HR PER												
SORT PROJ 6:20	6:10	7:00	6:20	6:20	6:20	7:00	7:00	7:00	6:25	6:20		
AVG HR PER												
SORT FLN												
DAILY												
HRS PROJ 70	68	84	57	70	71	63	84	63	64	70		
DAILY												
HRS FLN												
ACCUM												
HRS PROJ 70	138	222	279	349	420	483	567	630	694	764		
ACCUM												
HRS FLN												

310TH BOMBARDMENT WING MONTHLY FLYING PROJECTION - MAY 1955 ATT A, APP 1, ANNEX B

TUE 17 WED 18 THU 19 FRI 20 MON 23 TUE 24 WED 25 THU 26 FRI 27 MON 30 TUE 31 REMARKS

DAILY SORT PROJ	9	12	9	11	11	11	11	9	9	8	8
DAILY SORT FLN											
ACCUM SORT PROJ	125	137	146	157	168	179	190	199	208	216	224
ACCUM SORT FLY											
AVG HR PER SORT PROJ	7:00	6:40	6:20	6:15	6:20	6:40	6:10	6:40	5:55	5:55	6:05
AVG HR PER SORT FLN											
DAILY HRS PROJ	63	80	58	69	70	74	68	60	53	47	49
DAILY HRS FLN											
ACCUM HRS PROJ	827	907	965	1034	1104	1178	1246	1306	1359	1406	1455
ACCUM HRS FLN											

379TH BOMB SQUADRON MONTHLY FLYING PROJECTION - MAY 1955 ATT B, APP 1, ANNEX B

	MON 2	TUE 3	WED 4	THU 5	FRI 6	MON 9	TUE 10	WED 11	THU 12	FRI 13	MON 16	REMARKS
DAILY SORT PROJ	4	3	4	3	3	4	3	4	3	3	4	
DAILY SORT FLN												
ACCUM SORT PROJ	4	7	11	14	17	21	24	28	31	34	38	
ACCUM SORT FLN												
AVG HRS PER SORT PROJ	5:00	6:20	7:00	7:00	6:20	6:00	7:20	7:00	7:00	6:20	5:00	
AVG HRS PER SORT FLN												
DAILY HRS PROJ	20:00	19:00	28:00	20:00	19:00	24:00	22:00	28:00	21:00	19:00	20:00	
DAILY HRS FLN												
ACCUM HRS PROJ	20:00	39:00	69:00	87:00	106:00	130:00	152:00	180:00	201:00	220:00	240:00	
ACCUM HRS FLN												

379TH BOMB SQUADRON MONTHLY FLYING PROJECTION - MAY 1955 ATT B, APP 1, ANNEX B

TUE 17 WED 18 THU 19 FRI 20 MON 23 TUE 24 WED 25 THU 26 FRI 27 MON 30 TUE 31 REM RKS

DAILY SORT PROJ	3	4	3	3	4	4	4	3	4	4	4
DAILY SORT FLN											
ACCUM SORT PROJ	41	45	48	51	55	59	63	66	70	74	78
ACCUM SORT FLN											
AVG HR PER SORT PROJ	6:20	7:00	6:20	6:20	5:00	6:45	5:45	8:00	5:30	5:30	5:30
AVG HR PER SORT FLN											
DAILY HRS PROJ	19:00	28:00	19:00	19:00	20:00	27:00	23:00	24:00	22:00	22:00	22:00
DAILY HRS FLN											
ACCUM HRS PROJ	259:00	287:00	306:00	325:00	345:00	372:00	395:00	419:00	441:00	463:00	485:00
ACCUM HRS FLN											

380TH BOMB SQUADRON MONTHLY FLYING PROJECTION - MAY 1956 ATT C, APP 1, ANNEX B

	MON 2	TUE 3	WED 4	THU 5	FRI 6	MON 9	TUE 10	WED 11	THU 12	FRI 13	MON 16	REMARKS
DAILY SORT PROJ	3	4	4	2	4	4	3	4	3	4	4	
DAILY SORT FLN												
ACCUM SORT PROJ	3	7	11	13	17	21	24	28	31	35	39	
ACCUM SORT FLN												
AVG HR PER SORT PROJ	7:20	6:00	7:00	7:00	6:30	6:30	7:20	7:00	6:40	6:30	7:15	
AVG HR PER SORT FLN												
DAILY HRS PROJ	22:00	24:00	28:00	14:00	26:00	26:00	22:00	28:00	20:00	26:00	29:00	
DAILY HRS FLN												
ACCUM HRS PROJ	22:00	46:00	74:00	88:00	114:00	140:00	162:00	190:00	210:00	236:00	265:00	
ACCUM HRS FLN												

380TH BOMB SQUADRON MONTHLY FLYING PROJECTION - MAY 1955, ATT C, APP 1, ANNEX B

	TUE 17	WED 18	THU 19	FRI 20	MON 23	TUE 24	WED 25	THU 26	FRI 27	MON 30	TUE 31
DAILY SORT PROJ	3	4	3	4	3	3	4	3	3	2	2
DAILY SORT FLN											
ACCUM SORT PROJ	42	46	49	53	56	59	63	66	69	71	73
ACCUM SORT FLN											
AVG HR PER SORT PROJ	7:20	7:00	6:40	6:00	7:20	7:20	6:30	6:00	6:00		
AVG HR PER SORT FLN											
DAILY HRS PROJ	22:00	28:00	20:00	24:00	22:00	22:00	26:00	16:00	16:00	12:00	12:00
DAILY HRS FLN											
ACCUM HRS PROJ	289:00	315:00	335:00	359:00	381:00	403:00	429:00	445:00	461:00	473:00	485:00
ACCUM HRS FLN											

381ST BOMB SQUADRON MONTHLY FLYING PROJECTION - MAY 1955 ATT D, APP 1, ANNEX B

	MON 2	TUE 3	WED 4	THU 5	FRI 6	MON 9	TUE 10	WED 11	THU 12	FRI 13	MON 16	REMARKS
DAILY SORT PROJ	4	4	4	4	4	3	3	4	3	3	3	
DAILY SORT FLN												
ACCUM SORT PROJ	4	8	12	16	20	23	26	30	33	36	39	
ACCUM SORT FLN												
AVG HR PER SORT PROJ	7:00	6:15	7:00	5:45	6:15	7:00	6:20	7:00	7:20	6:20	7:00	
AVG HR PER SORT FLN												
DAILY HRS PROJ	28:00	25:00	28:00	25:00	25:00	21:00	19:00	28:00	22:00	19:00	21:00	
DAILY HRS FLN												
ACCUM HRS PROJ	28:00	53:00	81:00	104:00	129:00	150:00	169:00	197:00	219:00	238:00	259:00	
ACCUM HRS FLN												

381ST BOMB SQUADRON MONTHLY FLYING PROJECTION - MAY 1955 ATT D, APP 1, ANNEX B

	TUE 17	WED 18	THU 19	FRI 20	MON 23	TUE 24	WED 25	THU 26	FRI 27	MON 30	TUE 31	REMARKS
DAILY SORT PROJ	3	4	3	4	4	4	3	3	2	2	2	
DAILY SORT FLN												
ACCUM SORT PROJ	42	46	49	53	57	61	64	67	69	71	73	
ACCUM SORT FLN												
AVG HR PER SORT PROJ	7:20	6:00	6:20	6:30	7:00	6:15	6:20	6:40	7:30	6:30	7:30	
AVG HR PER SORT FLN												
DAILY HRS PROJ	22:00	24:00	19:00	26:00	28:00	25:00	19:00	20:00	15:00	17:00	15:00	
DAILY HRS FLN												
ACCUM HRS PROJ	281:00	305:00	324:00	350:00	378:00	403:00	422:00	442:00	457:00	470:00	485:00	
ACCUM HRS FLN												

310TH AIR REFUELING SQUADRON MONTHLY FLYING PROJECTION - MAY 1955 ATT E, APP 1, ANNEX B

MON 2 TUE 3 WED 4 THU 5 FRI 6 MON 9 TUE 10 WED 11 THU 12 FRI 13 MON 16 REMARKS

DAILY SORT PROJ	5	6	5	5	5	5	5	6	5	5	5
DAILY SORT FLN											
ACCUM SORT PROJ	5	11	16	21	26	31	36	42	42	47	52
ACCUM SORT FLN											
AVG HRS PER SORT PROJ	6:20	4:20	7:00	4:10	5:00	6:10	6:00	5:00	7:00	5:00	7:10
AVG HRS PER SORT FLN											
DAILY HRS PROJ	33:00	26:00	35:00	21:00	25:00	31:00	30:00	36:00	35:00	25:00	36:00
DAILY HRS FLN											
ACCUM HRS PROJ	33:00	59:00	94:00	115:00	140:00	171:00	201:00	237:00	272:00	297:00	333:00
ACCUM HRS FLN											
AR 379	0	1	2	1	<u>2</u>	0	2	0	2	2	0
SORT 380	1	1	<u>2</u>	1	3	1	2	0	1	1	1
SCH 381	0	1	<u>2</u>	1	<u>2</u>	1	0	2	1	0	0

310TH AIR REFUELING SQUADRON MONTHLY FLYING PROJECTION - MAY 1955 ATT E, APP L, ANNEX B

	TUE 17	WED 18	THU 19	FRI 20	MON 23	TUE 24	WED 25	THU 26	FRI 27	MON 30	TUE 31	REMARKS	
DAILY SORT PROJ	6	5	6	5	5	5	5	5	5	5	5		
DAILY SORT FLN													
ACCUM SORT PROJ	63	68	74	79	84	89	94	99	104	109	114		
ACCUM SORT FLN													
AVG HRS PER SORT PROJ	4:40	6:20	4:40	6:00	6:10	4:35	7:00	5:00	4:35	5:35	7:00		
AVG HRS PER SORT FLN													
DAILY HRS PROJ	28:00	33:00	28:00	30:00	31:00	23:00	35:00	25:00	23:00	28:00	35:00		
DAILY HRS FLN													
ACCUM HRS PROJ	361:00	394:00	422:00	452:00	483:00	506:00	541:00	566:00	589:00	617:00	652:00		
ACCUM HRS FLN													
AR 379TH	1	0	0	1	0	0	1	2	3	2	2	1	2 5AD
SORT 380	2	2	2	0	1	2	1 ²	1	0	0	1	1	4 5AD
SCH 381	1	0	1	2	1	1	2	1	1	1	1	1	6 5AD

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

3201JL NP 407-55

AIR WING REQUIREMENTS

HQ 310BOMWG
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1 May 55

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APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 407-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

1. A total of 2,107 air training hours is being projected for the month of May, (1,455 hours for B-47's and 652 hours for KC-97's). Accomplishment of 40% of the quarterly 50-8 requirements must be stressed during the month of May.
2. Flying time priority will be as follows:
 - a. Accomplishment of AFR 60-2 requirements.
 - b. Up-grading of non-combat ready crews.
 - c. Accomplishment of SAC REG 51-76 requirements for lead crews.
 - d. Accomplishment of SAC REG 50-8 requirements.
 - e. Completion of SAC REG 51-19 requirements and maintenance of flying proficiency in B-47 aircraft of staff crew members.
3. The following items of training to be accomplished during May are listed with minimums for each type crew based on 40% of total

HQ 310BOMWG
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required 50-8 for lead and t ready.

a. B-47:	<u>LEAD</u>	<u>READY</u>	<u>NON-READY</u>
	20:00		33:00
(1) Flying Hours			
(2) Radar RBS/total	3	5	
(3) Radar RBS/record	2	4	
(4) Radar RBS/direct	1	3	
(5) Radar RBS/.11	1	2	
(6) Radar RBS/IBDA	1	1	
(7) Radar RBS/malf	1	2	
(8) Vis RBS	2	2	
(9) Radar RBS/total	1	3	
(10) Radar RBS/HPI	1	3	
(11) Vis Com	1	2	
(12) Vis Release	2	2	
(13) T-59 Drop	1	1	
(14) Nite Col	1	2	
(15) L-1 Col	1	2	
(16) PLOPS	1	2	
(17) Grid	1	1	
(18) LRCC	1	1	
(19) AR wet/40M#	1	2	
(20) AR Nite	1	1	
(21) AR Radio Silence	1	2	
(22) Rendez/total	1	2	

HQ 310BCMWG
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	<u>LEAD</u>	<u>READY</u>	<u>NON-READY</u>
(23) Rendz/nite	1	1	
(24) AR Dry/1654#	1	2	
(25) Gunnery/700rd	1	2	
(26) Radar Approach	1	1	
(27) Combat Position	1	1	

b. KC-97:

	<u>READY</u>	<u>NON-READY</u>
(1) AR/total	4	
(2) AR/nite	2	
(3) AR/radio silence	2	
(4) Rendz/total	4	
(5) Rendz/nite	2	
(6) Nite Cel	2	
(7) Day Cel	2	
(8) Grid	1	
(9) Radar Legs	1	
(10) FLOPS	1	
(11) LRCC	1	
(12) Radar Approach	1	
(13) Pilot Prof	1	
(14) Loading & Briefing	2	
(15) Flying Time		36:00

4. Flying time projection for May:

a. 379000000:

HQ 310BOMWG
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(1) Lead Crew Training	3 sorties for	20:00 HRS
(2) Ready Crew Training	45 sorties for	299:00 HRS
(3) Non-Ready Training	20 sorties for	116:00 HRS
(4) Staff Training	10 sorties for	50:00 HRS
(5) TOTAL	78 sorties for	485:00 HRS

b. 380BOMRON:

(1) Lead Crew Training	3 sorties for	20:00 HRS
(2) Ready Crew Training	61 sorties for	420:00 HRS
(3) Non-Ready Training	0 sorties for	00:00 HRS
(4) Staff Training	9 sorties for	45:00 HRS
(5) TOTAL	73 sorties for	485:00 HRS

c. 381BOMRON:

(1) Lead Crew Training	3 sorties for	20:00 HRS
(2) Ready Crew Training	57 sorties for	390:00 HRS
(3) Non-Ready Training	5 sorties for	35:00 HRS
(4) Staff Training	8 sorties for	40:00 HRS
(5) TOTAL	73 sorties for	485:00 HRS

d. 310AREFS:

(1) Ready Crew Training	98 sorties for	552:00 HRS
(2) Non-Ready Training	16 sorties for	100:00 HRS
(3) Staff Training	0 sorties for	00:00 HRS
(4) TOTAL	114 sorties for	652:00 HRS

e. Wing B-47:

(1) Lead Crew Training	9 sorties for	60:00 HRS
------------------------	---------------	-----------

HQ 310BOMWG
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1 May 55

(2) Ready Crew Training	164 sorties for	1,119:00 HRS
(3) Non-Ready Training	24 sorties for	141:00 HRS
(4) Staff Training	27 sorties for	135:00 HRS
(5) TOT.L	224 sorties for	1,455:00 HRS

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1 May 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 407-55

GROUND TRAINING

HQ 310BOMWG
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1 May 55

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APPENDIX "3"

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GROUND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

1. Attachments to this appendix list the detailed schedules of certain required ground training for combat crew personnel. Not included in the attachments is the following:

a. Unit Training - PARA 3X(6) of this OPORD prescribes this requirement.

JOHN H. de RUSSY
Colonel, USAF
Commander

ATTACHMENTS:

"A" C-11 Link Trainer
"B" Ultra-sonic Trainer
"C" "K" System In-Flight Maintenance
"D" Target Study
"E" Physical Conditioning
"F" EWP Target Study
"G" Special Weapons

HQ 310BOMWG
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DISTRIBUTION: Same as basic OPORD.

OFFICIAL:

George W. Ball, Jr. Col, USAF

for ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ATTACHMENT " "

TO

APPENDIX " "

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 407-55

C-11 LINK TRAINER

HQ 310BOMWG
ATT A, APP 3, ENY B
OFORD 407-55
1 May 55

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ATTACHMENT "A"TOAPPENDIX "3"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 407-55C-11 LINK TRAINER

HEADQUARTERS
 110TH BOMBARDMENT WING, MEDIUM
 APO 194, United States Air Force
 1 May 1955, 0001Z

1. The C-11 type (Jet) link trainer will be used by pilots of the three bombardment squadrons.
2. Training schedule for the month of May for the C-11 Trainer is listed below. C-11 Trainer is located in the Synthetic Trainer Building #102, which is one block east of 310BOMWG Headquarters.
3. Schedule for C-11 link trainer will be met by all squadrons.

DATE	0830-1030	1030-1230	1230-1430	1430-1630
9 MAY	380BOMRON	381BOMRON	379BOMRON	380BOMRON
10	381	379	380	381
11	379	380	381	379
12	380	381	379	380
13	381	379	380	381
16	379	380	381	379
17	380	381	379	380

HQ 310BOMWG
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ATTACHMENT "A"TOAPPENDIX "3"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 407-55C-11 LINK TRAINER

HEADQUARTERS
 EIGHTH BOMBARDMENT WING, MEDIUM
 APO 194, United States Air Force
 1 May 1955, 0001Z

1. The C-11 type (Jet) link trainer will be used by pilots of the three bombardment squadrons.
2. Training schedule for the month of May for the C-11 Trainer is listed below. C-11 Trainer is located in the Synthetic Trainer Building #102, which is one block east of 310BOMWG Headquarters.
3. Schedule for C-11 link trainer will be met by all squadrons.

DATE	<u>0830-1030</u>	<u>1030-1230</u>	<u>1230-1430</u>	<u>1430-1630</u>
9 MAY	380BOMRON	381BOMRON	379BOMRON	380BOMRON
10	381	379	380	381
11	379	380	381	379
12	380	381	379	380
13	381	379	380	381
16	379	380	381	379
17	380	381	379	380

HQ 310BOMWG
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<u>DATE</u>	<u>0830-1030</u>	<u>1030-1230</u>	<u>1230-1430</u>	<u>1430-1630</u>
18 MAY	381BOMRON	379BOMRON	380BOMRON	381BOMRON
19	379	380	381	379
20	380	381	379	380
23	381	379	380	381
24	379	380	381	379
25	380	381	379	380
26	381	379	380	381
27	379	380	381	379
30	380	381	379	380
31	381	379	380	381

HQ 31CBOMWG
 ATT A, APP 3, ANNEX B
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 1 May 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 407-55

ULTRA-SONIC TRAINER

HQ 310BOMB
ATT 2, APP 3, ANNEX B
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1 May 55

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ATTACHMENT "B"TOAPPENDIX "B"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 407-55ULTRA-SONIC INNER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

1. The following schedule will be in effect for the month of May.
Squadrons will schedule two observers for each two hour period.
One observer will serve as instructor for the other observer for one
hour and then reverse procedure for the final hour. Both observers
will take credit for two hours of trainer time.

2. The T-3 Trainer is located in Air Base Group A&E building
#187.

DATE	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>	<u>1500-1700</u>
2 May	379BOMRON	380BOMRON	381BOMRON	379BOMRON
3 May	380 "	381 "	379 "	380 "
4 May	381 "	379 "	380 "	381 "
5 May	379 "	380 "	381 "	379 "
6 May	380 "	381 "	379 "	380 "
9 May	381 BOMRON	379BOMRON	380 BOMRON	381BOMRON
10 May	379 "	380 "	381 "	379 "

HQ 310BOMWG
APO 194, AFB 3, ANNEX B
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<u>DATE</u>	<u>0000-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>	<u>1500-1700</u>
11 May	380BOMRON	381BOMRON	379BOMRON	380BOMRON
12 May	381 "	379 "	380 "	381 "
13 May	379 "	380 "	381 "	379 "
16 May	380BOMRON	381BOMRON	379BOMRON	380BOMRON
17 May	381 "	379 "	380 "	381 "
18 May	379 "	380 "	381 "	379 "
19 May	380 "	381 "	379 "	380 "
20 May	381 "	379 "	380 "	381 "
23 May	379BOMRON	380BOMRON	381BOMRON	379BOMRON
24 May	380 "	381 "	379 "	380 "
25 May	381 "	379 "	380 "	381 "
26 May	379 "	380 "	381 "	379 "
27 May	380 "	381 "	379 "	380 "
30 May	381BOMRON	379BOMRON	380BOMRON	381BOMRON
31 May	379 "	380 "	381 "	379 "

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "A"

TO

ANNEX "A"

TO

OPERATIONS ORDER

NO. 107-55

"A" WITH "A" MAINTENANCE

HQ 310BOMB
APO 194, United States Air Force
0001Z 1 May 55
1 May 55

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ATTACHMENT "C"TOAPPENDIX "3"TOAPPENDIX "B"TOOPERATIONS ORDERGENERAL PR 407-55"K" SYSTEM IN-FLIGHT MAINTENANCE

IN-FLIGHT MAINTENANCE

300TH BOMBARDMENT WING, MEDIUM

PO Box 196, United States Air Force

May 1955, 0001Z

1. The following training schedule for "K" System In-Flight Maintenance training will be in effect for the month of May. Training will be given in the Training Room of the Air Base Group A&E building #187.

2. Two phases of training will be offered. Each observer will receive four hours of training for the month.

3. Each squadron will schedule four observers for each class that is listed below:

<u>DATE</u>	<u>TIME</u>	<u>PHASE</u>
3 May	1300-1700	Radar Set-Ups
10 "	"	" "
17 "	"	" "
24 "	"	" "
31 "	"	" "

HO 310800Z
 ATC 310800Z
 CR 310800Z
 1 May 55

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<u>DATE</u>	<u>TIME</u>	<u>PHASE</u>
5 May	1300-1700	Computer Procedures
12 "	"	" "
19 "	"	" "
26 "	"	" "

HQ 310BOMWG
 ATT C, APP 3, ANNEX B
 OPORD 407-55
 1 May 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ATTACHMENT "D"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SMCLL NR 407-55

TARGET STUDY

HQ 310BOMWG
ATT D, APP 3, ANNEX B
OPORD 407-55
1 May 55

ATTACHMENT "D"

TO

APPENDIX "3"

TO

ANNEX "B"

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OPERATIONS ORDER

SERIAL NR 407-55

TARGET STUDY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

Target Study will be conduct at Squadron level as required for
the month of May.

HQ 310BOMWG
ATT D, APP 3, ANNEX B
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1 May 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ATTACHMENT "E"

TO

APPENDIX "3"

TO

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TO

OPERATIONS ORDER

SERIAL NR 407-55

PHYSICAL CONDITIONING

HQ 310BOMWG
ATT E, APP 3, ANNEX "B"
OPORD 407-55
1 May 55

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ATTACHMENT "E"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 407-55

PHYSICAL CONDITIONING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 55, 0001Z

Facilities are not available to obtain Phase I & II requirements at this station. Phase III of the Physical Conditioning Program will be required for the month of May. Each crew member will be required to obtain eleven (11) hours of this type training for the month.

HQ 310BOMWG
ATT E, APP 3, ANNEX B
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1 May 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ATTACHMENT "F"

TO

APPENDIX "3"

TO

ANNEX "B"

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SERIAL NR 407-55

REF TARGET STUDY

HQ 310BOMWG
ATT F, APP 3, ANNEX B
OPORD 407-55
1 May 55

1700

ATTACHMENT "F"

TO

APPENDIX "3"

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OPERATIONS ORDER

SERIAL NR 407-55

EMP TARGET STUDY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

1. The requirements for EMP mission study are contained in 15AFR 200-3, 200-4. Following are the requirements to be accomplished during May:

a. Rotational EMP (310BOMWG OPLAN 50-55):

- (1) All aircrews assigned an aiming point must have completed the following Phase 2 requirements by 15 May.
 - (a) 7 Air Division examination.
 - (b) Ten ultra-sonic trainer runs on assigned target.
 - (c) Escape and Evasion Lecture.
 - (d) IBDA lecture.

HQ 310BOMWG
ATT F, APP 3, ANNEX B
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1 May 55

1701

- (2) All aircrews must brief the Wing Commander on their assigned EWP. The 310th Wing Plans Office has complete briefing outlines and visual aids available for crew preparation. The Wing Commander will sign a certificate of capability for the crew, if they demonstrate satisfactory knowledge of their assigned mission. This is Phase 3 of the required training. It must be completed prior to 30 May 55 for all aircrews.
 - (3) When the requirements of para 1, a, (1), and (2) above are complete, aircrews must report for two hours mission review during May. The EWP check list will be reviewed by the Aircraft Commander and the 310DOI and/or DOP, and the certificate of review accomplished. This is Phase 4 of the required study.
- b. Permanent EWP (15AF OPLAN 50-55A):
- (1) This OPLAN was received in April, and is being planned and written.
 - (2) All aircrews assigned an aiming point must complete Phase 1 and Phase 2 training on their assigned mission prior to return of the Wing to Smoky Hill AFB. This consists of formal indoctrination, flight planning, completion of the EWP check list, target study, mission folder preparation, Escape and Evasion, Combat Intel-

HQ 310BOMWG
ATT F, APP 3, ANNEX B
OPORD 407-55
1 May 55

ligence, Survival and study of the Tactical Doctrine.

- c. Written OPLANS and aircrew flimsies for the EWP mission are "Top Secret" in classification. As the tactical Squadrons do not have adequate "Top Secret" storage facilities, these plans and flimsies are being stored by the Wing Plans Office. It is essential that the Squadron staff be familiar with the Squadron, portion of the EWP. Therefore, the Squadron Commander, Operations Officer and Observer, as a minimum, will report to the Wing Plans Office prior to 15 May 1955 for the purpose of reading and studying 310BOMWG OPLANS 48-55, 50-55 and 7AD OPLAN 150-54. A certificate will be accomplished by the Squadron Commander when these plans have been read and studied by his staff.

2. Squadron Commanders are responsible that aircrews are made available for scheduled EWP activities, and that Squadron staff personnel read and study the OPLANS listed in para 1 c, above prior to 15 May 1955.

3. The Wing Intelligence Officer is responsible for providing classrooms and briefing and study rooms, properly heated, lighted and equipped for crew EWP study, and will store and issue EWP folders.

4. The Wing Plans Officer will prepare, coordinate and publish EWP study and briefing schedules through the Wing Ground Training Officer. When published, the Phase 1 and 2 study schedule for the permanent EWP will have priority over all other scheduled activities, including flying.

HQ 310BOMWG
ATTN: F, APP 3, ANNEX B
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1 May 1955

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ATTACHMENT "G"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 407-55

SPECIAL WEAPONS

HQ 310BOMWG
ATT G, APP 3, ANNEX B
OPORD 407-55
1 May 55

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ATTACHMENT "G"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SPECIAL NR 407-55

SPECIAL WEAPONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

1. Special Weapons as required under the provisions of SAC REG 50-8, SUPPL 14 will be given during the month of May. Each crew will be required to receive four (4) hours of academic training and complete one (1) loading during the month of May.
2. Loading will be conducted from 0800-1200 on days indicated in the schedule listed below. Academic phase of Special Weapons training will be given from 1300-1700 as shown in the schedule listed below.
3. Two crews will perform loading at one time under supervision of 1ST ADS supervisor. Aircraft number will be called to squadrons the day prior to loading or may be obtained by calling extension 254.

HQ 310BOMWG
ATT G, APP 3, ANNEX B
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1 May 55

4. Academic classes will be conducted in the 1ST ADS area.
 5. Squadrons will furnish number of crews as listed below:

LOADINGS: * Make-up Periods.

<u>DATE</u>	<u>SQUADRONS</u>			
2 May	379BS (2)	380BS (1)	381BS (1)	
3 "	" (1)	" (2)	" (1)	
4 "	" (1)	" (1)	" (2)	
5 "	" (2)	" (1)	" (1)	
6 "	" (1)	" (2)	" (1)	
9 May	379BS (1)	380BS (1)	381BS (2)	
10 "	" (2)	" (1)	" (1)	
11 "	" (1)	" (2)	" (1)	
12 "	" (1)	" (1)	" (2)	
13 "	" (2)	" (1)	" (1)	
19 May	379BS (1)	380BS (2)	381BS (1)	
20 "	" (1)	" (1)	" (2)	
*26 May	379BS (1)	380BS (1)	381BS (1)	
*27 "	" (1)	" (2)	" (1)	
*30 May	379BS (1)	380BS (1)	381BS (2)	

ACADEMIC PHASE: * Make-up Periods.

2 May	379BS (2)	380BS (1)	381BS (1)
3 "	" (1)	" (2)	" (1)
4 "	" (1)	" (1)	" (2)
5 "	" (2)	" (1)	" (1)
6 "	" (1)	" (2)	" (1)
9 May	379BS (1)	380BS (1)	381BS (2)
10 "	" (2)	" (1)	" (1)
11 "	" (1)	" (2)	" (1)
12 "	" (1)	" (1)	" (2)
13 "	" (2)	" (1)	" (1)
19 May	379BS (1)	380BS (2)	381BS (1)
20 "	" (1)	" (1)	" (2)

HQ 310BOMWG
 ATT G, APP 3, ANNEX B
 OPORD 407-55
 1 May 55

<u>DATE</u>	<u>SQUADRONS</u>
*26 May	379BS (2) 380BS (1) 381BS (1)
*27 "	" (1) " (2) " (1)
*30 May	379BS (1) 380BS (1) 381BS (2)

6. Access lists must be turned into the Wing Special Weapons office prior to 1200 hours on Friday of the preceding week.

7. Crews scheduled for the academic phase need not be the same crews scheduled for loading on the dates listed above.

HQ 310BOMBG
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OPORD 407-55
1 May 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

ANNEX 'C'

TO

C RATIONS ORDER

SERIAL NR 407-55

COMMUNICATIONS

HQ 310BOMWG
CPOW 407-55
1 May 55

1708

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 407-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 May 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMAIRDIV 7 SAC, 1 CY
DO 7 SAC, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1 CY

HQ 310BOMWG
OPORD 407-55
1 May 55

1709

OFFICIAL:

George W. Coll, Lt. Col, USAF

ROBERT E THACKER

Colonel, USAF

for Wing Director of Operations

HQ 310BOMWG
OPORD 407-55
1 May 55

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ANNEX D

TO

OPERATIONS ORDER

SERIAL 407-55

NORTH AFRICA FLIGHT

310TH BOMBARDMENT WING, MEDDUM
APO 194, United States Air Force
1 May 1955, 0001Z

I. GENERAL

1. PURPOSE: To disseminate administrative instructions that will apply to operations order, Serial 407-55.
2. APPLICABILITY: The instructions are applicable to all personnel of the 310th Bombardment Wing and the 310th Air Refueling Squadron.
3. The 310th Bombardment Wing will deploy a pre-strike team to Sidi Sl Air Base as listed in Attachment II.
4. The designated will report to Colonel Lyle C/S 5th Air Division and state his mission and planned method of accomplishment.

II. SUPPLY:

1. Installations: Installations are more than adequate for this operation.
2. Class I, in flight rations are required and will be provided by the Food Service Squadron of each Air Base Group as applicable to this operation.
3. Class II and III:
 - a. The authorized person will accompany each individual, in accordance with SAC Reg 1-14-9.
 - b. Individual personnel will accompany all maintenance specialists.
 - c. [Illegible]

d. All personnel will deploy with sufficient Khaki clothing. Khaki clothing is not available at Sidi Slimane AB clothing Sales Store. Summer uniform is mandatory beginning 1 APR 55. Personnel effects as desired for 15 days or longer.

e. UAC to be deployed will in accordance with the 310th Bombardment Wing Mobility Plan, by the 310th Bombardment Squadron. Fifteen aircraft pre-post strike; 200-100-2, medium staying teams, 310th Bombardment Wing Mobility Plan will apply. See attachment I.

f. USE will be provided by the 4th Air Division Bases involved.

4. Class III and FIA: POL

a. Will be provided by station at which the requirements develop.

b. Aircraft will be serviced in accordance with mission requirements or 310th Bombardment Wing 27, whichever is greater.

5. Class IV and FIA:

a. One unit flyaway pre-post strike kit, 310th Bombardment Squadron Flyaway Kit will be deployed to Sidi Slimane.

b. The pre-post strike kit and personnel will operate under control of the Base Supply Officer.

(1) The initial source of contact for supplies to support 310th Bombardment Wing aircraft will be from the pre-post strike kit.

(2) Items not readily available from pre-post strike kit assets will be supplied from base supply assets.

(3) Items furnished from base supply assets will be reordere

(5) Reparables generated due to issues from pre-post strike will be either repaired by 310th Maintenance personnel or returned to Upper Heyford for disposition.

(6) Resupply lists will be furnished logistical support aircraft, based on anticipated requirement and pre-post strike kit issues, to be delivered by subsequent logistical support aircraft. These lists will be prepared by 310th Bombardment Wing personnel operating pre-post strike kit.

c. Delivery and repairable pick up service will be provided by the aircraft service unit. Adequate transportation is available and delivery service provided similar bomb wings has averaged 24 minutes. The perimeter of the aircraft parking area. The aircraft service unit has adequate communications facilities, radio control net and telephones. Warehouse facilities have been set aside within the aircraft service unit for storage of the pre-post strike kit. These facilities are adequate and in excellent condition.

(1) T.O. Files and stock lists for B-47 aircraft are available in the service unit and can be utilized by pre-post strike personnel.

e. Base supply contract number is AF 2492 60.

6. Class V and VI:

a. Ammunition will be loaded as directed by Director of Operation 310th Bombardment Wing.

b. All aircraft will deploy with the bomb bay doors open.

III. TRANSPORTATION:

1. Ground: Pre-strike team will deploy to Brize Norton by military transport. Commander 3918th Air Base Group will furnish necessary equipment and drivers to meet this requirement.

2. Air:

a. Personnel and personnel will be deployed to Sidi Slimane by aircraft of the 310th Air Refueling Squadron. Cargo will be prepared in accordance with PART V, Section C of the 310th Bombardment Wing Mobility Plan.

b. Resupply to Sidi Slimane will be by B-47 and KC-97 aircraft. Resupply lists furnished aircraft commander by Sidi Slimane will be hand carried to Wing Supply Liaison Officer for processing.

c. All resupply is returned by either the above type aircraft will be hand carried to the Wing Supply Liaison Officer.

d. Resupply to Sidi Slimane will be controlled by the Wing Supply Liaison Officer who will assemble and transport items to the aircraft designated. The aircraft commander of this aircraft will insure upon landing at Sidi Slimane all items of Resupply are delivered directly to personnel of the Flyaway Kit Section at Sidi Slimane AFB.

IV. SERVICES:

1. Medical: Provided by the 5th Air Division Bases at which the requirements develop, in accordance with SAC Manual 160-1.

2. Maintenance:

a. Maintenance support required, which is beyond the combined capability of the wing and local base forces at Sidi Slimane, will be reported to 7th Air Division Headquarters in accordance with SAC REG 65-15.

HQ 310BOMB
ANNEX D
OFORD 407-55

b. The SAC maintenance activity at Sidi Slimane will be organized and operated as prescribed in SAC REG 6-12. ~~Deviations from these instructions~~ at the discretion of the Officer in charge. Maintenance activities will be the responsibility of the Chief of Maintenance, 310th Bombardment Wing or his designated representatives.

c. SAC aircraft commanders, or designated representatives, will perform a security check at all enroute and/or operating stations to insure that fuel, oil and ADF fluid for servicing aircraft are clear of contamination and that fuel and oil are of the grade specified by applicable T.O.'s. A clean glass, paper, or metal container will be used to obtain a sample from each servicing unit, for a thorough visual inspection for contamination prior to servicing aircraft. Minor time element is required to perform this check.

d. Necessary action will be taken to assure that prepositioned equipment at Sidi Slimane Air Base receives proper care and maintenance during each period of use. Equipment determined to be in an unserviceable condition will be immediately brought to the attention of appropriate responsible personnel at the Sidi Slimane Air Base.

7. Finances:

a. Sidi Slimane is in the MPC (script) area. Each person participating in the mission is authorized to carry the following currency in the amount shown.

- (1) Personnel (\$20.00) total all foreign currencies including United States currency.
- (2) Five pounds Sterling.
- (3) No limit on travelers checks or money orders.

HQ 310BOMWG
ANNEX D

b. Personnel participating may be given partial pay at the discretion of the squadron commander concerned.

c. SAC funding number RO-53 will apply for personnel deployed to the UK with the 310th Bombardment Wing only. Per Diem payments for 3918th Air Base Group personnel will be made in accordance with normal procedures. Funding number will be furnished by 318th Air Base Group.

V. PERSONNEL:

- a. Uniform or civilian clothing may be worn off base.
- b. Personnel will be briefed concerning the following:
 - (1) Customs and courtesies of the locality (at Sidi Slimane)
 - (2) Customs regulations applicable to import and export of United States and American Currency.
 - (3) Prohibitions and penalties for black market activity and violations of customs regulation.
 - (4) Casualty reporting will be in accordance with AFR 30-11 and SAC Regulation 30-3

VI. ADMINISTRATIVE:

1. Forward mail to individual as applicable.

VII. MISCELLANEOUS:

1. Base bulletin is adequate
2. Security: Personnel security between 0800 and 1600 hours will be accomplished by task force personnel.
3. Orders;
 - a. No special orders are required for personnel deploying to the UK with the 310th Bombardment Wing.
 - b. Special orders are required for 3918th Air Base Group personnel
 - c. Itineraries will be maintained by each individual concerned to

be used for per diem payments.

HQ 310BOMBWG

ANNEX D

15 AIRCRAFT PRE STRIKE EQUIPMENT

TYPE	UNIT	QUANTITY
Class 08-A		
Cord extension, 100 ft	ea	2
Flashlight, Taxi Wand 8"	ea	4
Light Explosion Proof 100 ft, Type M-1	ea	2
Class 12		
Panel Assy - Single Point RFLG control	ea	2
Class 17-B		
Adapter socket wrench 1 1/2" square drive	ea	2
Adapter socket wrench 1 1/2" square drive	ea	2
Bar socket wrench ext 1 1/2" square drive 10" Mark 1	ea	1
Bar socket wrench ext 3/4" square drive 8" length	ea	1
Bar wrecking gousenack 3/4" x 30"	ea	1
Clipper bolt rigid bond gear cut	ea	1
DR twist SS 1/4" thru 1 1/2" (by 64th)	Set of 17	1
Gage tire 400 lb Hi pres	ea	2
Gun lub lever type 2102	ea	1
Hammer hard plastic insert face 318	ea	1
Handle wrench socket hinge 3/4" square drive	ea	1
Pliers comb slip joint 10"	ea	1
Saw hand cross cut	ea	1
Saw hand rip	ea	1
Screwdriver, common 12"	ea	1
Socket 12 Pt 3/8" square drive	ea	1
Socket 12 Pt 1/2" square drive (incl extra deep) 5/8" thru 1 1/4" (by 16th)	Set of 18	1
Socket 12 Pt 3/4" square drive 1 5/16" thru 2" (by 16th)	Set of 9	1
Tap measuring, steel, 100 ft	ea	1
Tool midget grease fitting	ea	1
Tool Std grease fitting	ea	1
Tool valve stem fitting	ea	1
Wrench crowft 12 Pt 1/2" square drive 3/8"	ea	1
Wrench crowft 12 Pt 1/2" square drive 7/16"	ea	1
Wrench crowft 12 Pt 3/8" square drive 5/8"	ea	1
Wrench open-double head 1/16" thru 1 1/4"	Set	1
Wrench set turnbuckle hold and adj	ea	1

ATCH I TO ANNEX D
OPORD 407-55
1 May 55

QTY	TYPE	UNIT	QUANTITY
Class 18-B			
	Protractor assy cont surface	ea	1
	Template assy five 1 arm rigging	ea	1
	Lever drag chute release mech cocking	ea	1
	Wrench MLG axle nut 3 5/16" DIA	ea	1
	Wrench MLG axle nut 5 1/16" DIA	ea	1
Class 19-A			
	Jack assy 50 ton axle	ea	1
	Bar assy towing, steering	ea	1
Class 19-G			
	Pre & Post Strike Flyaway Kits	ea	1
Class 08-A			
	Light, extension type 34, 50 ft	ea	2
Class 17-B			
	Soldering iron 110 Volt	ea	1
	Soldering iron 24 Volt	ea	1
	Stripper wire #22 to #8	ea	1
	Tool, stakon #22 to #10	ea	2
Class 17-C			
	Calibrator UPM-11A	ea	1
	Cavity-tuned TS-488/U	ea	1
	Multimeter TS 352A/U	ea	1
	Oscilloscope AN/US-24	ea	1
	Pressurizing Kit 1R-201/UP	ea	1
	Watt Meter, ME-11/U	ea	1
	Voltmeter-ME-6/U	ea	1
	Cable Assy 34t	ea	1
	Cable Assy	ea	1
	Spreader Bar Assy	ea	1
	Engine, safety Pad	ea	1
	Engine, Safety Link	ea	2

ATCH I TO A MEX D
OPORD 407-55
1 May 55

PERSONNEL
6 AIRCRAFT PRE-STRIKE TEAM

<u>AFSC</u>		<u>QUANTITY</u>
32150E	BOMB-NAV	4
32170E	BOMB-NAV	1
32150E	BOMB-NAV	3
32350C	GUNNERY	3
30150	RADIO	3
40230	CAMERA	1
4025	CAMERA	1
33350E	AUTOPILOT	1
44250	AUTOPILOT	1
46250	WEAPONS	2
60170	WG OPNS	1
1435	WG OPS	1
64151	FUELWAY KIT	2
58130	PARACHUTE SHOP	2
42350	BLDC SHOP	3
42152	WD SHOP	2
47154	WX SHOP	1
43153	ENG CHANGE	1
4415	LDST SHOP	1
4427	LDST SHOP	1
43131E	ENG CHANGE	2
43171E	LINE CHIEF	2
43151E	ASST CREW CHIEF	5
43171E	CREW CHIEF, PER EACH B-47 ACFT DEPLOYED	1

COPY

FM COMRADIV 802 SMOKY HILL AFB KANS
TO COMDBOMGM 310 UPPER HEIFORD ENG
BT

/UNCLASSIFIED/ COMDR 6 COLOM REF YOUR MSG (UNCLAS) 310BOMGM
C05-412 31 MAY. STANDDOWN OF 9 DAYS FOR 310 BOMWG UNAUTH. YOU ARE
A COMBAT WG WITH AN EMP WHICH YOU MUST BE PREPARED TO CARRY OUT TO
THE BEST OF YOUR ABILITY AS SOON AS YOU RETURN TO THE ZI. SCATTERING
OF CREWS FOR 7 DAYS IS DEFINITELY FORBIDDEN. YOU WILL BE EXPECTED TO
ASSUME MAINT RESP UPON RETURN. ALL BASE AIRCRAFT WILL BE GROUNDED
UPON DEPARTURE OF 40TH WG. REF MY MSG 50774, 19 MAY 55, IT IS
REEMPHASIZED REGS FOR LEAVE WILL BE FOLLOWED CLOSELY. NEW SUBJ: SAC
HAS APPROVED MY REQUEST YOU REPORT THERE 13 JUN INSTEAD OF 15 JUN.

BT

01/1744Z JUN RJMFSY

COPY

1720

COPY

FM COMDLADIV 802 SMOKE HILL AFB KANS

TO COMAF 15 MARCH AFB CALIF

BT

/UNCLASSIFIED/ 310 EX 6-0360. FOR COL DE RUSSY, CARE OF COL
HESTER, DIRECTOR OF OPERATIONS, FIFTEEN B-47's and NINE KC-97's OF
THIRD INC BENT LANDED AT SHAFB THIS AFTERNOON COMPLETING
REDEPLOYMENT OF TACTICAL PHASE OF 310BOMMUN IN PRECISE
ACCORDANCE WITH 15TH OPORD C3-44.

BT

08/2245Z JUN RJWFSY

COPY

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDICAL
APO 194, United States Air Force
1 June 1955, 0001Z

OPERATIONS ORDER
SERIAL NR 408-55
TRAINING FOR JUNE 1955

HQ 310BOMB
OPORD 408-55
1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

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ANNEX "B" - OPERATIONS AND TRAINING

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Attachment "B" - 379th MAW Aircraft Sortie Schedule

Attachment "C" - 380BOMBW Aircraft Sortie Schedule

Attachment "D" - 381BOMBW Aircraft Sortie Schedule

Attachment "E" - 310ABW Aircraft Sortie Schedule

Appendix "2" - Air Training Requirements

Appendix "3" - Ground Training Requirements

Attachment "A" - C-11 Link Trainer

Attachment "B" - P-3 Link Trainer

Attachment "C" - Ultra-sonic Trainer

Attachment "D" - K System In-Flight Maintenance

Attachment "E" - Target Study

Attachment "F" - Physical Conditioning

Attachment "G" - Code and Blinker Training

Attachment "H" - T-1A Trainer

ANNEX "C" - Communications

ANNEX "D" - Administration and Logistics

HQ 310BOMBW
OPORD 408-55
1 June 55

2. MISSION: Emphasis be placed on necessary training and up-grading of non-combat ready crews. Sufficient flying time must be allocated to accomplish this requirement. A minimum of three sorties and a total of 25 hours per non-ready crew will be considered as minimum to accomplish non-ready crew training. Training will be on items in which the crews are considered weak.

3. TASK FOR SUBORDINATE UNITS:

- a. 379BOMRON: Reference Annexs "B" and "D" this OPORD.
- b. 380BOMRON: Reference Annexs "B" and "D" this OPORD.
- c. 381BOMRON: Reference Annexs "B" and "D" this OPORD.
- d. 310AREFS: Reference Annexs "B" and "D" this OPORD.
- e. 310A&E, FMS, FMS: Reference Annex "D" this OPORD.

3. X. GENERAL INSTRUCTIONS:

- (1) This OPORD becomes effective 1 June 1955.
- (2) Order of Execution will be upon receipt of this OPORD.
- (3) Aircraft Sortie Schedule is contained in APP 1, Annex "B".
- (4) Air Training Requirements are contained in APP 2, Annex "B".
- (5) Ground Training Requirements are contained in APP 3, Annex "B".
- (6) Unit Training will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit.

HQ 310BOMWG
OPORD 400-55
1 June 55

- (7) Organizations possessing the following crews will insure that standardization checks are completed prior to 30 June 55: R06, R07, R22, R25, R39, R04, R31, R41, R50, R42, R15, R33, R35, R36, R37, R43, R40, R47, R52.
- (8) Up-grading for the following listed crews non-ready to a ready status will be completed prior to the projection dates listed:

W45 Thomas	30 June 55
W55 King	30 June 55
W57 Blenis	30 June 55

- (9) All rated personnel must attend the monthly flying safety meeting to be held in the Base Theater at 1000 hours 27 June 55.
- (10) Squadron Commanders and the Director of Maintenance will take action to provide highly reliable aircraft and "K" systems.
- (11) Each tactical and refueling squadron will accomplish maximum GCA runs during the month of June

4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

JOHN H. de RUSSY
Colonel, USAF
Commander

HQ 310BOMWG
OPORD 408-55
1 June 55

ANNEXS:

"A" - INTELLIGENCE (Omitted)

"B" - OPERATIONS AND TRAINING

"C" - COMMUNICATIONS

"D" - ADMINISTRATION AND LOGISTICS

DISTRIBUTION:

COMAIRDIV 7 SAC, 1 CY
DO 7 SAC, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310ARE, 2 CYS
310FMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 202, 1 CY
COMABGP 3918, 1 CY

OFFICIAL:

ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
OPORD 408-55
1 June 55

HEADQUARTERS
310TH BOMBARDMENT WING, M DIUM
APO 194, United States Air Force
1 June 1955, 0001Z

ANNEX "A"
TO
OPERATIONS ORDER
SERIAL NR 408-55
INTelligence

HQ 310BOMWG
ANNEX A
OPORD 408-55
1 June 55

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ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 408-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMAIRDIV 7 SAC, 1 CY
DO 7 SAC 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 3 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 3918, 1 CY

OFFICIAL:

ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
ANNEX A
OPORD 408-55
1 June 55

HEADQUARTERS
310TH BOMBARDMENT WING, HADLON
APO 194, United States Air Force
1 June 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL HQ 408-55

OPERATIONS AND TRAINING

HQ 310BOMWG
ANNEX "B"
OPORD 408-55
1 JUN 55

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ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 408-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

1. GENERAL: June is the second month of the 50-8 training quarter ending 31 July 1955. Details of training requirements and aircraft sortie schedules are covered in appropriate appendices to this Annex.
2. STRIKE BASE: Respective TDY Stations for B-47 and KC-97 aircraft and Smoky Hill Air Force Base will be the pre-strike and post-strike bases for all operations unless otherwise directed on special operations or exercises required in the future.
3. ROTATION TO SMOKY HILL: Return to the ZI will be covered in a separate OPORD to be published at a later date.

JOHN H. de RUSSY
COLONEL, USAF
Commander

APPENDICES:

- "1" - Aircraft Sortie Schedule
- "2" - Air Training Requirements
- "3" - Ground Training Requirements

HQ 310BOMWG
ANNEX B
OPORD 408-55
1 JUN 55

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SAFETY FILM

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OFFICIAL:

ROBERT E. THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
ANNEX B
OPORD 408-55
1 JUN 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDICAL
APO 194, United States Air Force
1 June 1955, 0001G

ANNEX "1"

1

ANNEX "2"

2

OFFICE OF THE DIRECTOR

SCHEDULE 402-55

ALSO SCHEDULE 402-55

HQ 310BGW
APP 1, ANNEX B
OPORD 408-55
1 JUN 55

310TH BOMBARDMENT WING MONTHLY FLYING PROJECTION - JUNE 1955

	<u>WED 1</u>	<u>THU 2</u>	<u>MON 6</u>	<u>TUE 7</u>	<u>WED 8</u>	<u>THU 16</u>	<u>FRI 17</u>	<u>MON 20</u>
DAILY SORT PROJ	13	14	15	15	15	13	10	10
DAILY SORT FLN								
ACCUM SORT PROJ	13	27	42	57	72	85	95	105
ACCUM SORT FLN								
AVG HR PER SORT	6/37	6/30	11/20	11/20	11/20	7/00	6/12	6/36
AVG HR PER SORT FLN								
DAILY HRS PROJ	86	91	170	170	170	91	62	66
DAILY HRS FLN								
ACCUM HRS PROJ	86	177	347	517	687	778	840	906
ACCUM HRS FLN								

HQ 310BOMBW
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1 JUN 55

310TH BOMBARDMENT WING MONTHLY FLYING PROJECTION - JUNE 1955

	<u>TUE 21</u>	<u>WED 22</u>	<u>THU 23</u>	<u>FRI 24</u>	<u>MON 27</u>	<u>TUE 28</u>	<u>WED 29</u>	<u>THU 30</u>
DAILY SORT PROJ	10	8	6	4	13	12	11	5
DAILY SORT FLN								
ACCUM SORT PROJ	115	123	129	133	146	158	169	174
ACCUM SORT FLN								
AVG HR PER SORT PROJ	6448	7400	6430	7400	6410	6415	5450	6400
AVG HR PER SORT FLN								
DAILY HRS PROJ	68	56	39	28	80	75	64	30
DAILY HRS FLN								
ACCUM HRS PROJ	974	1030	1069	1097	1177	1252	1316	1346
ACCUM HRS FLN								

HQ 310BOMWG
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1 JUN 55

379TH BOMB SQUADRON MONTHLY FLYING PROJECTION - JUNE 1955

	<u>WED 1</u>	<u>THU 2</u>	<u>MON 6</u>	<u>TUE 7</u>	<u>WED 8</u>	<u>THU 16</u>	<u>FRI 17</u>	<u>MON 20</u>
DAILY								
SORT PROJ	4	5	5	5	5	5	2	4
DAILY								
SORT FLN								
ACCUM								
SORT PROJ	4	9	14	19	24	29	31	35
ACCUM								
SORT FLN								
AVG HRS PER								
SORT PROJ	6400	5448	12400	12400	12400	5448	5400	6400
AVG HRS PER								
SORT FLN								
DAILY								
HRS PROJ	24	29	60	60	60	29	10	24
DAILY								
HRS FLN								
ACCUM								
HRS PROJ	24	53	113	173	233	262	272	296
ACCUM								
HRS FLN								

HQ 310BOMWG
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 OPOFD 408-55
 1 JUN 55

379TH BOMB SQUADRON MONTHLY FLYING PROJECTION - JUNE 1955

	<u>TUE 21</u>	<u>WED 22</u>	<u>THU 23</u>	<u>FRI 24</u>	<u>MON 27</u>	<u>TUE 28</u>	<u>WED 29</u>	<u>THU 30</u>
DAILY SORT PROJ	4	2	2		4	4	4	2
DAILY SORT FLN								
ACCUM SORT PROJ	39	41	43		47	51	55	57
ACCUM SORT FLN								
AVG HR PER SORT PROJ	6:00	5:00	7:00		6:00	6:00	5:30	6:00
AVG HR PER SORT FLN								
DAILY HRS PROJ	24	10	14		24	24	22	12
DAILY HRS FLN								
ACCUM HRS PROJ	320	330	344		368	392	414	426
ACCUM HRS FLN								

HQ 310BOMBWG
APP 1, ANNEX B
OPORD 408-55
1 JUN 55

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380TH BOMB SQUADRON MONTHLY FLYING PROJECTION - JUNE 1955

	<u>WED 1</u>	<u>THU 2</u>	<u>MON 6</u>	<u>TUE 7</u>	<u>WED 8</u>	<u>THU 16</u>	<u>FRI 17</u>	<u>MON 20</u>
DAILY								
SORT PROJ	5	4	5	5	5	3	5	3
DAILY								
SORT FLN								
ACCUM								
SORT PROJ	5	9	14	19	24	27	32	35
ACCUM								
SORT FLN								
AVG HR PER								
SORT PROJ	6400	6400	11400	11400	11400	8400	6400	8400
AVG HR PER								
SORT FLN								
DAILY								
HRS PROJ	30	24	55	55	55	24	30	24
DAILY								
HRS FLN								
ACCUM								
HRS PROJ	30	54	109	164	219	243	273	297
ACCUM								
HRS FLN								

HQ 310BOMWG
 APP 1, ANNEX B
 OPORD 408-55
 1 JUN 55

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380TH BOMB SQUADRON MONTHLY FLYING PROJECTION - JUNE 1955

	<u>TUE 21</u>	<u>WED 22</u>	<u>THU 23</u>	<u>FRI 24</u>	<u>MON 27</u>	<u>TUE 28</u>	<u>WED 29</u>	<u>THU 30</u>
DAILY SORT PROJ	3	3	2	2	5	4	3	3
DAILY SORT FLN								
ACCUM SORT PROJ	38	41	43	45	50	54	57	60
ACCUM SORT FLN								
AVG HR PER SORT PROJ	6400	8400	4430	6400	6400	6445	6400	6400
AVG HR PER SORT FLN								
DAILY HRS PROJ	18	24	9	12	30	27	18	18
DAILY HRS FLN								
ACCUM HRS PROJ	315	339	348	360	390	417	435	453
ACCUM HRS FLN								

HQ 310BOMWG
APP 1, ANNEX B
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1 JUN 55

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381ST BOMB SQUADRON MONTHLY FLYING PROJECTION - JUNE 1955

	<u>WED 1</u>	<u>THU 2</u>	<u>MON 6</u>	<u>TUE 7</u>	<u>WED 8</u>	<u>THU 16</u>	<u>FRI 17</u>	<u>MON 20</u>
DAILY SORT PROJ	4	5	5	5	5	5	3	3
DAILY SORT FIN								
ACCUM SORT PROJ	4	9	14	19	24	29	32	35
ACCUM SORT FIN								
AVG HR PER SORT PROJ	8:00	7:36	11:40	11:40	11:40	7:36	7:20	6:00
AVG HR PER SORT FIN								
DAILY HRS PROJ	32	38	55	55	55	38	22	18
DAILY HRS FIN								
ACCUM HRS PROJ	32	70	125	180	235	273	295	313
ACCUM HRS FIN								

HQ 310BOMWG
 AFP 1, ANNEX B
 OPOD 408-55
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381ST BOMB SQUADRON MONTHLY FLYING PROJECTION - JUNE 1955

	<u>TUE 21</u>	<u>WED 22</u>	<u>THU 23</u>	<u>FRI 24</u>	<u>MON 27</u>	<u>TUE 28</u>	<u>WED 29</u>	<u>THU 30</u>
DAILY								
SORT PROJ	3	3	2	2	4	4	4	
DAILY								
SORT FLN								
ACCUM								
SORT PROJ	38	41	43	45	49	53	57	
ACCUM								
SORT FLN								
AVG HR PER								
SORT PROJ	8:40	7:20	8:00	1:00	6:30	6:00	6:00	
AVG HR PER								
SORT FLN								
DAILY								
HRS PROJ	26	22	16	16	26	24	24	
DAILY								
HRS FLN								
ACCUM								
HRS PROJ	339	361	377	395	419	443	467	
ACCUM								
HRS FLN								

HQ 310BOMWG
APP 1, ANNEX B
OPORD 408-55
1 JUN 55

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310TH AIR REFUELING SQUADRON MONTHLY FLYING PROJECTION

JUNE 1955, ATT E, APP 1, ANNEX B

	<u>WED 1</u>	<u>THU 2</u>	<u>MON 6</u>	<u>TUE 7</u>	<u>WED 8</u>	<u>THU 9</u>	<u>THU 16</u>	<u>FRI 17</u>	<u>MON 20</u>
DAILY SORT PROJ	4	4	9	9	9	9	5	5	5
DAILY SORT FLN									
ACCUM SORT PROJ	4	8	17	26	35	44	49	54	59
ACCUM SORT FLN									
AVG HRS PER SORT PROJ	3 4	3 4	13 4	11 4	11 4	11 4	3 4	5 4	4 4
AVG HRS PER SORT FLN									
DAILY HRS PROJ	12 4	12 4	117 4	117 4	99 4	99 4	15 4	25 4	20 4
DAILY HRS FLN									
ACCUM HRS PROJ	12 4	24 4	141 4	258 4	350 4	459 4	474 4	499 4	519-/ 4
ACCUM HRS PROJ									
AR 379	1	1					1	1	2
SORT 380	1	1					1	1	1
SCH 381	2	2					2	1	0

HQ 310BOMWG
ATT E, APP 1, ANNEX B
OPORD 408-55
1 June 55

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310TH AIR REFUELING SQUADRON MONTHLY FLYING PROJECTION

JUNE 1955, ATT E, APP 1, ANNEX B

	<u>TUE 21</u>	<u>WED 22</u>	<u>THU 23</u>	<u>FRI 24</u>	<u>MON 27</u>	<u>TUE 28</u>	<u>WED 29</u>	<u>THU 30</u>	<u>REMARK</u>
DAILY SORT PROJ	5	5	5	5	5	5	4	5	
DAILY SORT FLN									
ACCUM SORT PROJ	64	69	74	79	84	89	94	99	
ACCUM SORT FLN									
AVG HRS PER SORT PROJ	3 4	5:20	3 4	4 4	3 4	3:40	3 4	3:40	
AVG HRS PER SORT FLN									
DAILY HRS PROJ	15 4	27 4	15 4	20 4	15 4	18 4	12 4	18 4	
DAILY HRS FLN									
ACCUM HRS PROJ	574	601	616	636	631	649	661	679	
ACCUM HRS PROJ									
AR 379	1	0	2	0	1	2	1	1	14
SORT 380	1	1	1	1	1	1	1	1	14
SCH 381	2	1	1	1	1	0	0	0	13

HQ 310BOMBG
ATT E, APP 1, ANNEX B
OPORD 408-55
1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

ANNEX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 408-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP 2, ANNEX B
OPORD 408-55
1 June 55

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APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 408-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

1. A total of 2,000 air training hours is being projected for the month of June. (1,350 hours for B-47's and 650 hours for KC-97's). The goal of completion of at least 80% of the quarterly 50-3 requirements prior to 30 June 1955, will be stressed during the month.

2. Flying time priority will be as follows:

- a. Accomplishment of 50-3 requirements.
- b. Up-grading of non-combat ready crews.
- c. Accomplishment of 51-20 requirements for lead crews.
- d. Accomplishment of 50-3 requirements.
- e. Completion of 51-12 requirements and maintenance of flying proficiency in B-47 aircraft of staff crew members.

HQ 310BOMWG
APP 2, ANNEX B
OPORD 408-55
1 June 55

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3. The following quantity of listed items of training will be scheduled for completion prior to 30 June 1955:

a. B-47:

	<u>LEAD</u>	<u>READY</u>	<u>NON-READY</u>
(1) Flying hours	48:00		56:00
(2) Radar RBS/total	4	10	
(3) Radar RBS/record	3	7	
(4) Radar RBS/direct	2	5	
(5) Radar RBS/.01	2	3	
(6) Radar RBS/I-D.	1	1	
(7) Radar RBS/GPI	1	3	
(8) Visual RBS	2	3	
(9) Radar Cam/total	1	5	
(10) Radar Cam/GPI	1	2	
(11) Visual Cam	1	3	
(12) Visual Release	2	2	
(13) T-59	-	-	
(14) Nite Cel	2	3	
(15) Day Cel	1	3	
(16) FLOPS	1	2	
(17) Grid	1	2	
(18) LRCC	1	2	
(19) AR Wet/40M/	2	3	
(20) AR Wet/nite	1	1	

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APP 2, ANNEX B
OFORD 408-55
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	<u>LEAD</u>	<u>READY</u>	<u>NON-READY</u>
(21) AR Wet/R-Silence	2	2	
(22) Rendz/total	2	3	
(23) Rendz/nite	1	1	
(24) AR Dry/165W#	2	3	
(25) Gunnery/700 rds	2	2	
(26) Gunnery/attach	1	1	
(27) Radar approach	1	2	
(28) Combat Position	2	2	
b. KC-97:		<u>READY</u>	<u>NON-READY</u>
(1) AR/total		5	
(2) AR/nite		3	
(3) AR/R-Silence		3	
(4) Rendz/total		6	
(5) Rendz/nite		3	
(6) Nite Cel		3	
(7) Day Cel		3	
(8) PLOPS		2	
(9) Radar Loss		2	
(10) Grid		1	
(11) LRCC		2	
(12) Radar approach		2	
(13) Pilot Prof		2	
(14) Loading & Brief		4	
(15) Flying Time			

HQ 310BOMWG
APP 2, ANNEX B
OFORD 408-55
1 June 55

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4. Flying time projection for June.

a. 379BOMRON:

(1) Lead Crew Training	3 sorties for	24 hrs
(2) Ready Crew Training	28 sorties for	226 hrs
(3) Non-Ready Training	20 sorties for	139 hrs
(4) Staff Training	6 sorties for	37 hrs
(5) Total	57 sorties for	426 hrs

b. 380BOMRON:

(1) Lead Crew Training	4 sorties for	29 hrs
(2) Ready Crew Training	48 sorties for	376 hrs
(3) Non-Ready Training	4 sorties for	24 hrs
(4) Staff Training	4 sorties for	24 hrs
(5) Total	60 sorties for	453 hrs

c. 381BOMRON:

(1) Lead Crew Training	3 sorties for	22 hrs
(2) Ready Crew Training	44 sorties for	377 hrs
(3) Non-Ready Training	4 sorties for	32 hrs
(4) Staff Training	6 sorties for	36 hrs
(5) Total	57 sorties for	467 hrs

d. 310AREFS:

(1) Ready Crew Training	79 sorties for	579 hrs
(2) Non-Ready Training	20 sorties for	90 hrs
(3) Staff Training	0 sorties for	0 hrs

HQ 310BOMRON
APP 2, ANNEX B
OPORD 408-55
1 June 55

(4) Total 99 sorties for 679 hrs

e. Wing B-47:

(1) Lead Crew Training	10 sorties for	75 hrs
(2) Ready Crew Training	120 sorties for	979 hrs
(3) Non-Ready Training	28 sorties for	195 hrs
(4) Staff Training	16 sorties for	97 hrs
(5) Total	174 sorties for	1346 hrs

HQ 310BOMBG
APP 2, ANNEX B
OPORD 408-55
1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 401-55

GROUND TRAINING

HQ 310BOMB
APP 3, ANNEX B
OPORD 401-55
1 June 55

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APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 408-55

GROUND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

1. Attachments to this Order list the detailed schedule of certain required ground training for combat crew personnel. Not included in the attachments are the following.

- a. Unit Training - PARA 3X(5) of this OPOD prescribes this requirement.
- b. Special Weapons - Requirements will be covered separately and will be scheduled by the Special Weapons Officer.
- c. EWP Target Study - Requirements will be covered separately and will be scheduled by the Wing Plans Officer.

JOHN H. de RUSSY
Colonel, USAF
Commander

HQ 310BOMWG
APP 3, ANNEX B
OPORD 408-55
1 June 55

ATTACHMENTS:

- "A" C-11 Link Trainer
- "B" P-3 Link Trainer
- "C" Ultra-Sonic Trainer
- "D" "K" System In-Flight Maintenance
- "E" Target Study
- "F" Physical Conditioning
- "G" Code and Blinker Training
- "H" T-1A Trainer

DISTRIBUTION: Same as basic OPOD

OFFICIAL:

ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
APP 3, ANNEX B
OPORD 408-55
1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDICAL
APO 194, United States Air Force
1 June 1955, 0001Z

ATTACHMENT "A"

TO

APPROX. "B"

TO

ATTACHMENT "C"

TO

OPERATIONAL ORDER

SERIAL NO 408-55

C-11 LUMINEX

HQ 310BOMWG
ATTA, APP 3, ANNEX B
OPORD 408-55
1 June 55

ATTACHMENT "A"TOAPPENDIX "3"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 408-55C-11 LINK TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 00012

1. The C-11 Type (Jet) link trainer will be used by aircraft commanders and pilots of the three Bombardment squadrons.
2. Training schedule for the month of June for the C-11 trainer is listed below. Pilots scheduled for this trainer will report to the Link Trainer Room, Base Ground Training Building #936.
3. Schedule for C-11 link trainer will be met by all squadrons:

<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>
13 June	379BOMBW	380BOMBW	381BOMBW
14	380 "	381 "	379 "
15	381 "	379 "	380 "
16	379 "	380 "	381 "
17	380 "	381 "	379 "

HQ 310BOMBW
ATTA, APP 3, ANNEX B
OPORD 408-55
1 June 55

<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>
20 JUNE	381BOMRON	379BOMRON	380BOMRON
21	379 "	380 "	381 "
22	380 "	381 "	379 "
23	381 "	379 "	380 "
24	379 "	380 "	381 "
27 June	380BOMRON	381BOMRON	379BOMRON
28	381 "	379 "	380 "
29	379 "	380 "	381 "
30	380 "	381 "	379 "
1 July	381 "	379 "	380 "

HQ 310BOMWG
ATT A, APP 3, ANNEX B
OFORD 408-55
1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDHUM
APO 194, United States Air Force
1 June 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATION ORDER

SERIAL NO 408-55

P-3 LINK TRAINER

HQ 310BOMB
ATT B, APP 3, ANNEX B
OPORD 408-55
1 June 55

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ATTACHMENT "B"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONAL ORDER

Serial 408-55

P-3 Link Trainer

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

1. The P-3 type (Prop) link trainer will be utilized by all pilots assigned to the 310th Air Refueling Squadron.
2. Pilots scheduled for this trainer will report to the Link Trainer Room, Base Ground Training Building #936.
3. Each pilot will receive two (2) hours of this training. Schedule periods will begin at 0800; 1000; 1300 and 1500 hours each day, Monday through Friday. This schedule will be in effect from 13 June through 1 July 1955.

HQ 310BOMBWG
ATT B, APP 3, ANNEX B
OPORD 408-55
1 June 55

[illegible]

HQ 310BOMWG
ATT C, APP 3, ANNEX B
OPORD 408-55
1 June 55

ATTACHMENT "C"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OFFICE OF THE WING COMMANDER

310TH BOMBARDMENT WING, MEDIUM

AFPO 194, United States Air Force

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
AFPO 194, United States Air Force
1 June 1955, 0001Z

1. The following schedule will be in effect for the month of June 55. Squadrons will schedule one observer for each two (2) hour period.
2. First priority on trainer schedule will be given to observers assigned EWP targets. Those scheduled for EWP target runs will contact LT Clark prior to scheduled period in order that required plates will be available and in place on the trainer. Each observer assigned an EWP target must complete ten (10) runs. After completion of required runs observers and crew will then be scheduled for study period to prepare for briefing of Wing Commander on their target.
3. The T-2A trainer is located in the Base Ground Training Building #936.

HQ 310BOMBW
ATT C, APP 3, ANNEX B
OPORD 408-55
1 June 55

<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>
13 June	379BOMRON	380BOMRON	381BOMRON
14	380 "	381 "	379 "
15	381 "	379 "	380 "
16	379 "	380 "	381 "
17	380 "	381 "	379 "
20 June	381BOMRON	379BOMRON	380BOMRON
21	379 "	380 "	381 "
22	380 "	381 "	379 "
23	381 "	379 "	380 "
24	379 "	380 "	381 "
27 June	380BOMRON	381BOMRON	379BOMRON
28	381 "	379 "	380 "
29	379 "	380 "	381 "
30	380 "	381 "	379 "
1 July	381 "	379 "	380 "

HQ 310BOMWG
ATT C, APP 3, ANNEX B
OPORD 408-55
1 June 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

ATTACHMENT "D"

AL

APPENDIX "A"

TO

ANNEX "B"

TO

OPERATIONAL ORDER

GERMAN AIR 408-55

"K" SYSTEM IN-SITU MAINTENANCE

HQ 310BOMB
ATT D, APP 3, ANNEX B
OPORD 408-55
1 June 55

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ATTACHMENT "D"TOAPPENDIX "3"TOANNEX "3"TOOPERATIONS ORDERSERIAL NR 408-55"K" SYSTEM IN-FLIGHT MAINTENANCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 00013

1. The following training schedule for "K" System In-Flight Maintenance training will be in effect for the month of June, 55. Training will be given in 3100W 408 Building. Observers scheduled for this training will report to the Technical Representatives Office.
2. Training will consist of use of Mock-up in addition to Radar Set-ups and Computer Procedures.
3. Squadrons will schedule three (3) observers for each training period listed in schedule below:

<u>DATE</u>	<u>TIME</u>	<u>PHASE</u>
14 June	1300-1700	Radar Set-ups
21 "	" "	" "
28 "	" "	" "

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1 June 55

<u>DATE</u>	<u>TIME</u>	<u>PHASE</u>
16 June	1300-1700	Computer Procedures
23 "	" "	" "
30 "	" "	" "

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1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDICAL
AFC 194, United States Air Force
1 June 1955, 0001Z

ATTACHMENT "1"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 408-55

TARGET STUDY

HQ 310BOMB
ATT E, APP 3, ANNEX B
OPORD 408-55
1 June 55

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ATTACHMENT "B"TOAPPENDIX "3"TOANNEX "B"TOOPERATIONAL ORDERSIGNAL NR 402-55TARGET STUDY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 00014

1. Formal Target Study will be conducted by the Wing Intelligence section for the month of June, 55.
2. Each observer will receive four (4) hours of target study on Salt Lake City and St Louis.
3. Target Study will be given in the Wing Intelligence, Base Ground Training Building #036.
4. Squadrons will schedule three (3) observers for each class given in schedule listed below.

<u>DATE</u>	<u>TIME</u>	<u>TARGET</u>
13 June	1300-1700	Salt Lake City
15	" "	St Louis
17	" "	Salt Lake City

HQ 310BOMBW
ATT E, APP 3, ANNEX B
OPORD 402-55
1 June 55

<u>DATE</u>	<u>TIME</u>	<u>TARGET</u>
20 June	1300-1700	St Louis
22	" "	Salt Lake City
24	" "	St Louis
27 June	1300-1700	Salt Lake City
29 June	" "	St Louis
1 July	" "	Make-up Period

HQ 310BCMWG
ATT 5, APP 3, ANNEX R
OPORD 408-55
1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

ATTACHMENT "F"

TO

ANNEX "B"

TO

ANNEX "B"

TO

OPERATIONAL ORDER

SECRET BY 408-55

PHYSICAL CONTINUING

HQ 310BOMWG
ATT F, APP 3, ANNEX B
OPORD 408-55
1 June 55

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ATTACHMENT "F"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONAL ORDER

SERIAL 403-55

PHYSICAL CONDITIONING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

1. In accordance with SAC AFB 50-2 and 50-8, all combat crew members are required to participate in fifteen (15) hours of Phase I Physical Conditioning, fifteen (15) hours of Phase II Physical Conditioning and one hundred (100) hours Phase III Physical Conditioning annually.

2. Each combat crew member will receive two (2) hours of Phase I and two (2) hours of Phase II for the month of June, 55. It is recommended that crews be scheduled for this training at the conclusion of scheduled flights. If flight terminates after 1700 hours, crew should be scheduled to take training at 0800 hours the following morning or before required time to report to squadron for duty consistent with crew rest.

HQ 310BOMWG
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OPORD 403-55
1 June 55

4. Requirements for Physical Conditioning for the month of June for each crew member are as follows: 2 hours Phase I; 2 hours Phase II; 7 hours Phase III. Individuals will have accumulated a total of 66 hours of Physical Conditioning by the end of June, 55.

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ATT F, APP 3, ANNEX B
OPORD 408-55
1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, 10TH
APO 194, United States Air Force

ATTACHMENT "B"

II.

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATING ORDER

SERIAL 114 408-55

MORSE CODE & MARKER TRAINING

HQ 310BOMBW
ATT G, APP 3, ANNEX B
OPORD 408-55
1 June 55

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ATTACHMENT "G"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

STAN. OP. 408-55

MORSE CODE & FLASHER TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

1. All B-47 crews and KC-97 crews, except radio operators, are required to send and receive aural and blinker International Morse Code at the rate of five (5) five (5) letter random code groups each minute with out error for minimum of one minute of a three minute test.
2. The Code Practice Room #34 in the Base Ground Training Building #936 is available for this training and proficiency checks. This room is available Monday through Friday of each week between the hours of 0800 - 1000 daily.
3. A proficiency certificate will be given to those aircrew members successfully accomplishing this check. Squadrons will schedule as many aircrew members as possible to accomplish this training.

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1 June 55

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

ATTACHMENT "H"

APPENDIX "B"

TO

ANNEX "H"

TO

OPERATIONS ORDER

SRPL-1, NR 408-55

T-1A PLANNER

HQ 310BOMBW
ATT H, APP 3, ANNEX B
OPORD 408-55
1 June 55

ATTACHMENT "H"TOAPPENDIX "3"TOANNEX "B"TOOPORD 408-55310TH BOMB WINGT-1A GUNNERY

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0601Z

1. The T-1A Gunnery Trainer will be utilized by all pilots of the three bombardment squadrons. Each pilot will receive four (4) hours of T-1A Trainer time per quarter. The T-1A Trainer is located in the Base Ground Training Building 206.

2. The following schedule will be in effect for the month of June, 55:

<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>
13 June	379 BOMB	380 BOMB	381 BOMB
14	380 "	381 "	379 "
15	381 "	379 "	380 "
16	379 "	380 "	381 "
17	380 "	381 "	379 "

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OPORD 408-55
1 June 55

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<u>DATE</u>	<u>0800-1000</u>	<u>1000-1200</u>	<u>1300-1500</u>
20 June	381BOMBON	379BOMBON	380BOMBON
21	379 "	380 "	381 "
22	380 "	381 "	379 "
23	381 "	379 "	380 "
24	379 "	380 "	381 "
27 June	380BOMBON	381BOMBON	379BOMBON
28	381 "	379 "	380 "
29	379 "	380 "	381 "
30	380 "	381 "	379 "
1 July	381 "	379 "	380 "

HQ 310BOMB
ATT H, APP 3, ANNEX B
OPORD 408-55
1 June 55

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HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

APR 12
TO
OPERATIONS ORDER
SERIAL NR 408-55
CONTINUATIONS

HQ 310BOMB
ANNEX C
OPORD 408-55
1 June 55

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 408-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force
1 June 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMAIRDIV 7 S.C., 1 CY
DO 7 S.C., 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREPS, 5 CYS
310AKE, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP, 1 CY

HQ 310BOMWG
ANNEX C
OPORD 408-55
1 June 55

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OFFICIAL:

Robert E. Thacker
ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
ANNEX C
OFORD 408-55
1 June 55

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ANNEX D

TO

OPERATIONS ORDER

SERIAL 1408-55

HEADQUARTERS
310TH COMBUSTION ENGINE SQUADRON
APO 174, United States Air Force
KOLZ, 1 June 1955

1. GENERAL:

- a. PURPOSE: To disseminate administrative and logistic instructions that will apply to Operations Order Serial Number 408-55.
- b. APPLICABILITY: These instructions are applicable to all personnel of the 310th Bombardment Squadron and the 310th Air Refueling Squadron.
- c. Further information pertaining to administrative and logistic matters will be in Annex B of Operations Order Code Named "Taxi Driver"

2. SUPPLY:

- a. Installations: The stations are adequate for this operation.
- b. Class I, in flight refueling are required and will be provided by the 802d Food Service Squadron as applicable to this operation. Each squadron will request 24 hours prior to take off the number of IP-5 necessary for each mission.
- c. Class II and III: Omitted.
- d. Class III and IV: Omitted.
- (1) Will be provided by stations at which the requirements develop.

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HQ 310BOMB
1 JUN 55

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- (2) Aircraft will be serviced in accordance with mission requirements or AEC 66-27 whichever is greater.

e. Class IV and IVE:

- (1) Supply support will be from station supplies at Shady Hill Air Force Base upon arrival.
- (a) Delivery and pick up service will be in accordance with AEC 66-12.

f. Class V and VA:

- (1) Ammunition load will be as directed by Director of Operations, 310th Bombardment Wing at King AFB.
- (2) See Annex "Q" for special weapons instructions.

3. TRANSPORTATION:

- a. Ground: Each tactical and support unit will be furnished transportation in accordance with AEC 66-12.

- (1) Unit commanders requiring additional transportation will contact the Director of Material, state the need and substantiation.

(2) Air and Commercial Transportation:

- (a) All request will be made to the Commercial Transportation Officer by the Director of Material, 310th Bombardment Wing.

4. SERVICES:

- a. Medical: Omitted

b. Maintenance:

- (1) Chief of Maintenance

ANNEX D
OPORD 408-55
HQ 310th BOMB
1 JUN 55

- (a) Monitor Appendix I, this Annex for compliance.
- (b) Insure "shop standard" test equipment will be serviceable and current in accordance with applicable technical orders and regulations. Other test equipment will be current in regard to calibration with the shop standard.
- (c) Insure test equipment will be in operation during the same period as maintenance is being performed or as required by Maintenance Control.
- (2) Maintenance Control: Insure that priority is given to all work orders requested against scheduled aircraft.
- (3) Periodic Maintenance Squadron: See Appendix I, this Annex for work load.
- (4) Armament and Electronics Maintenance Squadron.
 - (a) See Appendix I, this Annex for work load.
 - (b) Complete all work order request as directed by Maintenance Control.
- (5) Field Maintenance Squadron:
 - (a) See Appendix I, this Annex for work load.
 - (b) Have maintenance personnel available as requested by Maintenance Control.
 - (c) Have maintenance ground power available upon request by Maintenance Control.

ANNEX D
OFJED 4-55
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1 JUN 55

(6) Flight Line Maintenance:

- (a) Crew Chiefs or their assistants will remain at the aircraft at all times that maintenance is being accomplished.
- (b) Ensure that all work orders are completed timely.
- (c) Provide fire extinguishers at aircraft as needed.
- (d) Ensure all towing equipment is serviceable.
- (e) Necessary ground support personnel are available when needed.

c. Finance: Omitted.

5. PERSONNEL: Omitted.

6. ADJUTANT: Omitted.

7. MISCELLANEOUS: Omitted.

ANNEX D
OPORD 408-50
HQ 310th CANG
1 JUN 55

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379th Bombardment Squadron (June)

Date	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
102		F					F									F						W								
107		F					F									F						F								F
113							F															F								
115							F																							
118		F																												
276		F																												
277																														
281		F																												
284		F																												
289																														
293		F																												
297		F																												
300																														
302																														
306		F																												

APP 1 TO AMEX D
 DEORD 408-55
 HQ 310FC
 1 JUN 55

380th Bombardment Squadron (June)

Date	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
101																														
106																														
109																														
110																														
116																														
117																														
120																														
147																														
279																														
282																														
283																														
286																														
290																														
299																														
301																														

APP 1 TO ANNEX D
OFORD 100-55
EO 31-01-01
1 JUN 55

381st Bombardment Squadron (June)

Date	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
096																														
104																														
105																														
111																														
112																														
134																														
146																														
261																														
271																														
287																														
292																														
295																														
304																														
305																														
307																														

APP 1 TO ANNEX 9
CFORD 408-55
HQ 310 CAAC
1 JUN 55

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REPORTING UNIT: 1ST AIRCRAFT BATTALION
10TH AIRCRAFT WING, 7810

Date: As of 30 June 1955

Flying Time for Squadrons and Wing:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average Flying Time per Possessed A/c)
179BS	359:15	15	23:57
180BS	366:10	15	24:25
181BS	371:55	16	24:30
MOON BOMB Total	1117:20	46	24:17
MOON AREPS Total	671:30	18	37:18
Combined Total	1788:50	64	27:57

a. Number of Aircraft Assigned:	B-47	48	KC-97	21
b. Average number of Aircraft possessed:	B-47	46	KC-97	18
c. Number of Periodic Inspections Scheduled:	B-47	6	KC-97	4
d. Number of Periodic Inspections Completed:	B-47	4	KC-97	3
e. Number of Engine Changes:	B-47	11	KC-97	1
f. Average Time at Engine Change:	B-47	264:55	KC-97	230:10
g. Number of Cylinder Changes:			KC-97	3
h. Number of Turbo Changes:			KC-97	5

In Commission - Rates and Figures:

(1) Wing Percentage In Commission:	B-47	84.1	KC-97	79.0
(2) Number Hours Aircraft In Commission:	B-47	27861	KC-97	10795
(3) Average Hours In Commission per Possessed Aircraft:	B-47	605	KC-97	599

MOON - Rates and Figures:

(1) Wing Percentage MOON:	B-47	15.5	KC-97	20.1
(2) Number Hours Aircraft MOON:	B-47	238	KC-97	272
(3) Average Hours MOON per Possessed Aircraft:	B-47	111	KC-97	151

Reduction and Availability Summary - Continued

A. Rates and Figures:

(1) Ming Percentage ADOP:	B-47	0.3	EC-97	0
(2) Number Spare Aircraft ADOP:	B-47	106	EC-97	0
(3) Average Spare ADOP per Component (EC-97):	B-47	2	EC-97	0
(4) Items ADOP at present:	B-47	3	EC-97	0
(5) Number items ADOP this month:	B-47	3	EC-97	0
(6) Number items received this month:	B-47	0	EC-97	0

B. ANPE Rates and Figures:

(1) Total items ANPE requisitioned this month:	B-47	7	EC-97	0
(2) Number items ANPE received this month:	B-47	7	EC-97	0
(3) Total items ANPE at present:	B-47	0	EC-97	0
(4) Number Aircraft ANPE on this date:	B-47	0	EC-97	0
Number Aircraft items Cannibalized this month:	B-47	3	EC-97	1

C. Technical Order Compliance Status Data:

(1) TOC Percentage Rate:	B-47	2.19	EC-97	2.38
(2) TOC Total Man-hours accomplished requested :	B-47	245	EC-97	337

D. Number of Field Maintenance Work-Orders Requested:

1235

E. Number of Armament & Electronics Work-Orders Requested:

1185

Lucius G. Lacy
 LUCIUS G. LACY
 Major, USAF
 Chief of Maintenance

WING REGULATION)
NUMBER 51-1)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, New York

6 May 1955

FLYING TRAINING

Standard Procedure for Planning and Scheduling
of Air Training Requirements

(Supersedes 310BOMWG REG 51-1, 1 March 1955)

1. PURPOSE: To establish a procedure for planning and scheduling monthly air training requirements.
2. GENERAL: The provisions of this regulation are applicable to all units and activities of this wing.
3. RESPONSIBILITY: All squadron Commanders are responsible for insuring compliance with the provisions of this regulation.
4. PROCEDURES: The procedures outlined in the following attachments will be implemented upon publication of this regulation. Information requested in attachment NR 1 will be compiled and forwarded to Wing Operations according to the formats of attachments NRs 2, 3 and 4.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1st Lt, USAF
Adjutant

Frank H. Wagner
FRANK H. WAGNER
1st Lt, USAF
Adjutant

DISTRIBUTION: "A"

4 Attachments:

1. Standard Procedure for Planning and Scheduling of Air Training Requirements.
2. Format for proposed Maintenance and Flying Schedule.
3. Format for Reporting Squadrons Air Training Projections by Crews.
4. Format for Reporting Squadrons Air Training Projections by Day.

STANDARD PROCEDURE FOR PLANNING AND SCHEDULING
OF AIR TRAINING REQUIREMENTS

1. Action prior to monthly 60-9 meeting:

a. DIRECTOR OF MATERIEL.

(1) On the first of each month the Wing Chief of Maintenance with authority delegated to him by the Director of Materiel will:

(a) disseminate the proposed Ten Day Cycle Maintenance and Flying Schedule (Example Form - Attachment NR 2) for the coming month to:

1. tactical and maintenance squadrons.
2. Director of Operations.

b. DIRECTOR OF OPERATIONS.

(1) Beginning the first of each month the Wing Director of Operations will review:

- (a) commitments from higher headquarters.
- (b) ordered missions.
- (c) contemplated Wing Unit Missions.
- (d) flyovers or static displays.
- (e) off-base school quotas.
- (f) S&S quotas.
- (g) flying time allocation.

(2) On the third of each month the Wing Director of Operations will advise the tactical squadrons of their flying time quotas and required accomplishments for the following month.

c. TACTICAL SQUADRONS.

(1) By the sixth of each month (fifteenth for Air Refueling Squadron) the tactical squadrons will:

(a) forward to the Chief of Maintenance their adjusted proposed Maintenance and Flying schedules.

(b) forward a copy of their adjusted proposed Maintenance and Flying schedule to the Director of Operations.

2. Monthly 60-9 meeting.

a. At 0900 on the second Thursday of each month the monthly 60-9 meeting will be held and the final B-47 schedule resolved. (It is requested that the tactical squadrons be prepared to discuss flying time requirements, training requirements, tanker requirements, school quotas, leaves, etc., and their plans for the flying and ground training program for the coming month).

3. Action subsequent to the monthly 60-9 meeting.

a. DIRECTOR OF MATERIEL.

(1) The day following the monthly 60-9 meeting the finalized Maintenance and Flying schedule will be published and distributed.

b. DIRECTOR OF OPERATIONS.

(1) The day following the monthly 60-9 meeting, Wing Director of Operations will:

(a) forward the tactical squadrons' tanker requirements to the Air Refueling Squadron.

(b) forward the RNS schedule to the tactical squadrons.

(c) forward trainer and ground training commitments to the tactical squadrons.

c. TACTICAL SQUADRONS.

(1) By the fifteenth of each month (twenty-first for Air Refueling Squadron) the tactical squadrons will forward to the Director of Operations the:

(a) listing of crews by category (L, S, CR, or NCR) with notation of availability of each crew, i.e., TDY, leaves, schools, etc., and duration (Form - Attachment NR3).

- (b) projected flying time required, number of sorties, type of sorties and tanker requirements of each crew (Form - Attachment NR 4).
- (c) projected daily flying time by sortie, type mission (ADS, camera, AR, etc.) and duration of mission.

4. Weekly 60-9 meeting.

a. At 1330 on each Wednesday the weekly 60-9 meeting will be held at which time changes to the forthcoming week will be resolved. The following personnel will be in attendance:

- (1) Wing CO, DCO, DM, DO, DCO, DOTF, Comptroller, Tactical and Air Refueling Commanders, WAs, FM, FM, Commanders, Tactical and Air Refueling Operations Officers.
- (2) The ADS schedule will be confirmed at the first weekly 60-9 meeting following the monthly 60-9 meeting.

5. By the 25th of the month, the Wing Director of Operations will publish and distribute the Wing Operations Plan for the following month.

6. To verify the daily schedule, the Tactical Squadron Operations Officers will assure compliance with paragraph 6 of Wing Regulation 66-1.

379th Bombardment Squadron

		1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
10	52-102	(	---	PERIODIC	---	)						F			F				F			F
11	107			F				F	(	---	PERIODIC	---	)									F
12	113		F				F			F			F			F				F		
13	115					F			F			F				F			F			F
14	118							F			F				F			F			F	
16	276			F			F			F					F					F		
17	277		F			F			F				F			F			F			
18	281				F	(	---	PERIODIC	---	)								F				F
19	284			F			F				F			F			F				F	
20	289									F				F			F				F	
21	293								F			F			F							F
22	297			F				F			F				F			F			F	
23	300		F				F			F			F				F			F		
24	302	F					F		F			F				F			F			F
25	306				F			F			F				F			F			F	

ATTCH NR 2 to 31000000 51-1

301st Bombardment Squadron

		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
42	52-096					F							F			F				F						F				F
43	104				F					F					F				F				F					F		
44	105			F					F					F					F				F				F			
46	111							F					F														F			F
47	112					F				F					F												F			F
48	114				F				F					F					F							F			F	
49	146			F				F					F					F					F					F		
50	261					F				F					F											F				F
51	271				F				F						F											F				F
52	287			F				F						F														F		
53	292							F						F														F		F
54	295				F					F					F											F				(---PERIODIC---
56	304			F						F					F											F			F	
57	305							F						F																F
58	307							F						F													F			F

380th Bombardment Squadron

		1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
26	52-101			F			F			F				F			F			F		
27	106		F			F			F				F			F			F			
28	109				F			F				F				F			F			F
29	110			F			F				F			F			F				F	
30	116		F			F				F			F			F				F		
31	117				F				F			F	(---PERIODIC---									
32	120			F				F			F			F			F				F	
33	147		F				F			F			F			F			F			
35	279					F			F			F				F			F			F
36	282					F								F			F					F
37	283			F				F						F	(---PERIODIC---							
38	286												F			F				F		
39	290	F			F			F				F				F			F			F
40	299			F				F			F			F			F				F	
41	301	---PERIODIC---												F			F			F		

- INSTRUCTIONS: (1) Fill in date by day for month projected
 (2) Enter EA day total daily fly time projected
 (3) Enter EA day by sortie, type mission and duration
 (4) Specify each day number of AR required

____ SQUADRON _____ FLYING TIME PROJECTION
 (Monthly)

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY

(Tactical Squadrons Complete the following)			(Tanker Squadron complete the following)			TOTALS		
Staff & 60-2	Sort	hrs	KC-97F	LR	hrs	KC-97G	LR	hrs
Test Flts	Sort	hrs		AR	hrs		AR	hrs
Select Crews	Sort	hrs		PP	hrs		PP	hrs
Lead Crews	Sort	hrs		Trans	hrs		Trans	hrs
C-Ready Crews	Sort	hrs		Test Flt	hrs		Test Flt	hrs
Non-C Ready Crews	Sort	hrs		Staff&60-2	hrs		Staff&60-2	hrs
Totals	Sort	hrs					S/60-2	hrs
			Totals	Sort	hrs	Totals	Sort	hrs

ATTACH NR 4 to 310B/MAR 1962 51-1

OPERATIONS MEMORANDUM)

NUMBER 55B-4)

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force

24 May 1955

OPERATIONS

O-15 CAMERA PRE-FLIGHT

1. On all pre-flight inspections of the B-47 aircraft by observers of this wing, the following check of the O-15 camera will be accomplished. This will insure that the film magazine is correctly installed and the film will be pulled to through the magazine properly. This inspection will be performed before each flight, after the film magazine has been installed in the O-15 camera. The B-system will not be turned on for this check.
2. Following are steps to be accomplished:
 - a. D.C. power applied to aircraft.
 - b. Turn camera selector switch to "One every scan".
 - c. Place right hand on side of O-15 film magazine so that thumb is touching the knob of the take up spool and one finger is touching the knob of the discharge spool.
 - d. With left hand, turn the P2 (camera Power) switch on and off several times. Both take up and discharge knobs should rotate and counter should operate.
 - e. In the event the counter should not operate, the radome will be dropped and the antenna repositioned to the rear (between approximately 170 to 205 degrees) so that the cam on the antenna will depress the micro switch which activates the O-15 camera.
 - f. Reaccomplish steps "a" thru "d" above.
3. On all pre-flights a "P" system mechanic will be available at the aircraft to assist the observer in conducting the pre-flight.
4. Any in-flight malfunction of the O-15 or O-23 camera will be recorded in the radar scope photo log (SAC Form 284) on the back of the form in the space provided.

WING REGULATION)

NUMBER 55-6;

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

16 May 1955

OPERATIONS

High Winds and Storm Warnings
(Quoted from 31st BOMB WING 55-6, Dtd 13 Oct 52)

1. PURPOSE: The purpose of this regulation is to establish Standard Operating Procedures to prevent damage to aircraft and allied equipment.
2. RESPONSIBILITY: It is the responsibility of each Tactical and Support Squadron Commander to insure compliance with the provisions of this regulation.
3. REASON: In recent months, several 310th Bomb Wing aircraft have sustained damage during periods of high winds. To prevent recurrence of similar incidents the following warning and operating procedures are established.
4. PROCEDURE: When the winds are forecast to reach or exceed 40k, the base weather officer will notify the 310th Wing Control Room. The senior controller on duty then will notify the following in turn, giving the forecast wind velocity, peak gusts expected, the approximate ETA and duration.

- (1) Wing Commander (if velocity forecast to be 50k or greater)
- (2) Wing Director of Operations
- (3) Maintenance Control Officer
- (4) 310th Bomb Squadron Commander
- (5) 310th " " "
- (6) 310th " " "
- (7) 310th " " "
- (8) 310th Director of Safety

OPS MEMO 55B-4

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant

Frank H. Wagner
FRANK H WAGNER
1STLT, USAF
Adjutant

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Wing Reg 55-6 Contd.

b. The Wing Maintenance Control Officer will be responsible for notifying the following.

- (1) Wing Chief of Maintenance
- (2) Field Maintenance Squadron Commander
- (3) Long Range " " "
- (4) " " " " " "

c. Tactical and Support Squadron Commanders will be responsible for:

- (1) Notifying their respective organization
- (2) Ensuring that their respective area is thoroughly
- (3) Inspecting that their respective area is thoroughly
- (4) Inspecting that all radar domes, entrance doors, cowling and other aircraft equipment.
- (5) Inspecting that all maintenance work in effect on the aircraft at the onset of the wind warning is closely supervised.

d. When the wind is forecast to reach or exceed 40K, Phase I as described in 310B OPLAN 106-54 will be implemented.

- (1) The Operations officer will be responsible for implementing Phase I, during normal duty hours.
- (2) Phase I will be considered to be in effect during all non-duty hours, and will be performed by maintenance personnel as a routine function at the close of each duty day.

e. The Wing Commander will be responsible for implementing Phase II as described in 310B OPLAN 106-54.

f. Phase III as described in 310B OPLAN 106-54 will be implemented upon command of the next higher headquarters.

Wing Reg 55-6 Contd.

h. During off duty hours, the Wing Controller and Maintenance Controller will notify the squadron charge of quarters when winds are forecasted to exceed 40k. The squadron charge of quarters will be responsible for implementing the plan established by the Squadron Commander for protection of aircraft, equipment and possible implementation of the plan.

BY ORDER OF THE COMMANDER:

OFFICIAL

FRANK E. WAGNER
1STLT, USAF
Adjutant

Frank E. Wagner
FRANK E. WAGNER
1STLT, USAF
Adjutant

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"A"

OPERATIONS MEMORANDUM)

NUMBER 55B-7)

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
APO 194, United States Air Force

24 May 1955

OPERATIONS

Flying within 60NM of RBS Sites

1. In recent months there has been a large increase in the number of instances wherein aircraft flying above 20,000 feet have passed within a 60NM radius of RBS sites without making their presence known to the RBS Site. This is direct violation of procedures outlined in PAR 8a(2), SAC REG 50-4.

2. To prevent violations of this nature occurring in this wing the following action will be taken by all squadron operation staff personnel.

a. On all charts used for planning normal training missions, a red 60NM radius be drawn around all RBS sites and cross hatched in red.

b. At all squadron briefings, the operations officer will specifically point out those flights near or passing within a 60NM radius of an RBS site.

c. All crews will be briefed on communications procedures to be used prior to entering within a 60NM radius of an RBS site.

d. The crew navigator will enter in his log the time the aircraft made known its presence to the RBS site.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Frank H. Wagner
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Adjutant

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TAB VI

INTELLIGENCE

An evaluation of available target materials for EWP planning and crew mission study on the SACEUR Rotational DGZ's assigned 8th Air Force and 7th Air Division Operations Plan 50-55 discloses the following:

1. On nine DGZ's, the material available was completely inadequate to enable the crew to identify the target with any degree of certainty at the Mach .81 rate of closure. On seven of these targets, nothing was available except WAC or pilotage charts until after arrival in the United Kingdom, when AMS maps based on British GSGS series were furnished by 7th Air Division and provided same required information. The AMS maps were useful primarily in computing ground elevation in the selection of offset aiming points. They did not indicate the location or runway pattern of the airfields and were of little value in attempting a radar prediction of the IP - Target area. Aircrews assigned these targets were frankly dubious of their chances of locating the aiming points by other than GPI bombing methods.

2. On one DGZ, the location was known only to the nearest minute of latitude and longitude. This could cause a two-mile error in the direct aiming point position and considerably affect offset aiming point selection and component computation.

3. Very little information was available concerning the significance of these targets, since fifteen of the total number were not listed in the current SAC Soviet-Satellite AOB. Six of these were also installations on which available target material was practically non-existent. Aircrew personnel were very interested in knowing why the airfields were of sufficient importance to justify an attack when available information was so extremely scarce.

The nonavailability of qualified intelligence personnel constituted the major problem encountered by the section during deployment (see comments in Tabs 3 and 7). An analysis of the authorized and assigned strength for a consolidated Wing Intelligence Section including personnel from four tactical squadrons of a B-47 bombardment wing is as follows:

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Intelligence Personnel Status

(Based on Consolidated Wing and Tactical Squadron Intelligence T/O)

OFFICERS

<u>AFSC</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>REMARKS</u>
2016	1	1	
2044	2	1	
2054	7	2	
2051	<u>0</u>	<u>2</u>	One is an ANG officer who cannot accompany the Wing on deployment and has no military training of any type other than ROTC.
TOTAL	10	6	

AIRMEN

20470	6	2	
20450	5	2	Will be discharged by 1 JAN 56
20471	1	0	
20451	1	1	Will be discharged by 30 SEP 55
20431	0	1	
70250	1	1	Will be discharged by 31 OCT 55
70230	1	1	
22350	<u>1</u>	<u>1</u>	Will be discharged by 30 NOV 55
TOTAL	16	9	

Additional Remarks: In addition to the officer assignments cited above, two 2051's presently assigned will be reassigned and/or relieved from active duty by 30 JUN 55. One single-rated observer who has been acting in a 2041 duty AFSC will be reassigned to AOB school approximately 25 JUN 55. One B-47 crew observer has been assigned to the target section to assist in film scoring and the preparation of target material.

The primary function of intelligence in a combat ready wing is support of the EMP, both with respect to providing personnel and facilities for mission study and flight planning and keeping abreast of the enemy situation. A secondary function, but one which often assumes considerable temporary importance, is the production of target material for domestic training missions and the maintenance of a library of radar target materials of all

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training and foreign RBS sites. In either of these situations, highly skilled personnel are a prerequisite to quality training.

It is apparent from a study of the cited analysis that this command does not have such personnel, and furthermore, that the situation will become even more critical by the end of the year. If trained airmen are not received to replace those who will be lost prior to 1 January 1956, there is no question but that intelligence support of the EWP will be impossible as confirmed by the 7th Air Division inspection, Tab VII.

SECRET

SUBJECT: Upper Hayford Personnel Redeploying from Brize Norton

TO: FROM: 310DML 2 JUN 55 COMBAT NR: 1
Major Verstatter/193/rap

1. Personnel selected to deploy with KC-97 aircraft (master personnel roster numbers 229 through 391 and number 397) will complete all processing at Upper Hayford except money conversion on 3 JUN 55. Personnel baggage will be collected and weighed at this time. Personnel will be processed in accordance with 310th Bombardment Wing deployment instructions. Money conversion will be completed at Brize Norton at the flight line just prior to boarding the assigned aircraft.

2. Troop Commanders will select ten airmen from their roster of personnel to escort and load the assigned aircraft located at Brize Norton. The KCIC assigned will insure this is accomplished in accordance with instructions from the aircraft commander. Upon completing the assigned task, the KCIC and all escort personnel will return to Upper Hayford where all troops will remain until directed to redeploy to Brize Norton, five hours before departure of the assigned aircraft. Personnel will retain one hand bag, web belt, first aid packet, ammo clips and appropriate weapon.

3. Personnel assigned deployment numbers 383 through 391 (397 LTCI Part and Major Verma) will be personally responsible for transporting and loading their own baggage. Captain Tandy, Charles C, 40261693 will transport hospital records to Brize Norton for loading 3 June 1955. Transportation will be arranged for through Commercial Transportation at Upper Hayford.

4. Each person deploying from Brize Norton will complete a emergency address card during this primary processing to be retained at Brize Norton.

5. Pistol belt, canteen filled with water, and first aid packet will be worn for walking in.

6. The following numbers will process with baggage at hangar 1 at times indicated.

Numbers 188 through 224, process 0900 Saturday
Numbers 229 through 264, process 0900 Friday
Numbers 267 through 302, process 1030 Friday
Numbers 303 through 316, process 1300 Friday
Numbers 308 through 311, process 1300 Friday
Numbers 313 through 342, process 1300 Friday
Numbers 343 through 382, process 1430 Friday
Number 392, process 1430 Friday

MAJOR VERSTATTER
Major, USAF
Wing Logistics Officer

WING REGULATION)
NUMBER 66-11)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
APO 194, New York, New York

9 May 1955

MAINTENANCE - ENGINEERING

Aircraft Malfunction and Aborts

(This supersedes Wing Regulation 66-11, 13 April 1955)

1. PURPOSE: To establish internal procedures governing reporting aircraft malfunctions and aborts in accordance with SAC Regulation 66-11.
2. SCOPE: This regulation is applicable to all operations and maintenance personnel assigned this organization.
3. GENERAL: A program to cope with the problems of aircraft malfunctions and aborts has been established and an Aircraft Malfunction and Abort Board appointed in accordance with SAC Regulation 66-11.
4. PROCEDURES AND RESPONSIBILITIES:
 - a. When a malfunction and/or abort is imminent, air or ground, Maintenance Control will be notified immediately by the Aircraft Commander calling Granville Control, where the call will be relayed by the Wing Controller, or, to the Squadron Engineering Officer, or his representative, calling Maintenance Control by telephone.
 - b. Wing Control will, upon receipt of an air or ground malfunction and/or abort, notify Maintenance Control, Wing Operations, the Squadron Operations concern, and the Deputy Wing Commander.
 - c. Upon receipt of notification of an aircraft malfunction or abort, Maintenance Control will notify the appropriate maintenance agency who will in turn dispatch specialists to the aircraft immediately to determine the malfunction. (Maintenance Control will also notify Wing Control, if his notification came from the Squadron Engineering Officer.) The Wing Controller will then follow the procedure set forth in paragraph b above. The Chief of Maintenance will be responsible for the internal details to place this procedure into effect.
 - d. Every effort will be made to immediately correct malfunctions which occur prior to take-off, where it appears an abort may occur.
 - e. "K" systems mechanic will be present at each airplane scheduled for a "K" mission during the aircraft pre-flight inspection in accordance with existing directives.

WING REGULATION 66-11

f. Particular emphasis is placed on the practice of meeting malfunctioning or aborting aircraft by individuals specified in paragraph 5a(1) and (2), SAC Regulation 66-11.

g. With reference to paragraph 5a(1) and (3), SAC Regulation 66-11, the Squadron Operations Officer will be primarily responsible for the preparation and submission of S.C Forms 190.

h. The Wing Aircraft Malfunction and Abort Board will convene bi-monthly at 1300 hours three working days following the sixth and twentieth calendar days of the month.

5. REPORTS: The Aircraft Malfunction and Abort Board reports will be compiled and submitted by the recorder of the board in accordance with paragraph 6, SAC Regulation 66-11.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1st Lt, USAF
Adjutant

Frank H. Wagner

FRANK H. WAGNER
1st Lt, USAF
Adjutant

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"A"

DOCUMENT TO ROLL INDEX

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